

The Peak Express

Issue 50

Summer/Autumn 2019

£2.75



The official magazine of the Peak Railway Association

Peak Rail Operating Dates - December 2019 - March 2020

December 2019	January 2020	February 2020	March 2020																																																																																																																																																																								
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Normal Service	Closed Kids go Free	Santa Specials	No Service																																																																																																																																																																								

Timetable

Rowsley South Depart	11:00	12:14	13:28	14:42	15:56
Darley Dale Arrive	11:05	12:19	13:33	14:47	16:01
Darley Dale Depart	11:07	12:21	13:35	14:49	16:03
Matlock Platform 2 Arrive	11:22	12:36	13:50	15:04	16:18
Matlock Platform 2 Depart	11:32	12:46	14:00	15:14	16:28
Darley Dale Arrive	11:47	13:01	14:15	15:29	16:43
Darley Dale Depart	11:49	13:03	14:17	15:31	16:45
Rowsley South Arrive	11:54	13:08	14:22	15:36	16:51

This service does not operate during February & March



PEAK RAIL FARE INFORMATION

Adult	£9.50
Senior Citizens	£8.00
Children under 3 years (maximum of two per paying adult)	FREE
Children 3 – 15 years	£4.50
Family Ticket (2 adults and up to 3 Children)	£30.50

Trains from Rowsley South terminate in platform two at Matlock where there is cross platform access to East Midland Railway services to Derby, Nottingham and Newark. Through tickets are available from stations operated by East Midland Railway which are valid on Peak Rail normal services.

Visitors travelling by road are advised to arrive at Rowsley where there is a large free car park.

Parking at Matlock is in the pay & display car park adjacent to the station

Every effort will be made to operate services according to the timetable above but unforeseen circumstances may cause alterations or cancellation.
Peak Rail reserves the right to alter or cancel the timetable above without prior notice.

The fares above allow unlimited travel on date of purchase. These fares apply to normal operating days only.

FARES AND TIMES MAY CHANGE FOR SOME SPECIAL EVENTS.

Dogs are welcome to travel on the trains but guide dogs only on the Palatine Restaurant . [Go](#)

Special Events 2019/20

Santa & Steam Specials**December 7th, 8th 14th 15th 21st 22nd 23rd & 24th**

Get Christmas off to a magical start by riding Santa's festive steam train. As you sit back and enjoy the journey Santa with his many helpers will stroll through the train bearing wonderful age suitable gifts, together with a Christmas treat and activity pack for every Boy and Girl.

Mums, Dads, Grandmas and Grandpas can relax and enjoy a mince pie and a glass of hot mulled wine in garland filled coaches, whilst a variety of professional entertainers will entertain you during the whole of your journey.

Gluten free, dairy free, vegetarian and vegan mince pie and non-alcoholic beverage are available upon pre-booked request.

Santa Trains depart from Rowsley South Station only at 10:30am 12:05pm 1:40pm & 3:15pm and run to Matlock Station Platform 2 (one return journey) which takes approximately one hour.

Children 0 - 15 months (no seat) £7.00

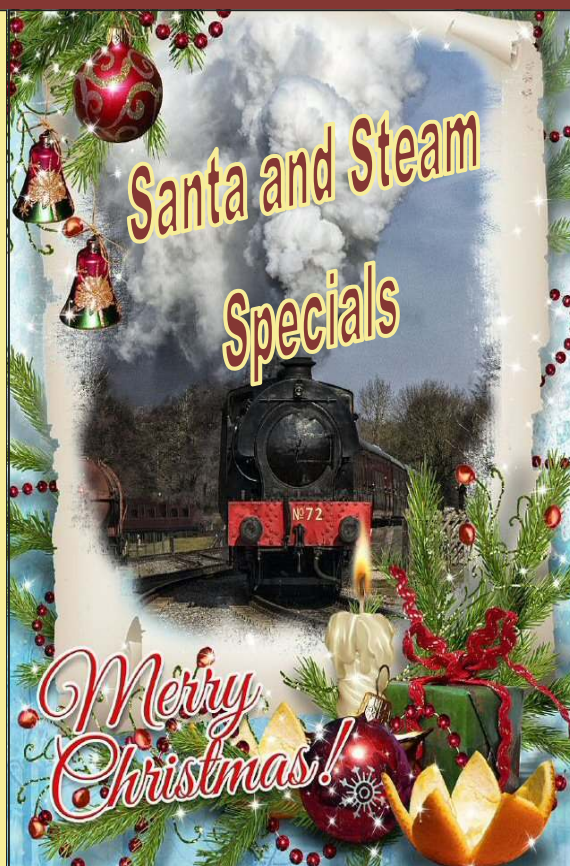
Children 16 months - 15 years £11.50

Adults and Senior Citizens £14.00

The booking line will be open between 10.00am and 4.30pm Monday to Saturday and from 10.30am – 4.30pm on Sunday's.

Telephone 01629 580381 or e-mail peakrail@peakrail.co.uk

Booking is essential for the Santa & Steam Specials

**Easter Treasure Hunt - Fun for all the family****April 11th 12th 13th 14th and 15th**

Join our popular Easter themed treasure hunt with clues at Rowsley South Station, Matlock Station Platform 2 and on the train.

This is your chance to win tickets for our hugely popular Santa Specials.

Normal timetable and fares will apply for this event.

For further information see www.peakrail.co.uk
or e-mail peakrail@peakrail.co.uk

**Peak Rail 7 / Race the Train – Matlock Athletic Club****April 13th 2020**

This hugely popular annual charity event is promoted on Easter Monday by the Matlock Athletic Club in conjunction with Peak Rail.

A challenging 7 miles test of speed and stamina in which runners are challenged to beat the steam hauled heritage rail service from Rowsley South Station to Matlock Station Platform 2 station and back. It attracts runners of all abilities from across the country.

A special train departs at 9.30 a.m. and then we run our normal timetable for the remainder of the day.

For further information about any event please contact: 01629 580381
or e-mail peakrail@peakrail.co.uk.



Palatine Restaurant Car Operating Dates and Information

December 2019

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May 2020

**Please
Telephone
For
Details**

 **Christmas Lunch**

 **Mother's Day Lunch**

 **Afternoon Tea**

 **Sunday Lunch**

SUNDAY LUNCH TRAINS

DEPART Rowsley South Station at 12:14pm

Adults and Senior Citizens £30.00

Children 5 - 8 years £23.50 9+ £30.00

MOTHER'S DAY LUNCH TRAINS

DEPART Rowsley South Station at 12:14pm

Adults and Senior Citizens £35.00

Children 5 - 8 years £28.50 9+ £35.00

CREAM or AFTERNOON TEA TRAINS

DEPART Rowsley South Station at 2:42pm

Cream Tea £15.50

Afternoon Tea £19.50

CHRISTMAS LUNCH TRAINS

DEPART Rowsley South Station at 12:05pm

Adults and Senior Citizens £35.00

Children 5 - 15 years £35.00

Children also receive a present from Santa

Wine and dine in the age of steam. Be content in the knowledge that the original values of quality and service are still in existence. From the moment we welcome you aboard, you will receive the utmost care and attention, making you very reluctant to leave the relaxed atmosphere and beautiful carriages of the Palatine.

We offer traditional home cooking prepared on board by our qualified chef with waiter/waitress service and a fully licensed bar. Our two coaches can seat up a maximum of 79 people at any one time.

Why not hire the Palatine for a group of 48 people or more to celebrate that very special occasion - an anniversary or birthday. We regret that access is not available to the Palatine Restaurant for wheelchair users.

If you would like to book, which is essential, or you are unsure as to the service we can offer; please do not hesitate to contact us on 01629 580381.

Gift Vouchers

These may be purchased for any of our Palatine Restaurant Car Services and are valid for two years from the date of issue.

Menus and wine lists are available upon request or can be downloaded at www.peakrail.co.uk

Prices quoted may be subject to change



PEAK RAILWAY ASSOCIATION LTD

Registered Office: Darley Dale Station, Station Road, Darley Dale, Derbyshire, DE4 2EQ
Company registered in England No. 3571526

Treasurer: Roderick Lees
Archivist: Mick Bond, 73 Helmtan Road, Woodseats, Sheffield, S8 8QJ
Membership: Pete Waller, - e-mail: members.pra@gmail.com Telephone: 07564-308418
All postal membership correspondence to Matlock Station
Pete Waller, - e-mail: peakexpress@ymail.com
Editors: The Peak Express: Mick Bond, Harold Davenport, Roger Hallatt, Richard Johnson,
Directors: Jackie Statham, Paul Tomlinson, Jack Thompson & Pete Waller

BRANCH SECRETARIES:

Derby: Nigel Carabine
22 Castle View Drive, Cromford, Matlock, Derbyshire. DE4 3RL Tel: 01629-823581
Sheffield: Dave Sharp
1 Birch Farm Avenue, Little Norton, Sheffield. S8 8GH Tel: 0114-274-5478
Chesterfield: David Grainger
2 Nicholas Street, Hasland, Chesterfield, Derbyshire. S41 0AS Tel: 01246-236749
Derwent Valley: Paul Fay
16 Yokecliffe Hill, Wirksworth, Matlock, Derbyshire. DE4 4PE Tel: 01629-821891
Buxton & High Peak: Gordon Caro
1 Lansdowne Road, Buxton, Derbyshire, SK17 6RR Tel: 01398-24687
100 Club Trustee: Colin Peskett
10 The Ridge, Sheffield S10 4LL. Tel: 0114-230-7740

PEAK RAIL PLC

Registered Office: Matlock Station, Matlock, Derbyshire, DE4 3NA. Tel: 01629-580381
e-mail: peakrail@peakrail.co.uk Company Registered in England No. 2071143

Company Secretary: Hazel Evans
President: Pete Waterman
Managing Director: Jackie Statham
Directors: Gordon Bennett Operations Director
Jeremy Bennett Legal Director
John Bunch Engineering Director
Martin Gadsby Assistant Project Director
Robert Raynor HRA Representative
Mike Standerline Finance/ Marketing Director
Paul Tomlinson Project Director

PEAK RAIL PLC NON EXECUTIVE BOARD

Commercial Manager: Claire Statham
Traction and Special Trains Advisor: John Patrick
Carriage and Wagon Manager: Harvey Coppock
Permanent Way & New Works Manager : Vacant
Engineering Consultant: Andrew Civil

PEAK RAIL PLC DEPARTMENTAL MANAGERS

Signalling:	Gerry Craft & David Horton	Stations:	Vacant
Guards:	Keith Wright	S & T & Telecoms:	Dominic Beglin
Gardens & Lineside:	Vacant	Steam Traction:	Roger Hallatt
Diesel Traction:	Gordon Bennett & John Ball	Health and Safety	Tony Markham

PEAK RAIL PLC DEPARTMENTAL HEADS

Matlock Shop/TIC:	D Woodward & V Wilding
Rowsley Buffet:	Karen Newton
Palatine Restaurant:	Outside Caterers

Rowsley South Station: 01629-735318
Matlock Shop & Tourist Information Centre: 01629-580381
www.peakrail.co.uk

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Chairman's Report

Roger Hallatt

In my last report I mentioned the need for serious debate as to whether Peak Rail needs three organisations going forward. Discussions were held between the association and the Derwent and Wye Valley Trust. These were to explore the idea of winding up the association and its functions being absorbed by the DWVT. I have to report that the DWVT representatives felt that they could not proceed with such a venture. At a subsequent PRA board meeting I put forward alternative models for the PRA to achieve charitable status together with their advantages and disadvantages. Whilst the model of a charitable company limited by guarantee was well received a majority of the directors were of the opinion not to proceed further with charitable status as it may impose limits on the type of projects the association could fund.

At the same board meeting the directors decided unanimously, as a priority, to redraft the PRA 'Articles of Association'. The articles govern the way an organisation such as the PRA conducts itself. For a while now it has been accepted by the directors that the current articles are not 'fit for purpose'. This view was recently amplified by a legal challenge to a decision taken by the directors last year. This was to refuse the membership renewal of three members. After the PRA and each individual director being served court papers by these three members, the board unanimously agreed to take legal advice. The issue was settled amicably out of court with the individuals being granted renewal of their membership. However the proceedings served only to highlight the weaknesses of the current articles. The current articles were written for the aborted Peak Railway Heritage Trust and then adopted by the PRA. In hindsight the articles should have been amended then. Alongside the redrafting of the articles the board also agreed to review the joint PRA/Plc Disciplinary Policy. This might be re-titled as a Code of Conduct. At the same time a Social Media Policy will be formulated. It is the view of the directors that these should be available in time for consideration at the next AGM of the association. A subcommittee has been established to progress this revision of the articles of association comprising of Richard Johnson, Mick Bond and myself. Use was made of model articles of association published by Companies House which proved invaluable alongside our current articles during the review. The revised version of the articles was circulated to all directors and discussed. It was then agreed to seek professional legal oversight to ensure compliance to existing law. This course of action will also be undertaken with the Code of Conduct/Disciplinary Policy and Social Media Policy. Whilst this will incur further financial cost the directors make no apology for engaging professional advice.

With the PRA having put £3500 plus into the refurbishment of LMS Brake Van no. 747, it was pleasing to see its inclusion in the freight train during the successful August Gala. The PRA would like to thank the volunteers of the LMSCA for putting their time and considerable skills into a superb refurbishment of this historic vehicle.

Earlier this year Pete Waller and myself revised the PRA membership and volunteer leaflet. It has been pleasing to note a significant increase in new members following its release.

The board has decided that the 2019 raffle proceeds will go towards providing playground type equipment for the picnic area at Rowsley. Some of you may remember that it was the predecessor of the PRA, the Peak Railway Society, that funded the creation of the picnic area. Along with the emergence of trains running on the Ashover Light Railway line these attractions will hopefully encourage more visitors to stop over longer at Rowsley.

Roger Hallatt: Chairman

The next **Peak Express** will be published early in the new year.
 Submissions are required no later than 31st December 2020.
 Articles and photographs should be sent to peakexpress@ymail.com

Derwent Valley Branch Notes

Paul & Sue Fay

Since my last article we have had three further meetings, all of which were well attended. On May 28th we had a return visit from Laura Waters, the archivist at Crich Tramway Museum. Laura's topic this time was 'The Restoration of LCC 1 at Crich'. Although Sue and I have heard this talk before, it was so good to be brought up to date with this superb restoration of a unique tram. After hearing the talk last time, which Laura gave to The Wirksworth and District Probus Club, we were invited to a conducted tour of the workshops at Crich followed by a short tour of the archives. If any other branch members are interested, I am sure that Laura would be happy to arrange this.

On July 23rd we had another returning speaker. Paul Blurton continued with his illustrated talk about the Cromford and High Peak Railway, dealing with the second half from Friden to Whaley Bridge. The history of this unique line is truly fascinating. The attached photograph shows Paul, seated at a table at the front, addressing members in the Lady Whitworth Room.

Our meetings are held at The Whitworth Centre, Darley Dale commencing at about 7.00 pm for tea/coffee and biscuits and sale of raffle tickets. This is followed by the speaker starting at 7.30 pm to talk for about one hour. As we have to hire the room at the Centre, we have found that two hours is affordable but three hours would not be, hence talks lasting only one hour. Meetings are held bi-monthly starting in January and all members and friends will be made very



Paul Blurton addresses the July meeting

welcome. Although there is no charge for attendance, we do ask for a small donation (suggested minimum £2) to cover our costs and speaker expenses.

Due to pressure of other commitments, it is my intention to step down from my role as secretary of the branch at the end of this year. Jack Thompson, who I am sure is well known to all who attend our meetings, has agreed to take over as branch secretary from the start of 2020. I will continue as treasurer if required. Planning for 2020 is already well in hand with five of the six speaker slots already booked. Next year's programme of speakers will be in place by our November meeting and bookings for the Whitworth Centre have been made. I have much documented information available and will be happy to offer help and advice to the new secretary.

Sue and I look forward to meeting up with our core of supporters at future meetings and please invite your friends; the greater the attendance, the more we can then donate to the PRA.

Paul & Sue Fay paulianfay@gmail.com

Derby Branch Notes

Nigel Carabine

We were looking forward to the start of our 2019/20 Social Evening programme. Glynn Waite, who I am sure is well known to a lot of Peak Rail members, provided our first presentation on Monday 14th October and Glynn was keeping it local with his presentation 'History of the Derby to Matlock Line'.

The Christmas meeting on Monday 9th December will see a return of one of our favourites over the years, Colin Boocock, who will take us through '100 Years of History at the Eastleigh Works'.

Into 2020 and our February gathering, we will welcome Robert Pritchard from Sheffield for his first visit to a Derby meeting. Robert is editor of the popular Platform 5 railway publications and he will be recalling his ten years with the publishing company.

'Midland Lines from Victorian Times to the end of BR Steam' will be the subject for our 6th April meeting. Steve Armitage from Leeds has a great collection of digitally restored photographs which include shots taken in the Peak District. I first saw this presentation at a Sheffield Branch meeting and can recommend it.

The Branch Social Evenings will be held as usual at The Alexandra Hotel, Siddals Road, Derby DE1 2QE. Meetings commence at 8pm. The Alexandra; is a few hundred yards from the Derby Railway Station.

The Branch Committee have been active again raising funds and publicising the Railway. Although we were not able to attend as many events this year, unfortunately missing out on the successful Steam and Diesel Event in August, proceeds were higher than previously at the annual Bus Rally, Bakewell Model Railway Exhibition and two local Carnivals. Funds are available to support Roger Hallatt's project to replace the old tool van generators and if necessary purchase more surface planks for the Riverside Platform.

It is sad to have to report that the Shelter erected on the Riverside Platform in 2013 has taken another battering by vandals – very annoying as we virtually rebuilt the Shelter last year! At the time of going to print we have tidied up the building and left it in its current condition before a final decision is made on its future.

Finally, as a Branch Official for over 20 years and witnessing firsthand the benefits of a Branch network, I am very pleased to see the work and efforts put in by the Peak Railway Association Board, and in particular Mick Bond, who has set about the resurrection of the Buxton Branch. The work undertaken appears to be paying dividends as an inaugural meeting was attended by 70 interested members and further meetings have been arranged from September onwards.

If you would like more information on the activities of the Derby Branch please contact Nigel on 01629 823581 or 07811 039598.

Nigel Carabine
Derby Branch Secretary

The full programme can be viewed at:

www.peakrail.co.uk

or direct from

Nigel Carabine, 22 Castle View Drive, Cromford, Matlock, Derbyshire. DE4 3RL

Tel: 01629-823581

Sheffield Branch Notes

Dave Sharp

We meet at 7.30pm on the first Monday of each month in the upstairs room of The Harlequin Pub at 108 Nursery Street, Sheffield S3 8GG. A real-ale pub with ample parking nearby, and evening meals available from 6:00pm if you wish to eat before the meeting. To raise monies towards Peak Rail projects, pay for sandwiches at the interval, and to cover speaker expenses, we request a £3 donation on the door. Members and non-members are most welcome!

November 4th “Where Would You Like to Go?” - digital - Anthony Hicks (Leeds)

Anthony's show begins with some very scenic shots of trains on Yorkshire viaducts, some obtained by rather devious means to get a clear view! Then the audience gets to choose from a menu of around 30 topics (steam, East Anglia etc) each including approx 20 pictures and taking about 10 minutes, before returning to the menu for another choice to be made. Every show is different!

January 6th 2020 “Interrailing Adventures in Europe” - digital - Stewart Donohoe

Standard gauge, narrow gauge, steam, diesel and electric. Not just the trains but the locations as well. Journeys from 2007 to date.

February 3rd 2020 “West Coast Railways” - presentation - James Shuttleworth

The intriguing complexity of setting up a private railway company, and then resourcing access agreements to use the network and stations, acquire depots, locomotives, coaching stock and staff. With the resources in place, James then goes on to describe the multitude of arrangements to run diesel and steam charters on today's railway, with some examples of all going well, and others which encountered problems, and how they were solved. A fascinating insight. *(Date subject to confirmation)*

March 2nd 2020 “10+ years at Platform 5” - digital - Robert Pritchard

Robert is now Editor of ‘Today's Railways UK’ magazine, and also author of the Platform 5 handbooks on Czech & Slovak Railways, UK Metro & Light Rail Systems, and Preserved Locomotives of British Railways. Working for Platform 5 means he gets to photograph newsworthy events and gain access to privileged areas. Robert travels extensively at home and abroad, and tonight we see the period 2006-2011.

DIRECTIONS TO THE HARLEQUIN PUB:

By Road: The pub adjoins Junction 9 “Bridgehouses” at the northern apex of the Inner Ring Road, providing direct access (follow A61N Barnsley) from the Sheffield Parkway link road from M1 (J33). The postcode of the pub is S3 8GG.

Parking: After 18:00 patrons of The Harlequin have free parking in the large Aizlewood's Mill car park. This parallels the Inner Ring Road, and is just behind the pub. Access is from “Spitalfields” which is the lane along the nearside of the pub, and which is immediately left upon leaving J9.

Rail, Tram & Bus: At Sheffield railway station the footbridge gives direct access to Supertram. Take any tram from the nearest platform for just one stop to Fitzalan Square. There you turn right and continue 400 yards down Haymarket and Waingate to the bridge over the River Don (“Lady's Bridge”). Immediately over the river, Nursery Street is first left and the pub is at the far end on your right.

The full programme can be viewed at:

www.peakrail.co.uk

*Branch Programme leaflets are in Peak Rail shops, local libraries & railway modelling shops in Sheffield,
or direct from*

**Dave Sharp, 1 Birch Farm Avenue,
Little Norton, Sheffield S8 8GH**

telephone 0114 274 5478 or 07950 787231 E-mail: d.sharp@sheffield.ac.uk

Chesterfield Branch Notes

David Grainger

Looking back through my records I am amazed to be reminded that the current Chesterfield Branch has been running since the mid-summer of 2006. It has passed in a flash and has involved three different venues (each one getting nearer to my home address). The venue we are now using has made my life even easier by installing a ceiling mounted digital projector which can be driven from a DVD player (also installed) and a very large screen which spans from ceiling to stage level. No more lugging of the branch owned screen is required. No ulterior motives should be read into this opening paragraph. I am not looking to stand down from my self imposed secretarial position, but since I am now in my 79th year and am suffering with arthritis in each of my hips and knees, it is only fair to be giving thought to the long term future.

A ballot was held earlier in the year to determine which of a number of attractions would become the subject of this year's visit. The winner turned out to be the Appleby Frodingham Railway Preservation Society (with a guided tour of Drax Power Station being a quite close second). The news of possible closure of the steelworks created a delay while the continuation of the rail tours was confirmed. In addition, building work to provide improved disabled access at our venue resulted in the postponement of our August event because the meeting room temporarily became the main access to the club. Ken Horan must feel fated as the August date was a rescheduling from May (at his request), but he has agreed to give his presentation in the new year. Losing that meeting meant that it was not possible to determine the numbers travelling early enough to meet the final operating day. I am now in contact with the Society and looking at a late Spring - early Summer date including the possibility of a private rather than public operating day.

November 19th Is occupied by John Wade of the Heritage Shunters Trust and his presentation will feature 'Ex British Railways Locomotives in Industrial Use'.

December 17th Our final presentation this year will be 'The Settle and Carlisle Railway' described by Les Nixon as "A blow by blow survey of this popular line with around 20% of the photographs featuring 'real steam'."

The programme for 2020 is not yet complete – please refer to www.peakrail.co.uk under Membership and Volunteering for updates.

Meetings are held in the Concert Room at:
Hasland Working Men's Club,
Hampton Street,
Hasland.
Chesterfield. S41 0LH

For additional details please contact:
David Grainger
tel: 01246 236749
e-mail: gravedanger@care4free.net

The doors are now open from early afternoon and our meetings start at 19.30 with any announcements, appeals etc. before the first part of the evening's presentation. After an hour or so we have a break while raffle tickets are sold and the draw made. We then have the second half of the presentation ending the evening at about 22.00.

The nature of the club and its name is to be changed. The CIU affiliation has been dropped partially to open up accessible funding streams, and the club appears to be heading in a community hub type of centre. No decisions have yet been finalised re membership requirements. Parking at the premises is strictly limited since the installation of the improved disabled access parking. At the time of writing (October 1st) the plentiful, unrestricted on-street parking is badly affected by a slow moving replacement of a water main; this work seems to have been going on for ever.

Buxton & High Peak Branch

Gordon Caro

The new Buxton and High Peak Branch was formed after an open meeting on June 19th which was hosted by the Peak Railway Association Board, and held at the University of Derby Campus in Buxton. The aim was to establish the new branch along with a presence on Peak Rail's land in Buxton. The main speaker was Peak Rail Plc Director Paul Tomlinson who outlined the Company's future proposals for extending northwards from Rowsley South. Ruth George the local MP also attended and addressed the meeting giving her support to the railways ambition's. The meeting was extremely well attended and Paul took a wide variety of questions from the audience, even some from two or three people opposed to the re-opening. At the meeting a significant number signed up to help with the new Branch and Buxton Site. The main functions of the Buxton Branch are to support the Peak Railway Association by raising funds, volunteering to support the Peak Rail operations and helping to publicising the Railway.

The first meeting of the new Buxton/High Peak Branch was held on September 19th at the Old Hall Hotel where Paul Blurton gave a presentation on the Cromford and High Peak Railway from Friden to Buxton and Whaley Bridge after which, Paul Tomlinson gave an update on the Peak Rail project and the plans to re-open our site at Buxton. Details of future meetings are to be found below and on the Peak Rail website.

Programme - October 2019 - June 2020

Thursday 21st November 2019 – Ken Grainger takes a detailed look at the history of the Lynton and Barnstaple railway.

Thursday 12th December 2019 – Pie and Peas evening followed by your own slides and memories.

Thursday 9th January 2020 – Ted Hancock will give a digital presentation and talk on the Hope Valley railway 'A Photographic Journey from Dore & Totley station to Chinley in the steam era'.

Thursday 13th February 2020 – Robert Falconer, a professional photographer will give an illustrated talk 'Land of the Fiery Dragon' on his 3 visits to China showing real steam and culture.

Thursday 12th March 2020 – 'Pottering to Stoke', Nottingham to Crewe via Stoke on Trent – slideshow – Martin Bromley will re-call interesting and humorous incidents from his 40 years of train driving, and finding appropriate photos to illustrate them.

Thursday 9th April 2020 – 'Melbourne to Melbourne'. Gavin Lake presents a journey of epic proportions by train from Derbyshire to Australia calling at France Germany, Poland, Slovakia, Hungary, Romania and Bulgaria.

Thursday 14th May 2020 – Colin Boocock will give an illustrated talk on the Bulleid's Pacifics

Thursday 11th June 2020 – David Charlsworth, editor of the Darjeeling Himalaya Railway quarterly magazine presents 'The amazing railway to Darjeeling'.

For 2019 the Buxton Branch meets at the Old Hall Hotel, The Square, Buxton, SK17 6BD which is opposite the Buxton Opera House and next door to the Crescent. There is public 'pay and display' parking directly outside the hotel. The main railway station is a 5 minute walk away and there are several bus services.

Note that in 2020 our venue will change to the Conservative Club, 3-5 Concert Place, Buxton, SK17 6EE. This is just off the market square in Buxton which has plenty of parking. The room is available from

7.00pm and the meeting will start at 7.30pm. There is no charge for attendance, and the meetings are open to both members and non-members of the Peak Railway Association, but we do ask for a minimum donation of £3 to cover our costs for the guest speaker and room hire.

In 2020 it is hoped that a working group can be formed to start a schedule of care and maintenance to the site owned by Peak Rail. This site was part of the terminus of the old Midland Railway line to Ambergate. Some of the track bed is still in our ownership along with the bridge over Bridge Street. The platform remains but the site has been partly taken over by vegetation.

We have a keen but small Committee so would welcome an approach from anybody with a small amount of time to spare to help us fulfil our objectives and possibly expand our activities.

Contact: - Gordon Caro
tel: 01298 24687 or 07961228322
e-mail: g.caro@btinternet.com

100 Club Results

Colin Peskett

A total of 361 members were eligible to take part in the Second Draw of 2019. The draw was at the June meeting of Sheffield Branch at the Harlequin Pub, Nursery Street, Sheffield. The results of the draw were as follows:

1st £270.75 (246) G Turner, Sheffield
2nd £108.30 (085) A Read, Cinderhill, Nottingham
3rd £54.15 (030) T Osborne, Morecambe
3rd £54.15 (329) R Turner, Sheffield
3rd £54.15 (198) G Smith, Colwick, Nottingham

A total of 367 members were eligible to take part in the Third Draw of 2019. The draw was at the August meeting of Sheffield Branch at the Harlequin Pub, Nursery Street, Sheffield. The results of the draw were as follows:

1st £275.25 (093) M Griffiths, Sandbach..
2nd £110.10 (265) A Harrison, Lincoln
3rd £55.05 (007) I Cosford, Sheffield
3rd £55.05 (013) A Joyce, Sheffield.
3rd £55.05 (033) E (Ted) Hancock, Sheffield

Congratulations to all our winners. Geoff and Ralph Turner (no relation) were both present at the Second Draw. Ian Cosford, Tony Joyce and Ted Hancock were present at the Third Draw. Amazingly, Ted won on the same evening that he launched his book "The Hope Valley Line, Dore to Chinley". We have waited a long time for the book which is excellent and well worth buying.

The 100 Club is administered by Sheffield Branch and licensed by Sheffield City Council. If you would like to join the 100 Club then contact me for an application form by either writing to me at 10 The Ridge, Sheffield, S10 4LL or phone 0114 230 7740 and give me your address. The minimum cost is just £1 per month, payable quarterly by standing order.

If you are an existing member then you might want to increase your number of entries just give me a call or write to me for a new mandate.

If you move home please advise me, as well as the PR Membership Secretary, otherwise it causes me problems sending your prize. Don't forget the odds are better than the National Lottery.

Colin Peskett,
Trustee

2019 Raffle

Nigel Carabine - Raffle Organiser

PEAK RAILWAY ASSOCIATION RAFFLE 2019

Once again we are preparing for our main fund raising event of the year and, hoping for your support this year, we are enclosing 2 Raffle Ticket books with this edition of Peak Express.

The funds raised this year will be used to purchase children's play equipment to be sited on the Picnic Area of the Rowsley site. The large picnic area at our Rowsley site is a great asset and has been used for a number of the Railway's large events. We feel, with the current rebuilding of the Narrow Gauge Railway, these facilities will encourage families to spend more time in the picnic area and at our Rowsley site.

We appreciate that there are standards to be considered and observed when providing equipment, especially for children, so will be grateful for your support to enable us to purchase the most suitable equipment.

If you would like more Raffle Tickets please contact Roderick Lees Tel: 0114 2554 900, or Nigel Carabine Tel: 01629 823581.

If you are under the age of 16, please pass the tickets on to your parent/guardian or return them to Roderick Lees at: 47 Woodlands Road, Sheffield S8 8PD. We do apologise and understand if you have any objections to this kind of fund raising. We do our best to avoid any upsets. Please feel free to dispose of or recycle the tickets as you wish.

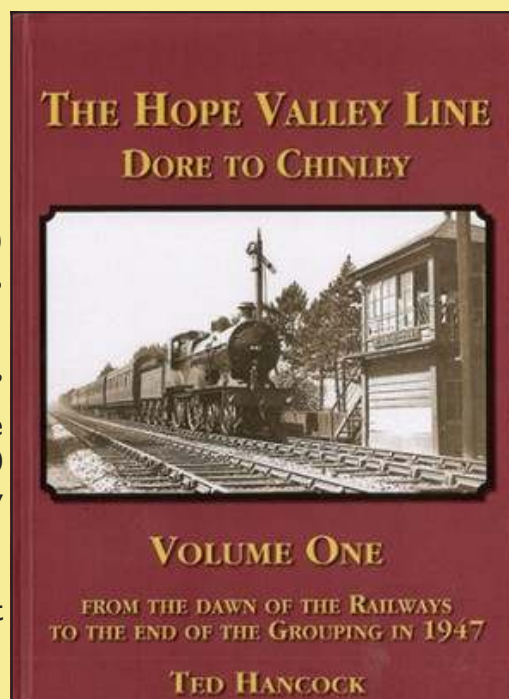
Over the past few years our statistics record that over 50% of the Raffle Tickets sold occur on our Santa Special trains. To enable us to build further on the opportunities available with the large number of potential Raffle Ticket sales on the busy Santa Special trains, we would very much welcome volunteers who would be happy to join in the seasonal fun on the Santa trains and sell the Raffle Tickets. We would love to hear from you. Please contact: Nigel Carabine on 01629 823581 or Peter Waller on 01433 631539

The Hope Valley Line, Volume One, Dore to Chinley by Ted Hancock

After many years of detailed research Ted Hancock (Sheffield) has published his excellent account of "The Hope Valley Line, Volume One, Dore to Chinley" which is now available.

Not since Bill Hudson's renowned "Through Limestone Hills" have we had the opportunity to obtain such a comprehensive record of a local line. It is a hefty A4 size book with nearly 300 pages full of illustrations and photographs. There will eventually be a further two volumes.

A must for your collection and available in the Peak Rail Shops at Rowsley and Matlock – priced at £30.



Membership Matters

Mick Bond

This covers membership information until 15th October 2019 when the total membership was 1474.

It is with much regret that we have to announce the death of the following members, Mr Staniland, Mr Bramhall, Mr Evans, Mr Inwood, Mr Kershaw, Mr Morten, and both Mr & Mrs Plumridge.

We would like to welcome the following new members who have joined since 1st February 2019.

Junior

Mr Bennett Nottinghamshire
Mr Mercer Derbyshire

Adult

Mr Bailey Derbyshire
Ms Carlin Derbyshire
Mr Caro Derbyshire
Mr Hirst Derbyshire
Mr Hornby Lancashire
Mr Hursthouse Derbyshire
Miss Martindale Derbyshire
Mr McLeish Derbyshire
Mr Newman Derbyshire
Mr Newman Derbyshire
Mr Peat Derbyshire
Mr Shirtcliffe Nottinghamshire
Mr Trotter South Yorkshire
Mr & Mrs Watkins Northamptonshire
Mr Wood Derbyshire
Mr Wilsmore Derbyshire
Mr Wilson Lancashire

Senior

Mr Baskerville Staffordshire
Mr Bagot Derbyshire
Mrs Bond Derbyshire
Mr Capp Cheshire

Mr Carr Staffordshire
Mr Clegg South Yorkshire
Mr Clint Derbyshire
Mr Ellershaw Leicestershire
Mr Hulme Northumberland
Mr Lincoln Nottinghamshire
Mr Little Derbyshire
Mr O'Reilly Derbyshire
Mr Rodgers South Yorkshire
Mr Waby Nottinghamshire
Mr Ward South Yorkshire
Mr Wilsmore Derbyshire
Mr Wren Sussex

Couple

Mr and Mrs Hall South Yorkshire
Mr & Mrs Wilkinson Derbyshire

Senior Couple

Mr & Mrs Bradford Derbyshire
Mr & Mrs Kitchen Derbyshire
Mr & Mrs Marsland South Yorkshire
Mr & Mrs Needham Derbyshire
Mr & Mrs Stevenson Derbyshire
Mr & Mrs Vernon Derbyshire

Family

Ms Austin Derbyshire

A number of members have contacted us to say that they had recently renewed their membership and did not receive any travel vouchers with their membership card. This is correct as travel vouchers are sent out to all members with the first mailing of the year which may be either a copy Peak Express or the AGM notifications. This is the most practical way of ensuring that all members receive their allocation of vouchers at the start of each year. The only people who are sent vouchers with their membership documents are new members who are sent an initial allocation when joining and who then go on to receive them at the start of the following year along with all other members. Next years travel vouchers will most likely be sent out with the AGM notices in January.

Thanks to 919(62.6%) members who have returned GDPR information. We would like to hear from the rest of the membership so our records are complete. An issue has arisen regarding the correct address to return membership forms. I would like to remind everyone that postal correspondence should go through the office at Matlock. If you are e-mailing us please use members.pra@gmail.com. This is the address to use for all e-mail correspondence regarding membership.

Matlock Shop

Nigel Carabine

ALL CHANGE AT THE MATLOCK SHOP

The Peak Rail management and colleagues at the Matlock Station Shop were sorry to lose the services of the Shop Manager Suzanne Booker in July when she left the post after 3 years in charge to seek pastures new and enjoy more family time.

Suzanne took over from Steve Slinn in 2016. Her previous experience in the retail trade, knowledge of the local area and her organisational skills, especially with the shop displays, were great assets to the visiting public and the Railway. Suzanne could also be found on the trains helping on the Palatine Sunday Lunches and Afternoon Teas, providing valuable assistance. The Shop duties also involved a large amount of administration work, taking numerous bookings over the telephone. I doubt she will ever forget those hundreds of Santa Special bookings she dealt with!

The Railway was fortunate to have an immediate replacement for Suzanne when Derek Woodward took over the role. Derek has been a great stalwart in the Matlock Shop over many years, assisting Bill and James Hudson and covering generally for shop staff. Derek's knowledge of the local area and his interest in the railway business generally has been so helpful to our customers and his colleagues.

Suzanne's departure unfortunately wasn't the only major change to occur in the Matlock Shop this summer. James Hudson (Bill Hudson Transport Books) decided it was time to reorganise his business structure and moved his large collection of transport books out of the Shop. Although the Peak Rail Shop has provided an ideal venue for nearly 20 years, the online opportunities and the numerous exhibitions attended



during the year, provide a high percentage of the book sales. James has obtained suitable storage facilities in Matlock and will be happy to welcome customers there on an appointment basis.

The arrival of Bill Hudson Transport Books at Matlock some 20 years ago was a great boost for Peak Rail's Shop and the nature of their business was compatible to Peak Rail so that both parties benefitted. Also over the years both Bill and James were happy to help out in the Shop when the need arose and it will take some getting used to the disappearance of the thousands of books on display and the customers they attracted.

Obituary

Maurice Wilkinson 1921 - 2019

Maurice was born in Nether Edge, Sheffield, where he lived for most of his life. He attended Dronfield Grammar and travelled daily from Heeley to Dronfield by train. From these daily travels came his passion for trains. Indeed as a memento of this period, when Heeley station closed, Maurice obtained the enamel number three platform sign. It so happened that this was the house number of the hotel he took on from his parents on Montgomery Road in Nether Edge.

In WW2 Maurice was in the RAF but never flew, something he never did in his life saying 'God would have given me wings'. During the War, whilst on leave, the hotel was hit by an incendiary bomb. Maurice helped his father put out the ensuing fire.

Having studied ballet Maurice found work after the War in London. First with an Anglo Polish dance group. Then he was in a number of theatre productions in Drury Lane. One such was 'A Song of Norway' with which he toured the country.



On arriving back in Sheffield Maurice attended the Employment Exchange. When asked what skills he possessed they offered him a job with them. Maurice enjoyed his time helping others find work. The decision was made to leave this work to help his mother run the hotel. He was to run the hotel until retirement in 1999 and remained there until entering a Care Home for a short period. Maurice was an excellent cook and his variety of desserts was legend.

Maurice promoted the use of gas as much as possible in the hotel which was partially gas lit. He was a regular visitor to the Westminster Works of William Sugg & Co and later to Sugg Lighting in Crawley when a few bits and pieces were needed to keep his system on top form. His main living room had five gas lamps. A story goes that in early 1974 during the 'three day week' when unnecessary use of electricity was frowned on he was reported to the police. Apparently the light at the entrance to the hotel drive was being left on. When an officer arrived he was somewhat taken aback when Maurice explained it was a gas lamp.

Maurice was a strong supporter of Peak Rail having attended the first public meeting in Matlock. During the 1980's Maurice allowed the Sheffield Branch the use of garages at the hotel to store paper for recycling. This was an extremely valuable source of income for Peak Rail at the time with prices of over £30 a ton. Maurice also regularly attended the Sheffield Branch meetings and film shows for many years. A committed Christian, with a strong faith, Maurice attended and served at Sheffield Cathedral where his funeral was held on the 28th August.

Maurice will long be fondly remembered by all who knew him. A dapper dresser Maurice was a true gentleman in every sense of the word.

Roger Hallatt

Darley Dale Diary

David Lathrope

Since the last report, the scaffolding and fencing from the down building's roof repairs have finally been removed, and a great deal of volunteer effort has been put into giving the station's environs a makeover in preparation for the East Midlands in Bloom judging of Darley Dale.

To begin with our station: A huge thanks to Ben Riley and his volunteers for the herculean effort they put in to moving tons of hard core from the car park (and the south yard) to fill in the weed and rubbish strewn pit left when the signal box was removed some years ago. Fighting the elements of baking heat and torrential rain, the photographs show the transformation over a couple of weekends. The finishing touch was applied with a period railway barrow supplied by Ben (who will happily give you details of the period and model). This was extremely hard work, and combined with the hand weeding of the level crossing area, track bed and parts of the down platform by the regular station volunteers, the first impression of the station for visitors has been much improved.



The unkempt signal box base

In addition, 20+ years growth of ivy was removed from the Station Road lamp which was then repainted by our volunteers. Ben Riley and his father installed a magnificent new LMS sign pointing the way to the station, the old rotten post was removed and someone renamed the footpath overnight! Onzain, in the Loire Valley, is the twinning town of Darley Dale, in the Derwent Valley (fewer grapes grown).

The new path sign at Darley Dale

Our volunteers got stuck into weeding the up platform beds, cutting back shrubs and roses, refreshing all the planters, painting fences and planters, and removing as much bind weed as possible from the fencing in the picnic area. John Whetton replaced the rotten window frames and sills on the former ODM hut for the third time, and went to the trouble of fitting guttering to



David Lathrope



The finished work complete with barrow

David Lathrope

avoid this happening again. 'Grass' in the picnic area and on the down platform was cut and everything was more or less ready for the 'In Bloom' inspection.

Sadly the down building continues to let the station down, and there was a lot of clearing up to be done after the roofing contractors left the site. Their parting gifts

were a finial ball broken off one of the gable ends and left in a builders sack in the car park, and down spouts missing from the rear and side of the building. The latter have eventually been fitted after contacting the District Council although no one told them they had to join together. Thanks to the efforts of JW (Bend it like Beckham) a temporary solution has been found for this problem. The final checks have been carried out by the ecologist and for those chiropterologists amongst you, a family of long-eared brown bats seem to have been undisturbed by the efforts of the roofers, and they happily remain in residence (the bats not the roofers).

Occasionally visitors turn up with some interesting artefacts to add to the archive and museum collection. We now have the hand lamp used by Mr John A Rumble, Darley Dale's station master during WW2 and donated by his grandson, John Rumble of Newbold Coleorton. Recently the son of Smith's Coal Merchants of the south yard, donated a sack trolley used in the coal yard. Its original wheels wore out to be replaced, rather incongruously, by Silver Cross pram wheels which extended its coal shifting life. This currently sits on the up platform with a planter full of geraniums.

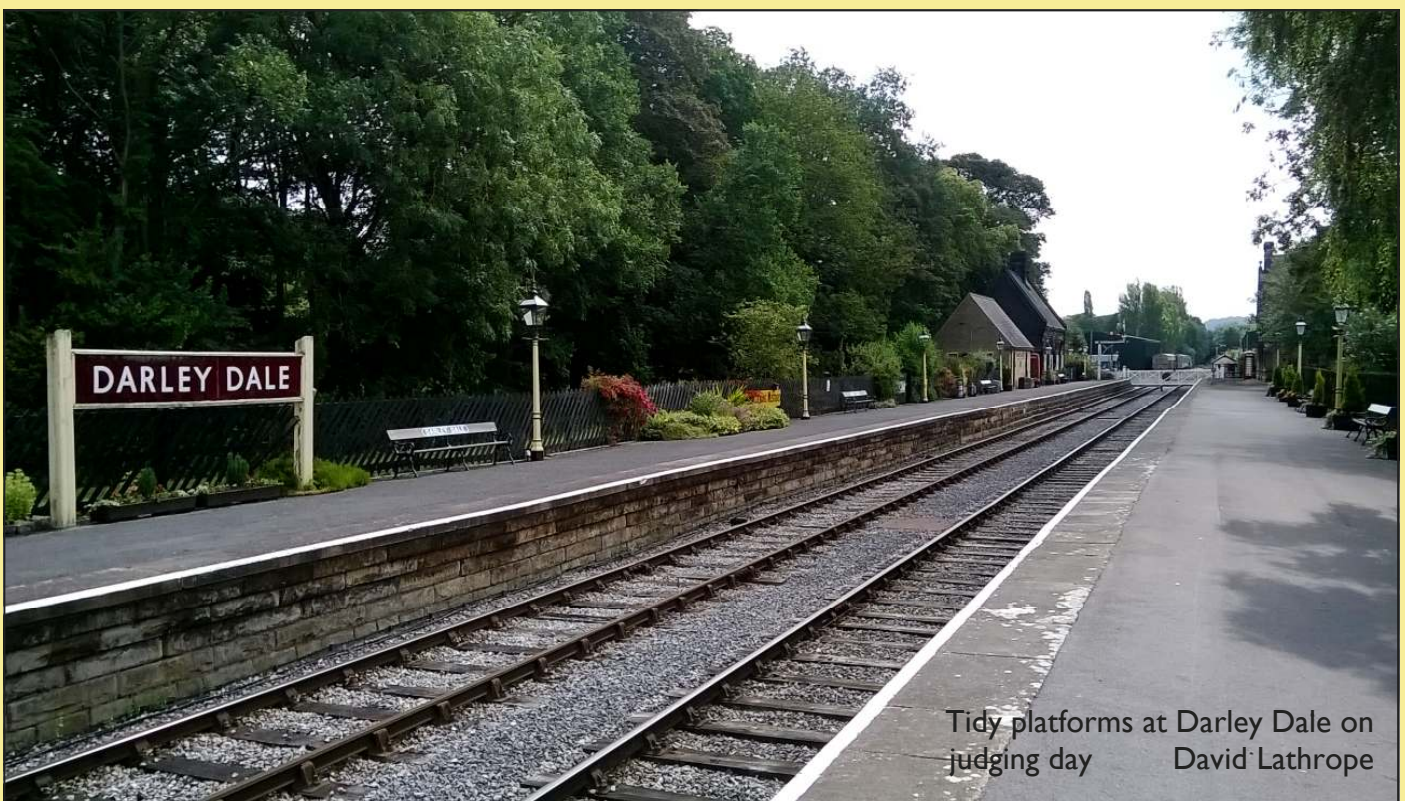
Our volunteers take a pride in keeping the station 'ship shape and Bristol fashion' – possibly an inappropriate phrase given the general absence of ships and being some way from Bristol. We are also very grateful to the many people who donate plants, shrubs and bulbs from time to time. All of this helps to give visitors to Darley Dale (yes we do get them) a bit of a treat as they wait for the trains to arrive and depart.

David Lathrope

What a Bloomin' Day

David Lathrope

As mentioned in the Diary, Darley Dale Station was included in this year's judging route for Darley Dales' entry to the East Midlands in Bloom competition. This took place on July 9th. The station looked very tidy and presentable with all the recent work and was all ready for the judges and local committee members.



Tidy platforms at Darley Dale on judging day
David Lathrope

However, the day didn't go quite as anticipated. Around lunchtime, three minibuses appeared in the car park and their occupants quickly disembarked looking for toilets in the down building, much to the consternation of their organiser. The drivers had been instructed to drop them off at Darley Dale

Darley Dale

although the organiser, who had stepped in at the last minute, expected to go to Rowsley South to join the train for a round trip. The 40+ people were from the Kirkby-in-Ashfield Dementia Support Group and seemed to enjoy their unscheduled visit to the station. Having safely boarded the train (the scheduled stop is 2 minutes but this took considerably longer), we bid them farewell and left the group in the safe care of Iain Powell who was train guard. Unfortunately we had to break it to the minibus drivers that they were not going to get their train ride that day, but they took it in good spirit and set off for Rowsley South to pick up the party.



Unexpected passengers
at Darley Dale

We then set about tidying up the station for the arrival of the judges having been told that we were to be last on the afternoon schedule before they were whisked off for tea and cakes. By this time, Mike Wade had turned up to help with station master duties during the judges visit, but the morning sunshine had given way to dark and ominous rain clouds. Within a short space of time the heavens had opened and Mike was soaked while overseeing a down train working.

At this point, a party of hikers arrived on the up platform, simply to use the toilets. On his way out, one member of the party began to insist that the train on the down platform was on the wrong platform. He wasn't impressed by the explanation that the train was bound for Rowsley South insisting that when he had been on it, it had always arrived and departed from the same platform. In the middle of this conversation, we caught a glimpse of the In Bloom party being driven in an open carriage pulled by horses for a trip around Whitworth Park in torrential rain! Not good! Meanwhile our intrepid hiker had finally decided that he was mixing up Darley Dale station with Rowsley South.... ah well.

When the carriage arrived back at the station after its trip around the park, the party was met by Mike Wade. By now the rain had increased. Eventually they came across to the up platform where they were given a brief introduction to volunteer work at the station, the horticultural challenges presented by having gardens with more ballast than soil, and the recent 'Tracking our Heritage' project of the Derwent and Wye Valley Railway Trust (to demonstrate community engagement). After a brief look at the soggy station scene, they took their leave and headed for their open carriage. Unfortunately the horses left a deposit at the car park entrance which Mike Wade manfully cleared whilst observing that he couldn't find any reference to this work in the list of station master's duties. As the party left, the rain stopped. All in all, a bloomin' interesting day!

David Lathrope

Permanent Way Report

Roger Hallatt

A contract has been placed by the Plc with MLP Rail of Pinxton to replace the crossing noses on points four and seven. My concerns were mentioned regarding the wear on these in my last report. Hopefully this work will take place midweek during October.

Leaf fall is causing significant contamination of the ballast at various locations on the main line. Further removal of small and medium sized trees will take place this winter particularly in Red House Cutting and around Bridge 35. Elsewhere pruning of overhanging branches will need to be undertaken.

Time was taken in July to replace 25 wooden boards on the platform at Matlock Riverside. Thanks to the Derby Branch of the PRA for funding this work.

In my last report I mentioned digging out the drain in Red House Cutting during the summer months. This has not been possible and will be added to the list of jobs for the autumn/winter period.

Work has progressed, on and off, with the extension to Number One Road behind the Engine Shed at Rowsley. Twelve 17/18ft second hand hardwood crossing timbers were purchased by the Plc for use as longitudinal sleepers. Using these means in future, the maintenance pit can be fully dug out if required. However it will remain filled in for now. These timbers were drilled to fit over the bolts that held the original longitudinal sleepers in place. This required some very precise measurements to be taken to ensure the new holes in the replacement sleepers would match up with the bolts. The holes to be drilled required the use of the Radial Drill in the shed workshop. Many thanks to Rod who completed the drilling and to Martyn for use of his machine to manoeuvre the incredibly long and heavy sleepers into the workshop then dropping them accurately in place. Four lengths of rail were sourced from current stock and lifted into place on LI chairs in early September with attention to correct gauge.

There are a significant number of jobs for completion in the autumn/winter period. Two of these are major undertakings, namely the lifting and packing of at least eighty dipped joints and greasing of all fishplates on the main line. Some of this will be undertaken during the January/early February shutdown. I'm hoping for a good turnout from the volunteers, otherwise progress will be limited. The remainder of the work will have to be completed by a small number of us on midweek days as and when we are available. Whilst completing these two tasks attention will be given to grinding off any lips that have formed at the rail ends. I would also like to open up the expansion gaps on Down Loop at Darley Dale. Again this would be a project for the winter shutdown.

The lifting and packing of the joints requires power tools to efficiently pack the ballast under the sleepers, usually four, either side of the affected joint. This requires a generator to give power when the Works Train is out on the main line. The two generators currently on the Works Train are extremely difficult to start. It would also not be easy to write a 'Safe Method of Work' for volunteers to start them. I have therefore taken the decision to replace these with one electric start, dual voltage diesel generator. At the same time all the wiring on the Works Train will be brought up to current standards. My thanks to Ian Salisbury for leading on this project.

Forty tonnes of used screened ballast has been delivered from Toton Yard. This will be placed either side of joints short of ballast before they are lifted and packed. I'm hoping for other deliveries to complete this task and to build up the ballast shoulder at certain locations.

In October I hope to make a start on replacing the worn crossing timbers under points eight and thirteen at Rowsley and replacing about 35 sleepers in the Down Loop at Darley Dale. The work on the crossing timbers will have to take place on non operating days. The work on the Down Loop can take place, as

previously, under a 'Line Possession' at a weekend. This means using the Up Loop for bi-directional running of the service trains. The work required on and either side of point three at Matlock Riverside will probably not get done until early next spring.

In the near future there are the jobs to complete as required by the SMS. The main running line and loops need gauging along with all the pointwork. All the bridges will need to be visually inspected for the second time this year.

Another job to attempt at some point is the replacement of rotten boards on the Turntable at Rowsley. The structure could also do with a repaint.

Peak Rail DVD's

The latest DVD's from S & G Video Productions

Peak Rail Miscellany Vol. 43

The 2019 season at Peak Rail began on 16th February with the 'Jim Lennon Special' in memory of Peak Rail volunteer Jim Lennon. The train was hauled by Class 44 D8 'Penyghent' and Vulcan Austerity No. 72.

In May 2019 D8 'Penyghent' and steam locomotive No. 72 are seen at work between Rowsley South and Matlock Riverside.

DVD - £7.50 Blu-Ray - £9.99

Running Time 42 Minutes



The Andrew Wilson Memorial Gala

The Heritage Shunters Trust held their first gala of the year over the Spring Bank Holiday weekend at the end of May 2019. The Andrew Wilson Memorial Gala, or Brillo's Bashers Ball as it was affectionately known, was held in memory of volunteer and Heritage Shunters Trust member Andrew Wilson

Locomotives featured include D2139, D2205, D2284, D2854, D2587, D2953, 03113, 08016, PWM654 & Bigga

DVD - £7.50 Blu-Ray - £9.99

Running Time 42 Minutes



Peak Rail Mixed Traffic Gala 2019

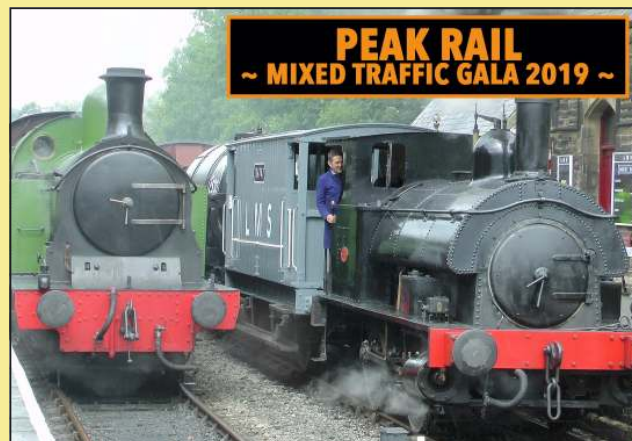
A mixed traffic gala was held at Peak Rail on 10/11th August 2019.

Locomotives featured from Peak Rail included Vulcan Austerity No. 72 and Class 44 D8 'Penyghent'

Visiting locomotives included Lambton Tank No.29 from the North Yorkshire Moors Railway and Beyer Peacock No. 1827 from the Foxfield Railway

DVD - £7.50 Blu-Ray - £9.99

Running Time 50 Minutes



DVD's from S & G Video Productions are available at either Matlock or Rowsley South shops or by post. (please add £2.75 for postage and packaging) cheques should be made out to Peak Rail plc and sent to:-

Peak Rail plc, Matlock Station, Matlock, Derbyshire. DE4 3NA.

RRRG News

Renown Repulse Restoration Group News - Mark Burrows

The professional welder that we contracted has undertaken some of the work that was commissioned, including replacing one complete cab side, the lower half of another, the ETH socket mounting box at one end, and one of the foot step recesses. The work under the headcode boxes at both ends is still outstanding as are the repairs to the other three foot step recesses. This will progress as the weather allows.

One of the compressors at Bowers has now had its full overhaul (mechanical and electrical) completed. We've paid for the overhaul, but have not yet arranged transport. As previously reported the other machine at Bowers was in a poor state. We've examined the condition of the machines at Rowsley and have now identified another machine in good condition which will be sent for overhaul. The intention is to collect the overhauled machine, move it to the warehouse where the other overhauled equipment is stored, and use the same hiab to take the machine from Rowsley to Bowers for overhaul.

Ian Kemp has identified two companies that can undertake the overhaul of the turbos and has obtained quotes from each, but these are not likely to be sent off until early next year.

As reported last time the big job for 2019 is the lifting and repositioning of the ex 50008 Power Unit, and the removal of the power unit from 50030. Whilst the lift has not yet taken place, the vast majority of the preparation work has been undertaken and the lift is planned to take place during October.

We have purchased and distributed 25 tones of stone, and 4 tones of sand. 20 tons of the stone has been laid out and compacted to form a hardstanding area for the power unit out of 50030. 5 tons have been laid out to form bases for the cranes spreaders, and the 4 tons of sand have been laid out to act as pads for the crane's spreaders. The sand has been used where the spreaders need to sit on the adjacent track. This was heavy work, made all the worse by the fact that one of the days that the team were doing it was probably the hottest day of the summer!

Transport has been arranged for the Fifty Funds lifting beam to be moved to Rowsley, and it should be on site by the time you read this. We have arranged for it to be inspected.

We purchased a total of 20 sleepers which have been cut to various lengths to form the supports for the two power units to sit on. We have also worked out a method of re-supporting the ex 50008 power unit that will mean that the main generator will be able to be removed next year without the need to hire another 130 ton crane.

Within the loco everything has been disconnected from the power unit, and everything holding the roof down has been disconnected. A few of the bolts returned, to make sure we don't get caught out by stiff bolts on the day. To ensure things go smoothly the crane company has been to site a number of times to advise how to prepare the site, and to make sure that everything has been done right. Fortunately they were very pleased with the work we had undertaken. As such I am hopeful that the next Peak Express will feature a report of how smoothly the power unit lift day went.



Work in progress on 50030's new cabside Mark Burrows

LMS Brake Van

Ben Riley

The MR/LMS brake van, which was originally acquired by the Sheffield branch from Stocksbridge Steelworks, and restored at Brightside sidings, had a further rebuild 10 years ago and was repainted into LMS grey. This allowed it to be used in 8F photo charters in 2009, but since then had seen only occasional use, and the bodywork had deteriorated. It was no longer under PRA ownership, having been privately owned on the railway at the time of the rebuild, and then resold to the Plc and a consortium of members. The buffers were odd and damaged, and after an authentic set was acquired in 2017, plans were made to refurbish the van and replace the buffers. When the CCT left the carriage shed at the end of April 2018, there was an opportunity to bring the brake van inside before the next carriage arrived, so the plan expanded to include replacing the exterior cladding, which had perished.

Unfortunately, the previously replaced framing timbers had rotted, so with the exterior boards removed we were faced with a choice of doing a time consuming and inferior patching job, or dismantling the body to permit new timber sections to be used. By the end of June the body had been carefully photographed and removed and a new

floor frame constructed, including bottom rails made of single 20' long pieces of keruing. The Sheffield branch kindly stepped in and offered to fund most of the new timber, which has meant the skills of the carriage and wagon team have been used on the project without depleting finances for other projects. Several PRA members asked why money was being spent rebuilding the van when it had been repainted in the 1990s ("we've done this one already!"), but little body material from that time has survived to be reused.



February 2019 and the side cladding was being fitted

Dominic Beglin

Some sound pillars were reused, mainly door framing and cabin end wall timbers, but all of the corner columns and entire end verandas are made new from sapele. The long cantrails, which are the top of the side structure, are the originals with new timber scarfed in and the end few feet replaced. A new floor, sides and ends have been fitted, and the replaced roof is now covered by canvas on top of the boards, in the original manner. An original stove has been installed, and the missing locker/bench structure inside the cabin replaced with a replica. A number of missing fittings hinges, door handles and handrails were replaced with parts acquired from grounded bodies.

It has been possible to work out that this van is actually from the LMS production run of a Midland Railway design. The handrails were redesigned by the LMS before they started building their own version, and as they attach through several large sections of body metalwork which were also on the van, it is unlikely that this is an older van which has acquired replacements in later life. Several components were found bearing the date 1926, and there is evidence of an LMS build plate. 400 of the 850 or so vans built to this design were made by outside manufacturers and bore their own (usually larger) worksplates,

which this didn't, so at least we can narrow it down to one of the railway company built vans. Due to the number of restorations, it hasn't been possible to ascertain the original number. It was probably sold out of railway service around the 1940s, as hand brake only vans like this were the first to go, so in the absence of the original number plates it isn't surprising that the number hasn't been found. The present number places it into a known series of vans correct for build place and date.

The brake van is now reconstructed to its original design with like materials, including the deep green interior. Thanks to several operating department volunteers who pitched in, it was just about ready to operate in the Mixed Traffic Gala in August. Afterwards it was parked outside the workshop for the cabin windows and stove chimney to be fitted, along with some tidying up on the underframe. The Plc has transferred its interest to the PRA, and now the van is an example of the type of progress which can be made with partnership working within groups on the railway. Perhaps more than any other vehicle, the brake van represents the main traffic which passed over the Peak Line from when the line opened throughout.



The Brakevan made its debut on the freight train during the August gala

Dominic Beglin

This was heavy freight being re-marshalled at Rowsley and banked up the gradient. It deserves to be retained as a heritage vehicle, a symbol of the origins of our railway. It is also a reminder that restoration work does not last forever, particularly if vehicles are kept outside, and of the constant work by departments to maintain and keep smart items they have found, procured, sourced parts for and rebuilt. This is often forgotten when they are asked what the next new addition is to be, or why a project isn't ready. So much time and effort is used in simply maintaining what we already have.

Signal & Telegraph Dept.

Dominic Beglin

Since last time we wrote many things have been done both on maintenance and on the projects side. New gate lock covers have been made up for the Darley Dale electric gate locks incorporating better access for signallers should they need to work them manually in an event of a failure. Church Lane crossing gates have also had some attention with the joints in the wood being filled with an epoxy based sealer as wooden gates age over time and the spars dry and shrink causing gaps thus twisting the gates slightly. They have also been repainted. The signals at Matlock Riverside, Darley Dale and Church Lane have also been repainted when the weather permitted.

On the projects side Rowsley box has been the focus during early summer when we connected up each point connection in turn and tested and adjusted them to suit. One thing we hadn't planned, but in the end decided to look at again, were the self adjusting weights which proved to be too heavy on the wire runs for operating the lever, we've taken these out and simplified the wire wheel arrangements underneath. We will re-engineer the weight system with much smaller weights and a proper base mount and this can then go outside the front of the box where we have both enough room to fit it without problems. It can then be better displayed to the public. Recently we have turned attentions to getting the box's aesthetics and flooring finished which is where we are at present; just about to start laying the floor.

Over the winter period we will be undertaking some rewiring works on the current signalling, plus more work on Rowsley box. Andrew has also been busy assisting Martyn in the shed on the electrical side of the class 25 locomotive restoration works and John and myself have, as and when required been undertaking foliage removal along the lineside.

Mixed Traffic Gala

Phil Mason

On the 10th and 11th of August Peal Rail held a mixed traffic gala and on the Saturday I arrived on site just before 6.00am to the great sight of 3 steam locos being lit up over the disposal pit outside Rowsley shed. Nearest the shed was Beyer Peacock 0-4-0 tank built in 1879 and on loan from Foxfield Railway. Next in line was the Lambton tank No 29 0-6-2 built in 1904 and loaned from NYMR and finally Austerly 0-6-0 saddle tank ex NCB No 72 built at Vulcan Foundry in 1945 on which I was rostered as driver.

After getting the loco ready we were briefed by the CME on the format for the day as follows; D8 'Penyghent' would be operating the demonstration freight trains, No 72 would be on the North end of the passenger service with No 29 on the South end and the Beyer Peacock tank running Driver for a Tenner experiences at Rowsley.

First off shed was D8 to take the first freight down to Matlock Riverside, next the Beyer Peacock tank went to take up position for the driving experiences, then once the first freight had left, No 29 and No72 went off shed to take position at each end of the passenger train.

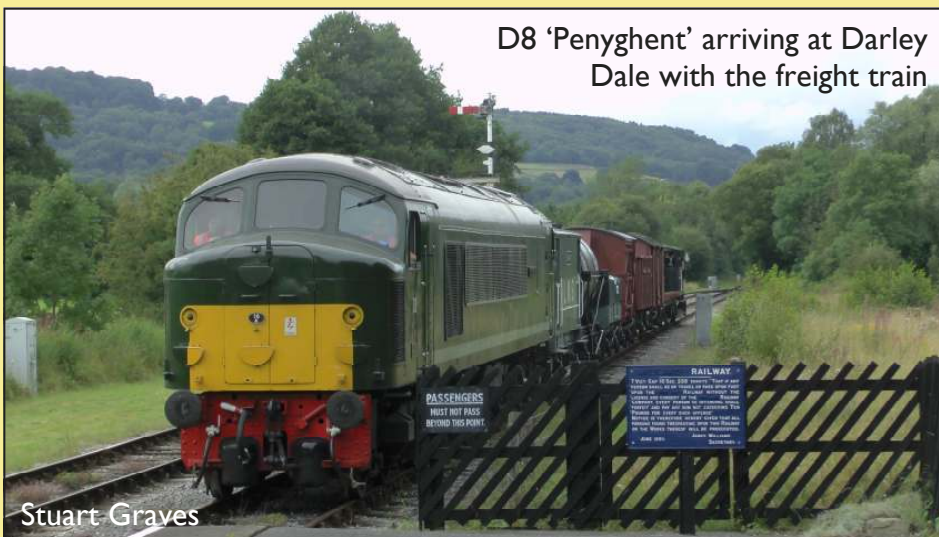
On the first trip No 29 hauled us down to Matlock and we met D8 returning from Riverside at Darley Dale. It made a change to be towed down to Matlock and then work the passenger train north to Rowsley as we hadn't run this way round for quite some time. The loco has to work harder coming up the bank to Darley Dale than it does pulling the train in the opposite direction. Then there was the additional requirement to stop correctly at Rowsley so the tank filler is in the correct position under the water crane at the north end of the platform.

Early morning and the locomotives are getting up steam



Phil Mason

D8 'Penyghent' arriving at Darley Dale with the freight train



Stuart Graves

On our return to Rowley we heard that some visitors were disappointed that D8 would not be used on the passenger service. The on board train staff raised this with the CME and it was decided that we would come off the passenger service after our second trip to Matlock, to allow D8 to work 2 passenger trips. To achieve this D8 came off the freight after its second trip to Matlock Riverside and was replaced by the Beyer Peacock tank for the next freight

service. This allowed D8 to wait at Rowsley for the Passenger train to return, at which point we came off the train and went into the Rowsley loop to allow D8 to be coupled on to the North end of the train in our place. We then waited there for the freight to return, at which point we took the single line taken from the crew of the Beyer Peacock tank and went down the loop, through the points controlled by the south ground frame and then ran back to couple onto the front of the freight train.

Mike was rostered as fireman on No 72 and he was going to drive the freight to Riverside and back. So after being briefed by the guard with details of how he would apply the brake in the brake van to assist in keeping the couplings tight, and how he would use it to assist in stopping the train when required, we set off from Rowsley. At Darley Dale we passed D8 returning with the passenger train then proceeded to Riverside where the guard uncoupled the loco from the train and we “ran round” under the control of the signaller in riverside box using yellow flags to tell us when to proceed at each stage of the operation. The guard then coupled the train on, and on receiving the green flag we set off back to Rowsley. At Darley Dale we met the Lambton tank hauling the next passenger train to Matlock, and we were signalled to continue to Rowsley.



Class 25 D7659 displayed on the turntable

Sheila Rayson

At Rowsley we handed the freight train back to the Beyer Peacock tank and then waited for the passenger train to return so we could take the place of D8 for the last passenger train of the day. Finally both No 72 and No 29 were turned on the turntable as they would be swapping ends on the passenger train on Sunday to provide further variety to the service.

On the Sunday I was rostered as fireman on the Lambton tank with Mike being rostered as driver, so again I arrived just before 6.00am again to light up the locomotive. It was interesting to see that due to fire risks on the North Yorkshire Moors, No 29 was fitted with a spark arrester in the smokebox and the



Lambton Tank No.29 leaving Matlock Riverside with the mixed freight

Dominic Beglin

ashpans where also fitted with heavy duty mesh screens behind the damper doors to prevent hot ash falling onto the tracks. I had to remove these prior to raking out the ash from the Saturday.

The rest of the day was a repeat of Saturday but with me driving the freight train this time. However we were also accompanied on the footplate with 2 representatives from NYMR to advise on the best way to operate the locomotive. Altogether it was a very enjoyable week end with plenty of variety for us on the footplate.

LMS Carriage Association

Dave Winter

A subtitle for this report might be 'When Duplex means Single'. What on earth is he on about? Attentive readers might remember that the Medical Examination Car is fitted with a 'duplex' vacuum brake cylinder, a horizontally mounted device in the centre of the underframe which operates the brakes on each bogie with a system of rods and links. These were widely used by the Lancashire and Yorkshire Railway, ours being made by Messrs. Gresham and Craven. In fact we were given a full-size drawing of it which has an annotation 'Spares no longer available' dated 1971!

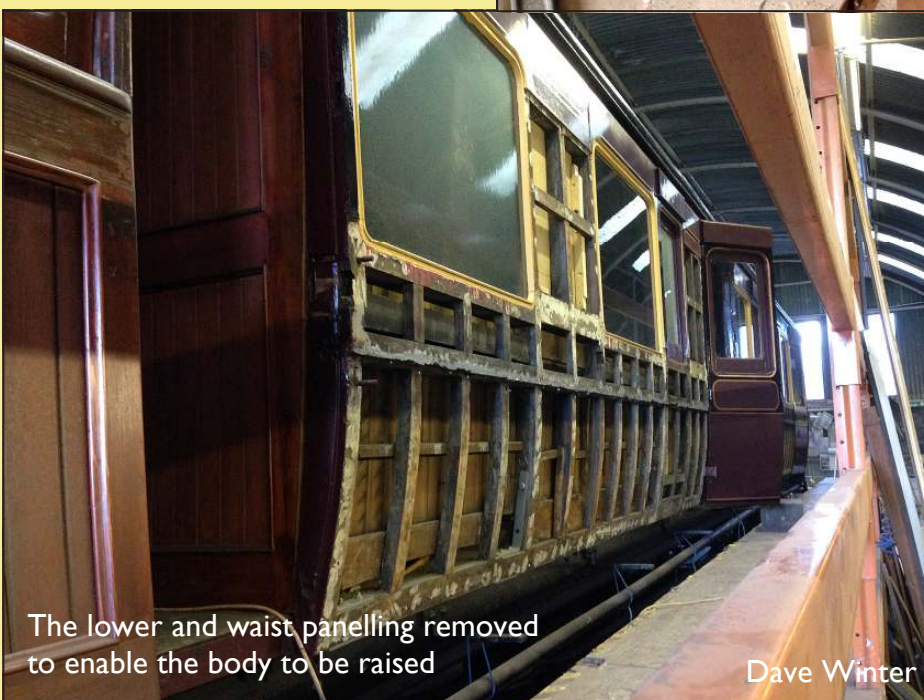
Unlike more usual brake cylinders which have a tight-fitting piston, this has two opposing pistons but they are not tight fitting. Instead they have flexible diaphragms to retain the vacuum. When we tried to create vacuum it was a non-starter and we assumed it must be leaks but when Kevin Jones dismantled the cylinder, it became obvious as to why it wouldn't work – it only had one piston! Presumably it was put back together to look authentic in a museum setting where it wouldn't be used to brake the vehicle. However we would like to keep the working system as authentic as possible and we are fairly sure we can produce a new piston in due course. It's probably less work than fitting a conventional system.

Elsewhere, now that the coach is in our shed we have been trying to lighten the body before jacking it up on rollers to move it along the underframe enough to carry out chassis repairs. To this end body panels, exterior doors, and glass have been removed. However the beautifully hand painted 'LMS',



The piston with its rubber diaphragm, prior to dismantling

Dave Winter



The lower and waist panelling removed to enable the body to be raised

Dave Winter

'10825' and 'Medical Examination Car' have been preserved for possible display use.

The eventual interior layout is more or less fixed now so we can press on with the modifications that will be necessary. As one of our visitors said "this is going to be a really useful vehicle". There will be disabled access via the double doors, a fairly large dining or entertaining area, a small buffet, and a private dining room replicating the wartime doctors' mess which will be ideal for those private dining occasions, as offered now by several railways.

Locomotive Restoration

Richard Johnson

WD150 Royal Pioneer/Warrington

The bottom end i.e. wheels, cylinders and motion, were all mainly finished some time ago. The only outstanding jobs are to fit the rings to the pistons, fit the pistons and the front cylinder end covers, and set the valve timing. The boiler is progressing well. The back head has been removed as it needs replacing due to cracks. New plates have been profiled to replace the parts removed from the throat plate and the firebox outer wrapper. The throat plate section has been welded in by a coded welder. The next job is to weld on the outer wrapper sections. A new foundation ring is also loosely bolted in place. The inner firebox is copper but needed some of the stay holes welding up before drilling and tapping for new stays. Some have been done, others still need to be done. Fitting a new steel inner firebox was considered as an alternative, but it was considered that retaining the copper box is the better option. A new boiler front tube plate has been delivered. This also forms the back of the smokebox, and is currently fixed to the newly fabricated smokebox along with the original smoke box door. The smokebox was then fitted to the frames to allow the fixing brackets to be made, and for all the holes to be drilled in the correct places. The saddle tank has also been fitted, again to allow brackets/hole drilling. As a result the loco looks complete. Closer inspection shows it is lacking the boiler. A new "J pipe" casting which incorporates the regulator is in store, and will need machining before fitting

Class 25 D7659

This is making good progress. Martin has done an enormous amount of work on the bodywork, which included removing No.2 end cab to do repairs to corroded steelwork. That has now been refitted. The whole body has been painted in two tone green and looks absolutely superb. The rewiring has been completed. New batteries have been fitted and the first engine start took place a few weeks before the Gala weekend of 9th/10th August. Unfortunately the engine was unable to make its planned debut during the gala, but it did its first run to Church Lane on Friday 6th September.

5553 GWR Prairie

All of the coupled wheelsets are now refitted with reconditioned bearings, and the pony truck wheelsets will be refitted once the reconditioned bearings are received. The boiler is also making good progress. The replaced section of the throat plate is welded in. New stays along with foundation ring rivets are all in. Some cracks were discovered in the inner copper firebox, but have been welded up by the coded welder. The boiler inspector requires some wasted rivets replacing and it then needs re-tubing with both small tubes and the super heater flues. The new small boiler tubes have already been delivered.

Austerity NCB No. 72

This is the loco in weekly use, but the opportunity was taken during the closed season at the start of the year to take the play out of the reversing lever/weight shaft. This involved removing the weight shaft. One of its bearing surfaces was found to be out of round and tapered, and so it was machined on the horizontal borer, and new bronze bearings were obtained. Ollie made new pins for all of the pivots for the reversing lever and reach rod. That certainly took all of the play out of the mechanism. Although it was a bit tight for the first few weeks, it has now bedded in nicely.

56xx 6634 GWR 0-6-2 tank

This has been moved inside the shed recently. Work is yet to start, but the biggest job will be boiler work. There are 2 boilers, but whichever is selected, it will need a lot of work. Perhaps it is best to describe this as a 'long term project'.

5224 GWR 2-8-0 tank

Dismantling work has started. The side tanks and cab have been removed, and preparations are being made for the boiler to be lifted for assessment.

Archivist's Notes

Mick Bond

A sack trolley from the coal yard at Darley Dale has been donated by Phillip Smith whose family ran the yard for many years. The trolley started off life on the railway. During its career the wheels were replaced by ones from a tram giving it a unique appearance. It is now displayed at Darley Dale station.

John Rumble has donated a lamp which was used by his grandfather who was Station Master at Darley Dale in the 1940s, this has come with a press cutting showing his grandfather in retirement. Also to be added to the collection are a number of diesel manuals from the 1960s, a book and some magazines from a collection in Northamptonshire and John Lawrie has given us some copies of our house magazines and publicity material.

The archives cabin is now in use and there is now a lot of cataloguing to catch up on. We hope to be able to announce arrangements for members and the public to have access to the collection in the next copy of Peak Express.

Obituary

John Morten

We regret the passing of John a PRA member who like his father Eric Raymond (E R) Morten was a prolific railway photographer. The quality of his work was outstanding. He was custodian of his fathers' collection and latterly he had digitised much of his work. Over the years he had given a number of talks to Sheffield and Derby branches and he also gave one of the initial talks to the Derwent Valley branch when it was formed. Below is a picture taken at Darley Dale station by his father, which includes John and his brother as young boys in the foreground.

Mick Bond



Information

Peak Railway Association Ltd.

The Annual General Meeting of the
Peak Railway Association Ltd.
will take place on Saturday 8th February 2020
at 1:30 pm
In the Ballroom of the Whitworth Centre,
Darley Dale.

Cover Pictures

Front cover

In this picture by Stuart Graves, taken during the August gala, we see Lambton Tank No.29 hauling the mixed freight wagons having just left Matlock Riverside for Darley Dale



Rear cover

Sheila Rayson took this excellent study of the brake column in the recently rebuilt LMS Brakevan during the mixed traffic gala



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