

Waterloo in 1953—Photo: EGP Masterman, courtesy of Roger Monk

View from the chair—Mark Walker

Welcome to this issue of Icon. As I write this, the dust is settling on the official opening of our new workshop at Wirksworth on the Ecclesbourne Valley Railway. The workshop was officially opened on 6th January by Stan Fletcher the President of our charity, and is named Centenary Works, in honour of this being Stan's 100th year. Later in this issue you will find a full report of the day, and some excellent pictures, but I'm glad to say that the event went completely to plan, despite the inclement weather.

This is something of a milestone moment for us. We now have what every preservation group wants – clean, dry, secure workshop and storage space. We can now gather all the parts and tooling we have amassed into one place, and actually get started.

The workshop looks fantastic. The opening day marks the end of literally hundreds of hours of work carried out by Trustees and volunteers to get it ready for us to use. This involved the removal of 5 large skips of rubbish and undergrowth, the removal of over 100 bus tyres, fridges, a stack of rusting car parts and a thorough degrease and painting of the workshop floor. I would like to take this opportunity to thank all the volunteers who have made this possible. It has been hard work, but we have put together a really good team that I'm sure will do great things going forward. Seeing so many people turn up and get stuck into some pretty tedious, mucky and backbreaking tasks gives me great hope for the future of the group now that we move into the next phase of the project.

Also deserving of a special mention are Mike Evans and Leigh Gratton at the Ecclesbourne Valley Railway. The welcome we have received has been fantastic, and Mike and Leigh have been a great help in getting us settled in, making all the bus tyres disappear, getting the overhanging trees trimmed back and sorting out all the arrangements to get our new sleeper coach set up and running. They also arranged a special trip along the line for everyone at the opening event on Iris, a 1954 Derby lightweight railcar, including a cab ride for Stan, which he clearly enjoyed!

In the couple of years since the relaunch of the group we have made some excellent progress, and far exceeded all the expectations we had. We have 'talked the talk' pretty well, but now its time to

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STAN FLETCHER CUTTING THE RIBBON TO MARK THE OPENING OF OUR WORKSHOP - IAN DOBSON



walk the walk, and there is a lot of hard work to come, and a lot of money to spend. If you are able to donate anything to the project, now is the time.

I understand that not everyone can make donations, but there are plenty of ways to help. You don't need to be a qualified engineer, or even be able to come to the workshop. If you have a skill that you think would be of use, be it with a spanner, a paintbrush or a pc keyboard, get in touch and let us know.

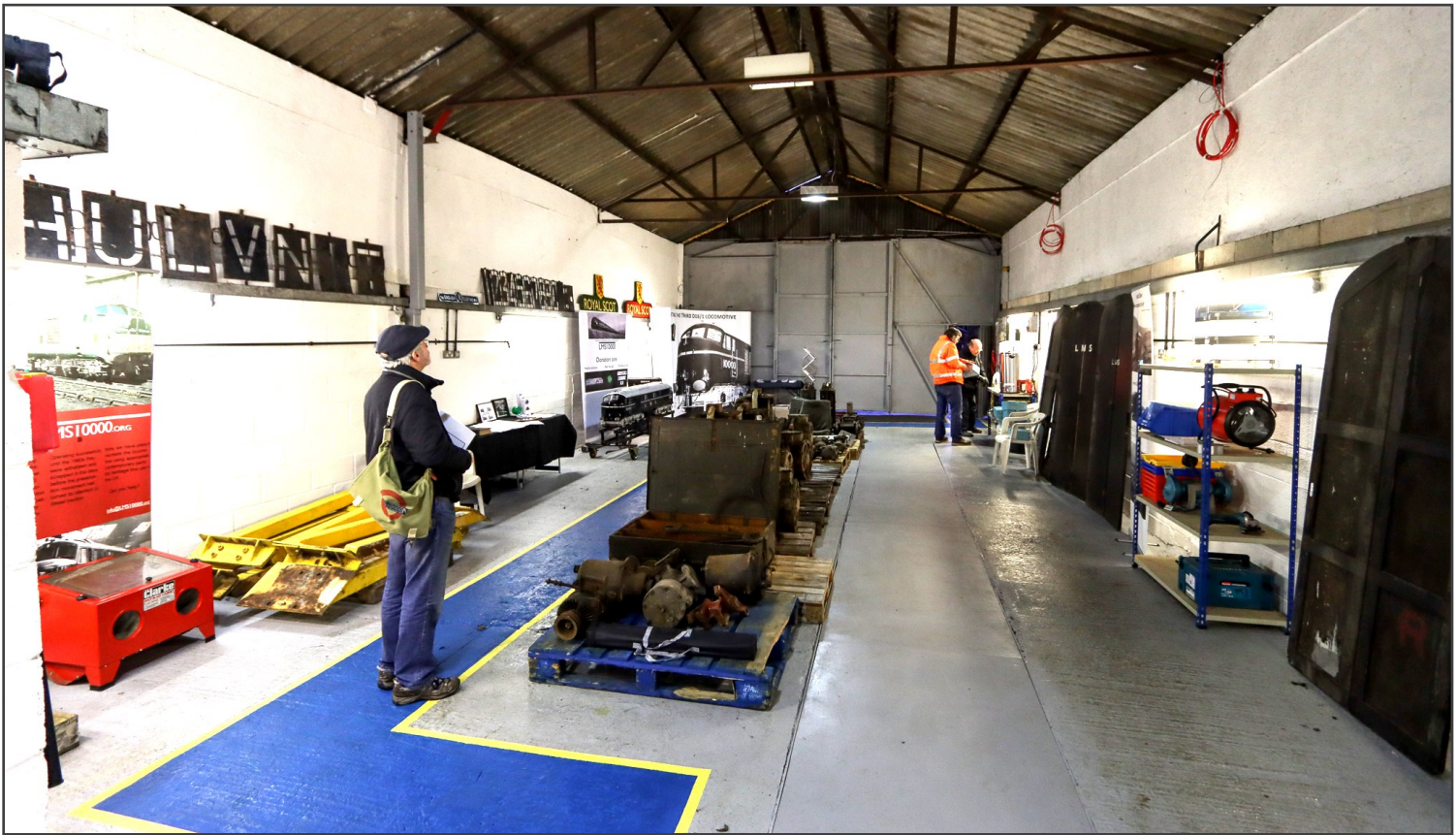
Enjoy this issue of Icon, and let us know if there is anything we can do to make it better, anything you would like to see or questions you would like answered, and we will do our best to make it happen.

WORKSHOP OPENING - Mark Walker

Friday 6th December was a big day for the LMS 10000 project. Our new workshop, at Wirksworth Station on the Ecclesbourne Valley Railway, was opened by our President Stan Fletcher. The workshop has been named 'Centenary Works' in recognition that Stan is now in his 100th year – his 100th birthday is next March. We did talk about naming the building after him, but he was having none of that, reminding us once again that "I'm just Stan".

He is, of course, not just Stan to us. He was one of the team who constructed 10000 in 1947 at Derby Works. He was a commissioning engineer for English Electric, who contributed the 16SVT power unit and electrical control system. He then went on to accompany the locomotive during the initial years in which it and its twin 10001 proved that diesel traction could haul express trains. He is also a constant source of great stories. If you haven't seen the interviews we did with Stan, have a look on our website under 'video galleries'.





A new anecdote that he told me on the day was regarding 10000 being built just in time for it to be an LMS loco, as British Railways came into being a few weeks later, in January 1948. I had always imagined Mr Ivatt pushing the workforce along, insisting that they do whatever was necessary to get the loco out in time. In fact, Stan told me that the additional hours were done voluntarily, and that Ivatt had been known to chase people out of the office if he found them working late! Such was the regard that the staff had for Mr Ivatt, that once they knew he wanted it to happen, they got together and decided to put in the hours to make it happen for him.

As the rain began to fall, Stan cut a ceremonial silver ribbon to officially open the works, in front of assembled members, trustees and industry representatives. He decided to give an impromptu speech, saying that the workshop is another great achievement for the Society, and that he is heartened to have seen the rail industry supporting us and it is encouraging now we are at that point that we are now going to achieve something!

The most common question I have been asked recently is, are you going to build 10000 in there? The short answer is no – the roof isn't high enough. However, the new workshop will enable us to refurbish and reconstruct many of the parts we will require. We will also use the shed to modify the chassis to fit the EM2 bogies. The vital thing is that we can now make progress indoors and in our own time. What is more we can now invite supporters to inspect the progress we are making, as well as starting to think about the Visitor Centre, where we will tell the story of 10000.

A huge amount of work has been put into making the shed look as good as it does. One of Stan's former colleagues at GEC, Garry Brookes was enthusiastic, saying "It shows that this is not simply a group with enthusiasm, but determined to make the locomotive a top quality job and that the group means business!"



PRESENTATION AT IVATT HOUSE

Mark Walker



IAN WALMSLEY

The rail industry support that Stan referred to in his speech is that of Porterbrook, who are a rail vehicle leasing company based in Derby. They have very kindly donated 10597, an ex-Caledonian Sleeper Mk 3 SLEP coach to us, which will be used for volunteer accommodation. Our link with Porterbrook is that their head office, named Ivatt House, is built almost on the exact spot where 10000 and 10001 were constructed. On the morning of the workshop opening event, I joined Stan, his son Jo and one of our members Alan Taylor on a visit to Ivatt House, where we found that every room we entered had a picture of the construction of 10000 on the wall! Stan presented Neil Foster, Porterbrook Fleet Services Director with a plaque containing replica 10000 works and engine plates and a text panel explaining the link between Porterbrook and our group. It was a thoroughly enjoyable visit, and I would like to add my personal thanks to Porterbrook, who have given us some great support, and if all goes to plan, will continue to do so – more about that in another issue! The plaque reads:

On this site on the 8th December 1947 the Chief Engineer of the LMS Railway, H.G. Ivatt, drove the UK's first successful main line diesel engine out of Derby Locomotive Works' erecting shop.

10000 was designed and built by the LMS, and was delivered just days before the LMS was nationalised with the other "big four" railway companies to form British Rail.

Despite the operational success of 10000 and her twin 10001 it was to be another ten years before British Rail finally started producing diesel locomotives for main line passenger trains.

H.G. Ivatt was an innovator, known for designs that focused on maximising whole life asset costs. This is why the building that you stand in, Ivatt House, is named in his honour.

These replica builder's plates represent the ambition of the Ivatt Diesel Recreation Society to construct anew this historic locomotive, and the appreciation of the society for the support given to the project by Porterbrook.

A NEW VOLUNTEER'S EXPERIENCES

Peter Wade

I joined the LMS10000 Project in July 2018 after I had seen an article in 'Railway Magazine' that jerked me back over 50 years. I once again became that trainspotter of the early 1960s watching 'Peaks' hauling trains through Market Harborough. The named D1-10 also used to pull coal trains along the Market Harborough to Northampton line which I cycled alongside on my way to catch the school bus.

Well, as my entry in the Ian Allan 'Combine' of 1963 shows I saw 10001, but not its twin it seems from my underlining. Whilst being interested in the steam rebuilds it was the idea of a re-born LMS diesel that made think it was time to open the wallet and help.

As a retired history teacher with a passion for industrial history (sadly rarely taught in schools now), who gets his hands dirty each week at a preserved micaceous hematite mine, I wanted more than just putting money into the project. The announcement of the workshop at Wirsbworth set me thinking, how I could spend some time there? The problem for me is that I live in Devon

However, my roots are still in Market Harborough therefore in November I arranged a trip to my sisters to take in two Harborough Town FC games (who I do the match day programme for) and two days at Wirsbworth. I managed to pick the weekend when half of the north and Derbyshire were under water but thankfully that did not stop the volunteers. I had checked with Mark Walker that there would be people there and arrived at the Ecclesbourne Valley Railway on a sunny morning. There is always a certain anxiety about turning up as the new boy at a project but I had nothing to worry about as IDRS Secretary Andrew soon turned up with Tony to begin the day's work. I was warmly welcomed and soon, with a cup of tea in my hand, was shown the tasks that needed doing.

I accept my lot in life amongst skilled engineers, who talk a language alien to a teacher like me. I am a foot soldier, destined to paint air compressor tank (left) and workshop floors, before moving on to gutters and flood prevention.



Next local member Mark arrived and we three set about the day's tasks, only stopping for the odd chat, cup of tea and a bit of reflection occasionally.

I learned lots about the 'twins' as the day went along and really enjoyed all the tasks that came my way. If you are thinking of spending time helping, have no fears, everybody was friendly and welcoming and I ended my time wishing I could help more. The arrival of the Sleeper Coach the day after I left is great news for a distant volunteer like me as I can plan to go up for a block of time when the time is right and the weather better.

As something of a local historian with ten village history booklets to my name, Andrew asked if I would help with the promotional material he produces. So now I can help with editing and advice that helps the society and means it is not just down to one man. I am hoping that when our second diesel engine emerges from its Nissen hut at RAF Fairford I will be able to help in its recovery as that is in my neck of the woods.

So come on, be a volunteer if you have some time, you will find it fun and rewarding and when the day comes in the future, when 10000 is unveiled, you will know you really did do your bit in writing history.





WORKSHOP GALLERY



IAN WALMSLEY





ALAN TAYLOR



IAN WALMSLEY

A TRIP ON IRIS

After the opening ceremony, our guests were invited on a trip along the Ecclesbourne Valley Railway in the railcar "Iris". Thanks to the EVR for this trip and to the driver, Chris Beale, for giving Stan a cab ride on the return journey.

THANKS

We are happy to acknowledge the support and help in kind from a growing range of companies. More companies will be added to the list after they themselves publicise their assistance over the winter and spring period. We are grateful for the support offered to our project from the following companies:



Waverley will provide security to our workshop

www.waveley-security.co.uk

Unit 13, Stadium Close, Cardiff, CF11 8TS



TAS have scanned the original loco's end cap forging, provided castings, estimates for construction along with storage space.

www.thinkant.co.uk

Unit 1, Grain Warehouse Yard,
Millers Lane, Burton upon Trent DE14 2NS



Serco have provided technical drawings.

www.serco.com/uk/sector-expertise/transport/rail-technical-services

RTC Business Park, Derby DE24 8UP



Porterbrook have provided the Society with a sleeper coach which will enable volunteers to stay affordably at Wirksworth.

www.porterbrook.co.uk

Ivatt House, 7 The Point, Pinnacle Way, Pride Park, Derby DE24 8ZS



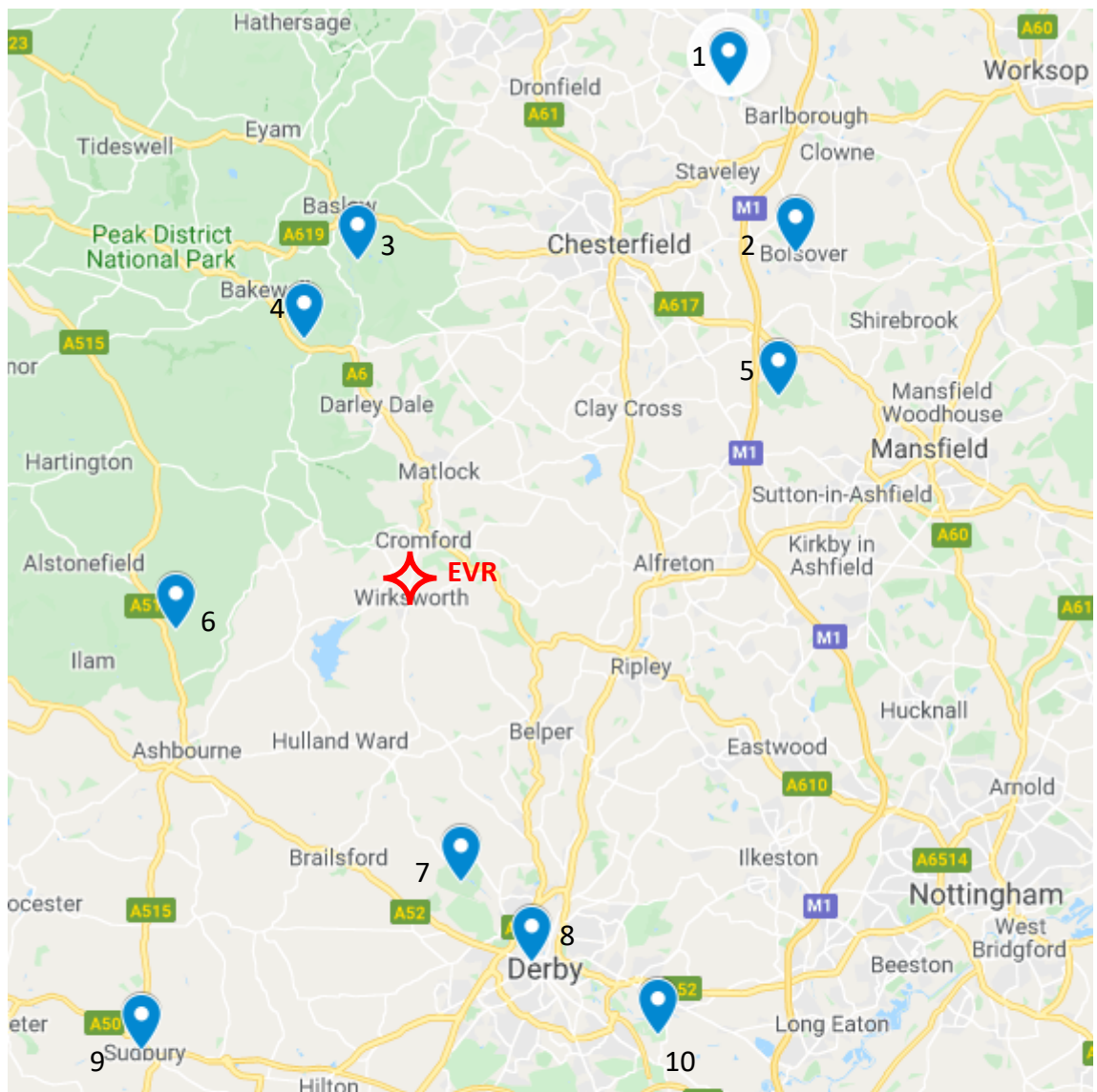
STAN FLETCHER CUTTING THE RIBBON - MICHAEL PRINCE

VISIT DERBYSHIRE

A few of the notable buildings worth visiting when in the area.

Google Maps

- Renishaw Hall & Gardens (1)
- Bolsover Castle (2)
- Chatsworth House (3)
- Haddon Hall (4)
- Hardwick Hall (5)
- Tissington Hall (6)
- Kedleston Hall (7)
- Pickford's House (8)
- Sudbury Hall (9)
- Elvaston Castle (10)



CONSTRUCTING THE THIRD D16/1 LOCOMOTIVE



Modern Railways' Rail Vehicle & Enhancements Expo, Derby.

In September we took the opportunity to bring our project to the attention of a fresh audience.

Local topicality was provided, in that 10000 was constructed in the city and the new 10000 will be constructed within the county. Our new information stand was used for the first time, seen here among a variety of construction and infrastructure stands. It has replaceable panels so can represent LMS10000 or Red Diamond Diesel Construction Ltd, as required.



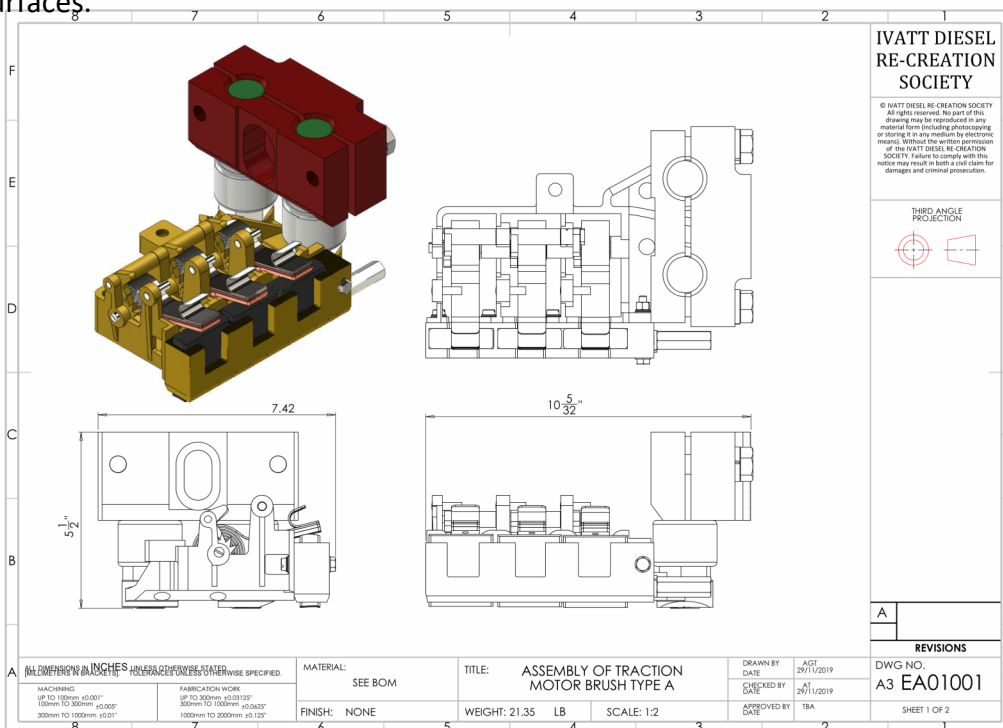
Recently I did my first volunteer stint at Wirksworth and as well as general assistance I did a first review of the traction motor brush holders. The first thing I noticed was there were 10 off one handed and 6 off the other handed, as some are still attached to the motors. The brush boxes have been labelled A1 to A10 and B1 to B6 since at this stage I wasn't sure which are left handed or right handed. The remaining boxes will be inspected when they are removed.

At first observations the brush boxes are in fairly reasonable condition. The main brass or gun metal bodies are all intact. The steelwork parts are a little corroded with the 'B' handed ones worse but they should clean up OK apart from some hexagon pillars which might need replacing once their purpose has been established. Many of the brushes are completely worn down but there are also some new(ish) ones. All the worn ones will be replaced.

The clock springs are remarkably good with one or two exceptions. The insulators appear to be of composite construction with a solid centre of something like glass fibre or phenolic rod covered with a ceramic outer. At least one of the insulators has the ceramic broken off and another is cracked. However all units exhibit remarkable insulation levels including the broken ones and all recorded the maximum insulation level of over 2200 Megohms on my meter at 1000V. A reading of 5 Megohms would be acceptable!

Something that will require further investigation are the current carrying braids, the type of which I have never seen before. Normally, the carbon brushes have a hole drilled into the top edge, a ferruled braid is pressed into the hole and a separate surface is used for the spring to bear pressure on the brush. The far end of the braid is then crimped into a standard terminal. These braids appear to be fixed to the underside of the springs possibly by a spot weld or braise and the other end is actually soldered into a hole in the brass body - this must be a difficult operation requiring a lot of controlled heat. The braid just rests on the top of the brush under the spring pressure. Whilst all braids are still soldered into the brass body a number of the connections to the springs have separated. This may or may not be a problem as they are reasonably fixed in place by the spring but might move out of position with time and cause sparking. Also the copper in the braids is very fine. This may be the original condition or it might be that they have wasted away due to corrosion at high temperatures. Something I will investigate and report on in due course.

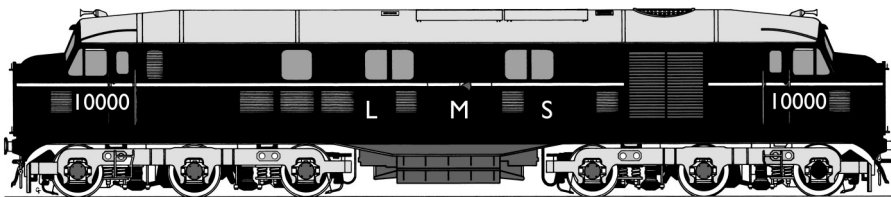
I have taken brush holder A7 home with me to draw up and investigate further. Until I am absolutely sure that there are no jigs involved in re-assembly and the means of providing the correct spring tension can be achieved I will not dismantle the unit but try to make sense of the external surfaces.



AGM — CHANGE OF VENUE

THE STUART HOTEL, LONDON ROAD, DERBY, DE1 2QR

ON THE SAME DATE — SATURDAY 28TH MARCH 2020



LMS 10000 Co-Co Club

The winner of our second Co-Co Club draw was Peter Scott, £82.25, who as chance would have it, also won second prize of £23.50. Third prize was won by Michael Jakeman.

The draw is made by an independent person using an online random number generator to select the winning numbers. The winners will share 50% of the prize fund with the remaining 50% going to the Presidents Centenary Appeal to help us recreate 10000.

The next draw (January) will be larger with 68 entries already lined up.

The First Prize (based on current anticipated entrants) will be £115

To join the Club see our webpage www.lms10000.co.uk/coco-club-and-affle

PORTERBROOK DONATE A SLEEPER

In October, the Society signed a contract with Porterbrook by which the Society acquired sleeper coach 10579. After delivery by rail to LSL at Crewe in October we arranged transfer to Wirksworth on the 12th of November. We are most grateful to Porterbrook for their generous provision of this coach.

The sleeper will be used for volunteer accommodation at the Ecclesbourne Valley Railway. This will make it much easier for our volunteers who don't live close to the workshop to join us for working days.

We would also like to thank Mike Evans and Leigh Gratton at the EVR for making arrangements for us to bring the coach to Wirksworth.

Tim Moran

A VISIT TO WEMBLEY

Tony Ellershaw & Alan Taylor

It isn't every day you get invited to a railway depot and so we jumped at the chance. We visited Porterbrook at Alstom's Wembley depot in July 2019 to look at a sleeper coach prior to considering a possible donation of coach 10579 for use as volunteer accommodation.

It was an early start, having to get up at 04:30, as we had to be at the depot for 08:30-ish, where we would be met by Gary from Porterbrook. Arriving on time we were greeted by the rain and Gary and headed into the depot. It was a bit of a wait as the sleeper sets that had come down from Scotland overnight had to be brought up from Euston.

After an early start we were met by Gary Webb at the station and escorted to the depot where we had to wait for the stock to be brought up from Euston. So we were able to inspect the new mk5 CAF coaches and then the mk3 set.



As they were still in use until October they are all of a reasonable standard and do not have any bodywork damage, with all facilities working.

The first set to arrive was a rake on the new Caledonian Sleeper carriages that had been built in Spain. They are currently experiencing a few teething troubles with these and hence having to keep some of the Mk3 sleepers in service. This rake was pulled in by 92033 with 92018 on the rear. Whilst we waited with Gary for the Mk3 rake to come it we chatted about the use of the vehicle, namely for volunteer accommodation for the host railway and also for IRDS members when work gets started on 10000.

Eventually 86101 hauled in the rake of Mk3 sleepers and we donned eye protection, bump caps and steel toe cap shoes. Once all the shunting was complete we were shown the vehicles. These come in two forms: a SLEP and a SLED. The 'P' having a pantry and the 'D' having a disabled compartment and toilet. Gary told us that their intent was to hand on as many of the vehicles as possible and Porterbrook were already giving a number away to charities. One example was for a children's hospice to enable families to spend some time away together whilst they still are able to. Other vehicles were going for hotels and hotels as well as further railway use.

The coaches are equipped with air conditioning and microwave kitchens that are tailored to the train supply, which use higher current than conventional 240 volt supply. On board the vehicles the cleaning teams were working their way through taking out the used linen and replacing the clean ready for the evening sleeper services back up to Scotland. Tony and I were shown the pantry, sleeping compartment, toilets and disable area. We were also shown the Mk2 lounge car (6706), which also had a buffet and the Mk2 brake vehicle (9806). Off the train we were shown the outside of the vehicles, which were in pretty good condition, considering. We also checked out the tyre thicknesses, making a note of those in better condition.



We managed to take one or two photos of one of the carriages, whilst 92018 shunted onto the new sleeper train next to us. Who knows which one we will end up with, but we have a couple of potential candidates picked out.

We will need to remove the Caledonian Sleeper branding as soon as possible after delivery, this is a wrap so should be fairly easy with an ordinary hairdryer. A workshop manual and maintenance record will be made available once a coach has been selected.

Thanks go to Ian Walmsley for negotiating the opportunity to acquire the coach and to Mark Merryweather and Rupert Brannan Brown at Porterbrook for facilitating it, along with our own Mark Walker. Thanks to Gary at Porterbrook and Dan from Alstom for being a welcoming and accommodating hosts on our visit to Wembley.



92038 hauling 15 sleeper coaches into Crewe, including our own 10597.

Tim Moran





GIFT AID CLAIMED

HMRC have paid us the following amounts of Gift Aid in regard to donations made in previous years. Thanks to everyone who donated in years gone by. Years 2018-2020 are yet to be claimed.

2015/16 £3,479.55

2016/17 £285.56

2017/18 £252.81

WARLEY MODEL RAILWAY EXHIBITION

This year we were able to put on a larger show at Warley including the diorama made by Don Asher and the 7 1/4 inch gauge model made by Derek Payne.

Some good contacts were made and we had the opportunity to share our vision with a lot of people who were unfamiliar with our endeavour.

Here you can see the NER Autocar in the background.



RAFFLE RESULTS

The 2019 raffle was drawn on Sunday 24th November at the Warley MRE. We raised £1303 toward reconstructing the loco. The winners were:

1st—Mr P Scott. 2nd—Mr P Stanbridge. 3rd— Mr D Card.



In the Works

We are grateful for the help of the fourteen volunteers who contributed their time at Wirksworth to ensuring we removed decades of grease and dirt and replaced it with a neat and fresh appearance. Here are reports by four of our volunteers.

1. TONY ELLERSHAW

The infrastructure in the workshop is quite comprehensive. It has standard 240v electrical supply, and also 110v and three

phase 415v. There is a compressor and an external tank supplying compressed air. There is water and drainage. It has internet access connected to the EVR system. So we have not had to install anything, but have restored and improved the existing facilities.

We have removed faulty lights from the pit and replaced the broken light fittings along the side walls. New light fittings have been fitted in the office and store to replace faulty ones. The store and office are currently on the same circuit. In the future they will be put onto separate switches but this is not a priority. The building has 3 large lights in the roof, only 2 are working, the third is missing its bulb. We intend to replace these with LED's in the fullness of time.



In regard to the power systems, we have not altered the 3 phase or 110v systems but have removed wiring that had been terminated with the wires wrapped in tape ! There was also an unsatisfactory socket in the store that supplied the old water heater and this has also been removed. Additional sockets have been installed in the washing/cooking area and for a new water heater. The electrical systems have now been certified.

The compressor supplies air to pipes mounted along both sides of the workshop, with various connectors. We have not tested this fully.

The water supply is from a pipe at the door end of the workshop, where there is also a drain. There was a stop valve that needed a screwdriver to turn it off. There was a temporary looking pipe the length of the building, supplying a water heater over a sink, with the waste going through the rear wall and soaking away.

We decided to install a sink close to the door, where we could use the drain. So we removed all internal pipework. We installed a new stop cock, and sink, with a plumbed in waste and a water heater, we also added a hose pipe connector.

There is a working alarm, but this is being replaced with a combined intruder, fire alarm and CCTV supplied by Waverley Security, which is owned by a member.



With the work on the inside progressing smoothly, thoughts turned to the outside. This is a tale of 2 halves. The side visible from the road has had its cladding renewed and new guttering fitted by the previous occupant, so it was just a matter of filling small holes, and painting.

The building ends, though not perfect, will last for a while, so have just been painted.

The real work was needed on the far side of the building. When it rained heavily, as it has often this year, it was apparent we have a problem. Water was soaking through walls leaving puddles inside. Obviously we needed to cure this before we painted the floor. When we looked behind the building, there is a 5ft space between the building and the site boundary, this has filled over the years with rubbish and autumn leaves, to a depth of 3-4 feet. This means the ground level is above the concrete slab of the floor. Additionally the guttering had rusted through and was hanging from its brackets. Water from the roof was therefore dropping straight into the sponge like ground and then soaking through.

The first job was to try and direct the water away from the building, so we bought lengths of guttering and tried to fix these, but some of the brackets had completely rusted away. These had been welded to the building frame before the original cladding had been added. The cladding itself is single sheet corrugated steel sheet which is in poor condition, so we could not fix to this. Using the remaining brackets and some temporary fixes we managed to position the guttering, and successfully routed the water to the ends of the building.

We then started work to lower the level of the ground, This was a particularly onerous task, as the leaf mould contained metal and broken glass, and more than 50 tyres. Further work is needed here, but we need to discuss with our landlords what our options are.

So after a lot of work, and 3 full skips, we have a generally dry building. There are still things we need to fix going forward. There are some gaps between the roof and ends of the building where the infill needs replacing. The roof itself is asbestos and is covered in moss, it has a couple of small leaks.

The ground around the building has been cleared of all undergrowth, we have planted bulbs and laid turf. Further planting will take place in the new year.

2. BERNARD CADDY

The last couple of months at the Wirksworth Shed (indeed, it's now good enough to be renamed as Centenary Works) could be summarized as **clear, clean, and create**.

We started with the **clearing**. Inside the old workshop was perhaps not too bad, there were old shelves, random bits of vehicles, and cans of dubious liquids. There was the old sink, with its waste disposal (a pipe through a hole in the wall, and no more), lengthy bendy water pipe, and three-valve hot water heater; and bits of lighting and other electricals of indeterminate age and dubious value. All destined for the skip outside.

Outside the old workshop, it was more challenging. The side between the building and the boundary fence had long been used as a dumping ground. We didn't have time for finescale archaeology, however the layers laid down probably spanned a good half-century. Apart from fridges, vehicle panels, fluorescent tubes, oil filters, random bits of cable there were the tyre. Old tyres of every sort and shape, and when tyres are 'stacked' and left to age, with plenty of leaf mould and brambles and other vegetation to bind them together ... it makes for an impenetrable mass. The tyre pile stretched along the side as well as being at the back of the shed, I counted eighty with more still buried. Perhaps the most dramatic change from clearing was removing the vegetation. Over many years, ivy, brambles and other plants had established themselves, taking space, blocking gutters, adding to the dampness. Even at ground level, a mat of roots had grown to give a good depth of vegetation over the concrete pad at the rear of the shed.



Volunteers in September alongside the tyres we removed from the back of the workshop.

The wood store lean-to (seen below) came down worryingly easily, and gradually we could see the full extent of the site.



As the process of clearing proceeded, **cleaning** started. Inside, walls were washed down, and the floor power-washed. Many years of oil and dirt had soaked into the raw concrete floor. Power-washing at close proximity was the only way to move it. Looking back, it was a slow process, but we worked our way from the office, through the back store, and along the main shed space to the front, blasting away an emulsion of muck. With the floor washed, degreaser was applied, and then once that was completed, we were ready to paint. A lot of the runoff went into the pit, which after digging out the thick sludge at the bottom, had its own special attention with the power-wash. Outside, the metal cladding wall facing the road was cleaned and prepared; and the large steel doors cleaned and prepared with rust treatment.

As cleaning progressed, we could start to **create** Centenary Works. New guttering outside was an essential, and that with the clearing the mass of moisture-holding muck along the right-hand side wall, started to dry out inside. The new sink was fitted, with a proper drain this time, and the all-essential kettle point. Painting was a big job – the walls absorbed a lot of white paint, and in some places it seemed they'd never dry out, but the final result is clean and bright. Our amazingly sticky and thick floor paint gradually covered the degreased floor; at times it felt that spreading with a squeegee would have been more appropriate than brushing it. A stack of racking recovered from a closed factory gave us clean and sturdy storage solutions for the office and store-room, along with a large bench. Safety essentials – fire and first aid – were fitted early on in the process, and portable barriers used to protect the pit. New lighting and power supplies were fitted, the steel doors primed and then painted gloss black, and the wall cladding painted green. Large panels of timber and ply were made-to-measure to cover the pit; removable when needed, but making a huge difference to the usability and safety of the workshop space.

I felt it was very symbolic last week when we fitted the signs, and building was properly branded for its future use. Of course there's more to do, inside and out, but - with many hundreds of hours of volunteer labour and a fair investment in paints and materials – the initial transformation really feels complete.

3. MARK LANGLEY

I first heard about the project about 5 or more years ago I think. I was instantly captured by this project as I had always thought it a huge shame the twins were scrapped never to return! Bringing back a lost important piece of history was made all the more vivid to me as a lot of



my family had worked at the Carriage and Wagon works in Derby from before the second world war. I was brought up with the great fortune of having free passes to travel British Rail with my dad and at 46 now realise I am fortunate to have witnessed the end days of the first generation of diesels. I read the old Trains Illustrated

magazines my dad collected from the late 1950's onwards and it all looked fascinatingly full of another world to me. I loved all the old pictures of those days when diesels were taking over wishing I had been able to see it all including my dad re-quoting his memory just last week of seeing 10000 and 10001 on the Royal Scot at Tamworth bolting through.



The first Royal Scot train 1st June 1949. Seen at Barley Cop Lane, Lancaster. Morton Archive

I turned up at Wirksworth of 20th September not sure what to expect other than there was a large shed needing some TLC to become the main base for the project. I have ended up spending about 60 hours over 12 days as I write this at the end of November.

We immediately got on with tidying the ground at the back and side of the shed. There was a lot of junk left by past owners. All manner of litter and discarded years of car parts. After about another 6 weeks it was all still being tidied and improved with a total of 3 skips of rubbish removed from the site.



Another early job was to move a hoist from the lorry, (seen right), filling the skip, clearing and digging out the rubbish from the then wasteland and doing a couple of hours and interior white wall painting.

I later ended up working around the back digging out the soil from the wall to prevent damp going in through the blocks above the foundation concrete. The area intended as a garden border was covered with cardboard so that weeding would not be such an issue in Spring.

The front of shed border got a good going over and reshaping after extensively digging out roots from brambles and weeds, as seen in the before and after pictures here.

Again we found a lot of garage waste in the soil. Back breaking but satisfying work when you see mess gone. I recall I spent a day by myself digging out the side junk yet further, it doesn't always pay to be OCD!

I've done quite a bit of painting on the black outer and inner grey on the front doors. Next came the side wall green and black pipe painting that has been a lot of square metre area but has brought it together really well.



About the most recent thing I have done is mix up cement and fill in all the blockwork holes which tidies the appearance up. With everything done so far collectively there is a big change and the building has really come together. The big enjoyment is being a part of it looking good and being fit for purpose. What I realised was that you enjoy turning up and get involved with a lot of different jobs that at this stage needed important hours of commitment to make it happen. Having not had anything to do with preservation at all before, this is all a bit of new pastime for me.

4. PHILLIPA COOPER

We contacted Wirksworth U3A gardening group in hope that they could advise and perhaps assist us tidying the grass and weed area around our workshop. Here is an account in their words....

Any preconceived ideas of how the Wirksworth U3A gardening group might help the team create a garden evaporated as we arrived on site. A simple 'makeover' would not be sufficient! It is a challenging site with two steep banks running almost the length of the site to the front and rear boundaries. The one to the rear of the site was carpeted in thuggish weeds. Several randomly self-seeded elders were well established and the flat "lawned" area facing the entrance was rapidly disappearing under orderly stacks of rubble, hardcore, tyres and metal.

Fast forward two months - thanks to the hard work and determination of the band of railway enthusiasts the weeds have been chopped down, the elders grubbed out and the initial planting bed covered with cardboard and fabric to suppress the weeds. The photo below shows the grassed area for which we have planned a garden complete with a wooden bench.



We are adopting a no dig policy as far as possible. The planting scheme for the L shaped bed which will greet visitors as they arrive at the station site is a mix of shrubs and perennials designed to attract wildlife, to be low maintenance and to provide interest and colour throughout the year. In front of the workshop doors daffodils have been planted and the ivy removed from the boundary fence, which will naturalise the bank of earth (see pictures below). The elders are no more. Well done to the team of railway enthusiasts who have embraced the huge task of clearing the site. They have worked wonders. We, the gardeners, look forward to becoming actively involved in the planting and maintenance of the garden next year. Spring will soon be here!



GARDEN APPEAL

Here is the 'shopping list' of plants the gardening group have suggested we obtain:

Achillea	Lavender Angustifolia 'Hidcote'
Aster Amellus 'Framfieldii'	Nepta 'Six Hills Giant'
Aster Thomsonii	Nepeta 'Walkers Low'
Cotinus	Pittosporum Tenuifolium 'Tom Thumb'
Crocsmia	Prunus x Subhirtella 'Autumnalis'
Geranium Rozanne	Rudbeckia
Hebe 'Nicola's blush'	Sorbus 'Joseph Rock'
Hebe 'silver queen'	Verbascum
Kniphofia	

To avoid using our main funds we would welcome dedicated donations marked with the reference "gardening" to our account 30-94-77 50405860

£125 has already been donated specifically for bulbs (mainly Daffodils) which were planted in October on the bank outside the workshop doors.



NEXT APPEAL TARGETS - Mark Walker

Over the last couple of years, we have run several appeals for different things. Sometimes the appeals overlapped, and sometimes opportunities to purchase useful items came up and we had to run two appeals at once, which caused some confusion. We also found that some members wanted to contribute towards a particular item or task.

Put simply, we always need donations, but we want to be clearer about what we need them for, so going forward we will be running one appeal, with a number of key targets. This list of targets will change throughout the year as work moves along and tasks are completed.

The key items we are looking for donations towards are:

Exhausters: £500

The exhausters are the heart of the vacuum brake system. 10000 will have two, and we now have four, so we can refurbish two as spare units. This will allow us to do a quick changeover and minimise out of service time should we have a mechanical failure.

Bogie refurbishment: £8,000

The bogies will cost us a considerable amount more than this before they are fully operational, but this appeal is to cover the cost of dismantling, shotblasting, painting, reassembly and some of the basic modification work. Once they are fully stripped and cleaned we will be able to cost up the repair and refurbishment work that will be required.

Shed extension: £10,000

In order to get the chassis into our new workshop to carry out the necessary modifications, an internal wall needs to be removed and the roof needs to be slightly altered. This will mean we no longer have an office or storage space at the rear of the shed. It is planned to extend the shed at the rear to provide a much increased storage space, and a new office, which will also double as a clean working space when required. This is an estimated cost. Any additional donations will be put towards our second extension to provide a display / visitor centre along the side of the existing workshop.

Sleeper modifications: £500 — paid in full by a donation made as we went to press

To set our new sleeper car up as volunteer accommodation, some modifications will be required, to get the air conditioning and heating working from a shore supply, to get water and drainage connected, and to fit vestibule end doors for access at one end and a fire escape at the other. This funding will allow us to get the coach up and running. We will then add the 'luxuries' like the shower room and the kitchen as funding allows.

Four compressors: £2,000. We will acquire two for use on the loco and two spares.

Anything you can donate is appreciated. As well as the big items above, there is a constant need for smaller items like paint brushes, grinding discs, guttering, signage....

HOW TO DONATE

- ⇒ BACS 30-94-77 50405860
- ⇒ Cheque to Ivatt Diesel Re-creation Society, 46 Biddick Village Centre, Washington, NE39 7NP

To donate toward a particular target, include the item name in the BACS reference or letter accompanying a cheque

- ⇒ Paypal Giving Fund — www.paypal.com/uk/fundraiser/hub When using Paypal, tick the box to share your name, then please send an email to tell us which item you are donating to.

TAIL LIGHT

VOLUNTEER OF THE YEAR — Mark Walker

In the run up to the workshop opening event, Andrew Hoseason and I were musing over the amazing amount of work people had voluntarily done to support the group over the last year. We decided that something should be done to acknowledge this effort, and so was created the first 'Volunteer of the Year' Award. I say first, because it seemed to be popular, and so will become an annual event. Although many people have put in a sterling effort, one name stood out, and here we see **Tony Ellershaw** receiving a bottle of wine in recognition of his commitment to the group. No matter what needs doing, Tony is always up for it, whether its driving up and down the country to pick up parts, attend shows or give talks about the group, finding out why one of the shed lights just wont work (it was a 110v fitting – again, don't ask....) or pressure washing the pit, getting soaked in a lovely mix of ancient oil and mud. He is also an excellent sounding board for ideas. He is one of those people that don't say a lot, but when they do, its probably a good idea to listen. As a bonus he's also a thoroughly nice chap! Well done Tony, enjoy the wine. Oh, and by the way, could you just.....



MEETING MR IVATT – Sylvia Jones

In October we were visited by Sylvia and Robert Jones. Mr Jones started as an apprentice in Derby Locomotive Works in 1948 and never knew Mr Ivatt. But Mrs Jones did so. Here are her recollections:

In 1950 I was a very junior employee of BR in the Nelson Street offices, just opposite Derby railway station. While waiting to take an examination to become a permanent member of staff I was employed as a messenger and was responsible, among other things, for collecting and delivering mail to all the rooms in the building, including Mr Ivatt's very large office. I started work in August of that year and H G Ivatt retired in November. (I attended his retirement presentation). So our acquaintance was not of long duration but I do remember him as being a very approachable person, at least to junior messengers.

I recall one occasion when I called at Mr Ivatt's office late in the afternoon to collect the outgoing letters and they were not quite finished so he asked if I could wait a few minutes.

The walls of Mr Ivatt's office were covered by photographs of steam locomotives and while I was looking at these he asked if I was interested in railways. I replied yes and explained that my home was quite close to the former GNR Derby-Nottingham line.

He said "that is my father's railway". He wished me well and hoped I would be happy on the railway,

