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# DVExpress

Issue 4 – Winter/Spring 2009

The newsletter of the Friends of the Derwent Valley Line

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## Shop by Train!

With the new hourly Matlock – Derby – Nottingham direct services now in operation and exciting shopping developments at each end of the branch line and beyond, there has never been a better time to ‘let the train take the strain’ and enjoy the pleasures of sales bargain hunting without the stress of driving!

In Derby the extended Westfield Centre, with its recently opened cinema, is only several minutes walk from the platform down to the shops. At Matlock, the long awaited Sainsbury’s supermarket development in Cawdor Quarry, adjacent to the railway station, is ideal for all the essentials, together with all the existing shops in the town and is of course the gateway to the Peak District by train. Further a field, Leicester also boasts a new shopping centre with train connections from Derby and of course there is always the direct\* connection to Nottingham with its vast selection of stores. (\*not currently on Saturdays). For the more adventurous there is always Paris or Brussels with a simple change at London St. Pancras International.

The new timetable is the biggest change to branch line services for five years and introduces the most frequent day-long timetable ever operated on this line. This means major changes to the departure and connection times, and some trains initially will not call at all Cromford and Whatstandwell stations, so please check the new times and details carefully on pages 4 & 5 of this newsletter, the relevant websites (East Midlands Trains (EMT), National Rail Enquires, Megatrain, Trainline, etc) or station displays.

Whilst the Friends of the Derwent Valley Line (FDVL) welcome the service improvements that EMT has introduced to the line, we will continue to lobby in order to achieve the objectives laid out in our Rail User Strategy (RUS), available from our website ([www.fdvl.org.uk](http://www.fdvl.org.uk)). A summary of progress toward our key objectives are listed on page 3.

### Lower Your Carbon Footprint.

The trainsets that now work on the branch line are some of the most frugal diesel trains in the country, so by leaving the car at home you’ll achieve one of the easiest and most practical savings there is on your Carbon footprint and

travel by train. Using the average load factor for UK regional passenger trains, shows that a passenger travelling by the lines ‘Super Sprinter’ type of trainset emits 30% less CO<sub>2</sub> at 78 g/passenger/mile (Source: Association of Train Operating Companies) than that of one person the governments notional ‘average’ car, at 112 g/passenger/mile (Source: Defra). Indeed, the two evening peak services which are usually full departing Derby will be achieving a 79% reduction in CO<sub>2</sub> at 23 g/passenger/mile.



## A few words from our Chairman.

Since the last Newsletter we have seen much change. East Midlands Trains (EMT) are now 1 year into their franchise and signs are encouraging that under new management the service reliability has improved and business is growing at similar rates to most other community lines in the country. We are experiencing a package of improvements along the line from both Network Rail and EMT which exceed anything we have seen for many years.

As I write Network Rail are undertaking the first stage of work on the line to restore a number of bridges back to their original condition which will once again open up the possibility of through London trains and excursions working over the line. EMT has promised significant financial support to the Derwent Valley Community Rail Partnership (DVCRP) much of which will be spent on improving the stations with better access, CCTV and reliable information screens. To accompany the December timetable change there is a major campaign to advertise the new service along the line so look out for posters and leaflets in shops, notice boards, pubs and libraries near you.

While it is good to see so many improvements being undertaken, there is still much to be done to achieve the level of service we are striving for. Major upgrades to Derby and Nottingham stations will put severe constraint on capacity for the next two years and will mean that initially some connections will not be as good as we wish, but we are looking work with EMT and DVCRP to improve this and ensure all trains call at all stations on the branch as soon as possible. It is to be hoped that some of these improvements can be achieved by the May timetable but this will be dependent on the state of the Derby station rebuilding work and service performance. Another improvement we are working towards is improving the morning peak service to give better onward connections for commuters.

We would like to welcome Claire Ansley, our new Route Manager, and looking forward to working with her team to develop our service. We would also like to congratulate our former Route Manager, Paul Burnage on his appointment as Station Master at Marylebone and wish him every success in this prestigious role.

Finally I would like to thank everyone who worked so hard to make our fascinating programme of walks and talks for the Community Rail weekend 2008 such a success. You can see the details and pictures on our website.

Ian Ambrose

### **Different trains for the new service.**

In order to deliver the new timetable, EMT has juggled its resources and the branch line sees a return of 75 mph 'Super Sprinter' trains. However, to best match loadings across its network, two of the three trains that operate the branch per day will be of the Class 153 single vehicle type. Despite our concerns that single vehicles may not be able to cope during the peaks, early indications are that although there maybe some standing passengers on board the two evening peak services, this should be limited to Duffield or Belper.



Background Info: Unfortunately, EMT already has severe overcrowding on their Liverpool – Norwich services, and are due to receive only 3 of the 1,300 vehicles promised by the government by 2014. Further constraints have been added by a two year hiatus in new diesel train orders, and a further two year wait as production lines reopen and designs are updated to meet the latest legislation, including for diesel engine emissions. Finally, there is a growing unwillingness, after the summer's increase in fuel prices, for leasing companies to invest in diesel engined trains that have to be justified over their 30 year life. Not to mention the credit crunch and prevailing economic conditions. Altogether, this means that it is more difficult than ever to make a business case to invest the £1.4m price for each new vehicle.

FDVL is monitoring this situation closely and if loadings are consistently high, will highlight the concerns of passengers and lobby EMT for a resolution.

### **Transport Partnership**

2008 has seen the Community Rail Partnership metamorphose from the Derwent Valley Rural Transport Partnership (DVRTP) to the Derwent Valley Line Community Rail Partnership (DVLGRP). This now brings the whole of Derbyshire County Councils rail and bus interests under the organisation. New names but our main points of contact remain the same, with Alastair Morley retaining the role of CRP Officer. Alastair's contact details are listed on the back page of this newsletter..

# The December 2008 Derwent Valley Line Timetable

The timetable now in place is the major service change of the current franchise which is held by East Midlands Trains (Stagecoach) and other than refinements and minor changes, is expected to be in place until the existing franchise expires in March 2015. Therefore it is timely to compare the result to our Rail Users Strategy (RUS) document first published in 2005 (and available on the website), against what has been delivered to date and the following table summarises these.

FDVL will continue to lobby for the outstanding objectives

FDVL RESPONSE	Achievement of Aspirations in FDVL Rail Users Strategy (RUS) document 2005
<b>We welcome</b>	
<ul style="list-style-type: none"> <li>the new <b>hourly</b> service and the additional travel opportunities it creates</li> <li>the improved connections at Derby into EMT services to Sheffield (typical connection 16 mins)</li> <li>the improved connections into XC services to Birmingham &amp; the SW (typical connection 14 mins)</li> <li>the bridge strengthening works by NR to return the branch to its ability to allow heavier trains</li> <li>the acceptance by ORR of the case for enhancements at Nottingham station</li> </ul>	<p>Para 9.2 <b>achieved</b></p> <p>Not specified in the RUS</p> <p>Para 9.2.1 priority 4 <b>achieved</b></p> <p>Para 7.2 – maintenance <b>in hand</b></p> <p>Not specified in the RUS</p>
<b>We are disappointed that :</b>	
<ul style="list-style-type: none"> <li>Cromford &amp; Whatstandwell will not get the hourly service that other stations enjoy</li> <li>the promised "7 min interchange" time at Derby has not been achieved</li> <li>through services to Nottingham on Saturdays will not be implemented from December</li> </ul>	<p>Differentiation not foreseen in RUS</p> <p>Para 9.3 <b>not yet achieved</b> but an EMT aspiration</p> <p>Difficulty with Derby reconstruction</p>
<b>We are concerned that despite known passenger demand :</b>	
<ul style="list-style-type: none"> <li>connections into and out of the faster London services are now worse than before</li> <li>the early morning direct train to Nottingham fails to offer a reasonable arrival time.</li> <li>there is no "3<sup>rd</sup> train" in the morning peak, leaving a 77min gap in the prime Commuting period.</li> </ul>	<p>Para 9.2.1 priority 1 <b>not achieved</b></p> <p>Para 9.2.1 priority 2 <b>not achieved</b></p> <p>Para 9.2.3 <b>not achieved</b></p>
<b>In our responses above, we recognise that</b>	
<ul style="list-style-type: none"> <li>there is a need to prove the robustness of the new timetable on all routes</li> <li>the new hourly service has to fight for priority at key junctions</li> <li>the continued delays to the refurbishment of Derby station restricts capacity/flexibility</li> <li>there are operational restrictions between Derby &amp; Nottingham until 2009</li> <li>the additional services from Leeds to Nottingham restrict capacity/flexibility at Nottingham</li> </ul>	
<b>We intend to continue to press EMT and the CRP</b>	
In the Short term for:	
<ul style="list-style-type: none"> <li>all trains to stop at Cromford &amp; Whatstandwell</li> <li>improvements into the connections to London services</li> <li>improvements to the timing of the morning Nottingham train</li> <li>to communicate to EMT the priorities of the line users to ensure the above aspirations are met</li> </ul>	
In the Longer term for	
<ul style="list-style-type: none"> <li>the introduction of a 3rd morning train</li> <li>the introduction of through services to London</li> </ul>	

# Matlock • Belper • Derby • Nottingham

EAST MIDLANDS TRAINS  
"DERWENT VALLEY LINE"



UNTIL 16 MAY 2009

## Monday to Friday

Matlock	0620	0737	0838	0938	1038	1138	1238	1338	1438	1538	1638	1738	1838	1938	2038	2139	2255
Matlock Bath	0622	0739	0840	0940	1040	1140	1240	1340	1440	1540	1640	1740	1840	1940	2040	2141	2257
Cromford	0625	0742	0843	0943	1043	1143	1243	1343	1443	1543	1643	1743	1843	1943	2044	2144	2300
Whatstandwell	0630	0747	0848	0948	1048	1148	1248	1348	1448	1548	1648	1748	1848	1948	2049	2149	2305
Ambergate	0635	0752	0853	0953	1053	1153	1253	1353	1453	1553	1653	1753	1853	1953	2053	2154	2310
Belper	0641	0759	0859	0959	1059	1159	1259	1359	1459	1559	1659	1759	1859	1959	2059	2200	2316
Duffield	0645	0804	0903	1003	1103	1203	1303	1403	1503	1603	1703	1803	1903	2003	2102	2204	2320
Derby	0653	0812	0914	1014	1114	1214	1314	1414	1514	1614	1714	1814	1914	2014	2112	2213	2329
Nottingham	0859	0954	1054	1154	1254	1354	1454	1554	1654	1754	1854	1954	2054	2157+	.....	0002	

## Saturday

Matlock	0620	0744	0844	0944	1047	1144	1247	1344	1446	1544	1647	1744	1841	1941	2043	2141	2255
Matlock Bath	0622	0746	0846	0946	1049	1146	1249	1346	1448	1546	1649	1746	1843	1943	2045	2143	2257
Cromford	0625	0749	0849	0949	1052	1149	1252	1349	1451	1549	1652	1749	1846	1946	2048	2146	2300
Whatstandwell	0630	0754	0854	0954	1057	1154	1257	1354	1456	1554	1657	1754	1851	1951	2053	2151	2305
Ambergate	0635	0800	0900	1000	1101	1200	1301	1400	1459	1600	1701	1800	1857	1957	2058	2157	2311
Belper	0641	0806	0906	1006	1107	1206	1307	1406	1507	1606	1707	1806	1903	2003	2104	2203	2317
Duffield	0645	0810	0910	1010	1111	1210	1311	1410	1511	1610	1711	1810	1907	2007	2108	2207	2321
Derby	0653	0818	0918	1018	1118	1218	1318	1418	1518	1618	1718	1818	1915	2015	2115	2220	2330
Nottingham	0859	0954	1054	1154	1254	1354	1454	1554	1654	1754	1854	1954	2054	2157+	.....	0003	

CODE:

† - From 26 January 2009  
arrives 2146.

## Sunday (until 25 January 2009)

Matlock	1042	1238	1437	1642	1842	2042	2242
Matlock Bath	1044	1230	1439	1644	1844	2044	2244
Cromford	1047	1243	1442	1647	1847	2047	2247
Whatstandwell	1052	1248	1447	1652	1852	2052	2252
Ambergate	1057	1253	1451	1657	1857	2056	2300
Belper	1104	1300	1458	1704	1906	2103	2307
Duffield	1108	1304	1502	1708	1910	2107	2311
Derby	1116	1312	1510	1716	1918	2115	2320
Nottingham	1146	1348	1540	1747	1949	2145	.....

## Sunday (1 Feb to 22 March 2009)

Matlock	1042	1238	1436	1642	1840	2042	2239
Matlock Bath	1044	1240	1438	1644	1842	2044	2241
Cromford	1047	1243	1441	1647	1845	2047	2244
Whatstandwell	1052	1248	1446	1652	1850	2052	2249
Ambergate	1057	1253	1451	1657	1855	2057	2257
Belper	1104	1300	1458	1704	1902	2104	2304
Duffield	1108	1304	1502	1708	1906	2108	2308
Derby	1116	1312	1510	1716	1914	2116	2315
Nottingham	1146	1350	1541	1747	1947	2147	.....

## Sunday (from 29 March 2009)

Matlock	1042	1238	1439	1642	1840	2059	2239
Matlock Bath	1044	1240	1441	1644	1842	2101	2241
Cromford	1047	1243	1444	1647	1845	2104	2244
Whatstandwell	1052	1248	1449	1652	1850	2109	2249
Ambergate	1057	1253	1453	1656	1855	2113	2257
Belper	1104	1300	1500	1703	1902	2120	2304
Duffield	1108	1304	1504	1707	1906	2124	2308
Derby	1116	1316	1512	1715	1914	2132	2315
Nottingham	1146	1348	1541	1746	1946	2146	.....

# Nottingham • Derby • Belper • Matlock

EAST MIDLANDS TRAINS  
"DERWENT VALLEY LINE"



UNTIL 16 MAY 2009

## Monday to Friday

Nottingham	0614	0720	0815	0915	1015	1115	1215	1315	1415	1515	1615	1715	1815	1915	2011	2024	
Derby	0538	0720	0750	0850	0950	1050	1153	1250	1350	1450	1550	1650	1750	1850	1950	2054	2055
Duffield	0545	0657	0757	0857	0957	1057	1200	1257	1357	1457	1557	1657	1757	1857	1957	2101	2102
Belper	0550	0702	0727	0802	0902	1002	1102	1205	1302	1402	1502	1602	1702	1802	1902	2002	2106
Ambergate	0558	0708	0808	0908	1008	1108	1211	1308	1408	1508	1608	1708	1808	1908	2008	2112	2113
Whatstandwell	0602	0712	0812	0912	1012	1112	1212	1312	1412	1512	1612	1712	1812	1912	2016	2117	2238
Cromford	0607	0717	0817	0917	1017	1117	1217	1317	1417	1517	1617	1717	1817	1917	2020	2121	2243
Matlock Bath	0609	0720	0820	0920	1017	1120	1220	1320	1417	1520	1617	1720	1820	1920	2017	2123	2124
Matlock	0613	0724	0824	0924	1024	1126	1226	1324	1423	1524	1624	1724	1824	1924	2023	2127	2128

## Saturday

Nottingham	0610	0714	0818	0917	1018	1118	1218	1317	1417	1515	1617	1717	1817	1917	2017	2117	2217
Derby	0540	0648	0720	0751	0847	0947	1047	1147	1247	1347	1447	1547	1647	1747	1847	1947	2047
Duffield	0547	0655	0758	0854	0954	1054	1154	1254	1354	1454	1554	1654	1754	1854	1954	2054	2156
Belper	0552	0700	0727	0803	0859	0959	1059	1159	1259	1359	1459	1559	1659	1759	1859	1959	2059
Ambergate	0558	0706	0809	0908	1008	1108	1208	1308	1408	1506	1608	1708	1808	1908	2008	2108	2208
Whatstandwell	0602	0710	0813	0912	1012	1112	1212	1312	1412	1510	1612	1712	1812	1912	2012	2112	2212
Cromford	0607	0715	0818	0917	1018	1118	1218	1317	1417	1515	1617	1717	1817	1917	2017	2117	2217
Matlock Bath	0609	0719	0821	0918	1017	1120	1217	1319	1417	1517	1617	1720	1819	1919	2017	2119	2220
Matlock	0613	0722	0825	0922	1020	1123	1220	1322	1420	1520	1620	1723	1822	1922	2020	2122	2223

### CODE:

- ▼ - To Chesterfield 0741, Dronfield 0748 and Sheffield 0800.
- - Until 23 January 2009.
- - From 26 January 2009.

## Sunday (until 25 January 2009)

Nottingham	0923	1123	1320	1453	1723	1852	2123
Derby	0956	1157	1356	1532	1755	1926	2156
Duffield	1003	1205	1403	1539	1802	1933	2203
Belper	1008	1210	1408	1544	1807	1938	2208
Ambergate	1014	1216	1414	1550	1813	1944	2214
Whatstandwell	1018	1220	1418	1554	1817	1948	2218
Cromford	1023	1225	1423	1559	1822	1953	2223
Matlock Bath	1026	1227	1426	1602	1825	1956	2226
Matlock	1030	1231	1430	1606	1829	2000	2230

## Sunday (1 Feb to 22 March 2009)

Nottingham	0923	1121	1320	1516	1723	1923	2123
Derby	0952	1154	1349	1554	1753	1954	2155
Duffield	1003	1202	1357	1601	1801	2001	2203
Belper	1008	1207	1402	1606	1806	2006	2208
Ambergate	1014	1213	1408	1614	1813	2014	2214
Whatstandwell	1018	1217	1412	1618	1817	2018	2218
Cromford	1023	1222	1417	1623	1822	2023	2223
Matlock Bath	1026	1224	1420	1626	1825	2026	2226
Matlock	1030	1228	1424	1630	1829	2030	2230

## Sunday (from 29 March 2009)

Nottingham	0920	1123	1329	1452	1723	1923	2123
Derby	0956	1157	1400	1528	1758	1958	2157
Duffield	1003	1205	1407	1536	1805	2016	2204
Belper	1008	1210	1412	1541	1810	2021	2209
Ambergate	1014	1216	1419	1547	1816	2027	2215
Whatstandwell	1018	1220	1423	1551	1820	2031	2219
Cromford	1023	1225	1428	1556	1825	2036	2224
Matlock Bath	1026	1227	1431	1558	1828	2039	2227
Matlock	1030	1231	1435	1602	1832	2043	2231

### January fare increases

Unfortunately, as is the annual tradition, January sees the regular price increase in rail fares. This year regulated (season and 'Anytime') fares increase by 6%. Unregulated fares (Off-peak and Advance) vary according to operator and EMT's are rising by an average of 7.4%. The regulated fares are set for the rail industry by the Government, whose policy is to increase them by inflation +1%. This is set to continue as part of a move to reduce the subsidies provided by the taxpayer and increase the proportion supported directly by rail users from around 50% to 70% of rails travels total costs.

The Government's policy of raising train fares does of course contradict with their supposed desire to get people out of their cars – especially given that petrol prices are going down at present. Proposed tax increases for motorists have been shelved, but no such luck for rail passengers!

Unfortunately, the inflation figure used is that which applied in July, rather than reflecting the recent gloom in the economy.

Whilst train fares in Britain are amongst the highest in Europe, the Derwent Valley line still offers very good value – especially compared to the £11 a day it costs to park at Derby station

**National Rail Cycling by Train 2008 Leaflet** – As many services will now consist of a single vehicle, its worth highlighting that two bicycles in addition to unlimited fold-up cycles can be carried for free on branch line services. The later require to be stowed as normal luggage, i.e. not in the cycle areas preventing others from using it.

Did you know...?

... that if you live in the Derwent Valley and are travelling beyond Derby to certain destinations, the train ticket costs exactly the same from your local station as it would from Derby. For example, a super off-peak return to London costs £54 from Derby **or from any station between Derby and Matlock.**

So don't think about driving to Derby Station and paying £11 minimum car park fee - leave the car at your local station.

To find out about connection times, refer to the EMT website for further details...

**Simpler Rail Fares** – The previous vast selection of ticket types has now been reorganised in both single & return, Standard and First Class under the following types,

**Anytime** – Buy any time, travel any time;

**Off-Peak** – Buy any time, travel off-peak;

**Advance** – Buy in advance and save £s;

**Season** and **Rover** tickets are unchanged.

A separate leaflet to explain the changes is available from staffed railway stations.



**Performance** – EMT's latest statistics on performance show a 1.56% increase in their Passenger Performance Measure (a combined figure of reliability and delays) to an average Moving Annual Average (MAA) of 88.56% across its network. That means nearly 9 out of 10 services are run on time. The growing reliability, as well as the high petrol prices over the summer will have contributed to the 16% increase in branch line passengers over 2008. The hourly service is set to increase patronage further through 2009, particularly during the off-peak periods where the service has doubled from most stations.

Another significant improvement is that the reliability of Sunday services has dramatically improved compared with that of predecessor Central Trains. Since the start of EMT's franchise, 96.85% of planned Sunday services have operated, spelling the end of the frequent cancellation that particularly plagued the Derwent Valley branch line.

Further improvements in reliability and punctuality are expected in 2009, now that train crew are provided locally at Derby instead of Nottingham

**Late Connections** – In the event that a train that should connect with the branch line service is running late and the connection is at risk, please advise the Train Manager on the late running service so they can make arrangements with their Control centre.

# Station to Station

## **Matlock.**

**Car parking** – A ‘discount’ parking meter has been installed at Matlock that will issue a parking ticket **and a second ticket** in order to obtain a £2 discount off the train ticket price on-board the train. At the time of writing new style tickets are awaited to enable this system to go live. Until then car-parking on designated spaces for train users is free of charge for as long as the parking ticket machine displays ‘Out of Service’.

**Matlock Bus/Rail Interchange** - As keen supporters of integrated transport, the new bus station and its facilities in Matlock are a far cry from what has existed previously, however the town is still in a period of transition, as such some of the stopping arrangements are unusual !

The 6.1 service serves Bakewell Road in both directions; as a consequence of this it only serves the rail/bus interchange when going towards Bakewell.

The Transpeak service only calls at Somerfield on Bakewell Road when going towards Derby, and again only serves the rail/bus interchange when going towards Bakewell.

The Station Adoption Group has been up and running for 12 months now and monthly working parties have been organised to tend and water the planters and carry out other essential work.

**Matlocks Ugly Footbridge** - A local protest group (see: [www.matlockfootbridge.org.uk](http://www.matlockfootbridge.org.uk)) has sprung up in opposition to the situation of this structure amongst the adjacent conservation areas and is working closely with Matlock Civic Association in an attempt to get the ramp removed and an alternative route for disabled persons provided.

**Customer Information** – The customer help and emergency points and passenger information screens continue to give good service with a reduction of problems, and rectification of the public address problems at Cromford, Matlock Bath and Matlock. Further improvements are planned to improve the accuracy of the information displayed.

**Cromford** – Renovation of the station buildings for use by the Arkwright Society and their work on the Derwent Valley Mills is approaching completion. This will see the listed structure become the HQ for this organisation. FDVL thanks the contribution Chris Charlton of the Arkwright Society made in ensuring that these fine buildings have received a sympathetic renovation, as well as a long term tenant and wish him well on his retirement. FDVL Steering

Group members Robin Lumb and Ian Ambrose were both invited to be members of the Cromford Station Project Steering Committee and have been very pleased to assist the Arkwright Society with this excellent project which is due to be completed next February.

The waiting room on the disused platform is also being restored by the owner of the former station master’s house, so we can look forward to the station being returned to Midland Railway condition soon.

**Whatstandwell** – The new service is welcome and appears to be reliable. Local residents, together with those in nearby Crich and Alderwasley, are now looking forward to all of the extra trains stopping here; hopefully from the May 2009 timetable change. There is ample free car parking and the opportunity for further growth in passenger numbers following the 6% increase seen in the last 12 months.

The station footbridge and canal footbridge are to be refurbished in the Spring. Look out for local notices about this work.

**Ambergate** – A new passenger waiting shelter has been installed during 2008.

**Duffield** –A new platform shelter was installed at Duffield station also during the Autumn of 2008. Also, see the article about Wyvern Rail on page 8.

**Derby** – the station rebuilding is now around the half way mark, with much of the works at the North end complete. After Christmas attention turns to the Southern half , with completion due in Autumn 2009. Until it is completed Saturday services from Matlock terminate at Derby and do not go through to Nottingham, however FDVL will request services do run through once the works are complete and the official connection times are hoped to be reduced to enable a greater range of connecting services.

A Wi-fi hub has now been enabled in the first class lounge at Derby Station, please ask at the information desk for details.

EMT will continue to roll out ticket gates to major stations and Derby is expected to be so fitted during 2009.

Within view of the station, the historic No.1 Roundhouse is being refurbished for use by Derby College and is due to open in 2009. This is the oldest railway Roundhouse in the World, is Grade 1 listed and will once again provide a striking welcome to visitors to the City.

## Ecclesbourne Valley on Target for 2010

Although the new apartments at Duffield station have tended to obscure the view, regular travellers at the station cannot have failed to notice the changes that have been taking place on the branch line platform for Wirksworth with refurbishment up to modern standards planned for the coming months.

With a firm target date of 1<sup>st</sup> October 2010, the Ecclesbourne Valley Railway's (EVR) "Dash to Duffield" has geared-up quite noticeably in the past few months, with activities taking place along the whole line between Wirksworth and Duffield. The aim is to have a basic railway operating with steam & diesel vehicles by that date, with services connecting with the upgraded Nottingham – Matlock service. Once the line is open, the plan is to undertake a 'backfilling' activity and reopen the stations at Shottle and, ultimately, Hazelwood.

In less than two years time, passengers on the Derwent Valley Line will have the option to select an alternative destination for a day trip with a difference; a steam or diesel heritage train that connects with the main line service. Today, you can travel between Wirksworth and Idridgehay (with our new timetable commences on 28<sup>th</sup> February) and we shall keep you informed as to how we are doing. But take a look next time you pass over the A6 bridge in Duffield and you are sure to see the progress for yourself!

As a final note, the EVR website is [www.e-v-r.com](http://www.e-v-r.com) for the latest news and regular news updates.

## How to Join

If you would like to join us, comment on the train services or be kept informed of FDVL activities, please contact one of the following:

Membership Secretary, Robin Lumb at; [membership@fdvl.org.uk](mailto:membership@fdvl.org.uk) Or

Friends of the Derwent Valley Line,  
C/o Transport Partnership Officer,  
Derwent Valley Line Community Rail Partnership and South East Derbyshire Accessibility Partnership,  
Derbyshire County Council,  
Environmental Services,  
County Hall,  
Matlock, DE4 3AG

With - your name, organisation (if appropriate), postal address, email address, telephone number and details of any skills you could offer the Friends of the Derwent Valley Line? (e.g. Knowledge of local history, ability to organise walks in the area, web skills, design skills, etc, etc).

### Our Website/contact

The best way to keep informed of the FDVL activities is through our website [www.fdvl.org.uk](http://www.fdvl.org.uk) Details of meetings, aims, activities as well as what is happening to the service is all available as well as all the newsletters. We also aim to use it as the main means of keeping members informed as to what is happening. We would also like to encourage anyone who has any news or pictures of the line to send them to our webmaster, [membership@fdvl.org.uk](mailto:membership@fdvl.org.uk)

Comments on the site and what else you would like to see on it – real time train information? - are also welcome.

This newsletter has been funded by; The Friends of the Derwent Valley.

### Feedback and Complaints to East Midlands Trains;

### MEET THE MANAGER.

**The next meeting of the Friends of the Derwent Valley has Claire Ansley of East Midlands Trains attending to give an update of current issues and answer questions and will take place at 17:20 on Tuesday 10<sup>th</sup> February 2009 at The Brunswick Inn, Derby.**

The following open meeting will also be held at: 14<sup>th</sup> April, same location & time.

### FDVL Strategy Update

As the implications to users of the new timetable become apparent, FDVL will update our Strategy document for the line (the 2005 version can be downloaded from our website at [www.fdvl.org.uk](http://www.fdvl.org.uk)), this will include a revised section on connecting services. If you have ideas or suggestions and wish to contribute to the document, please contact us via the DVL RTP Project Officer address on this page.