



Ecclesbourne Express

*Newsletter of the Ecclesbourne Valley
Railway Association*

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The Wirksworth to Duffield Line

Ecclesbourne Valley Railway Association

(Company No. 5257082 - Limited by Guarantee)

(Charity No. 1106810)

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Next Edition will be published in July 2018 – Contributions welcome by email or post to John Hastings-Thomson, see above, **Friday June 29th 2018.**

Front Cover – Warship D832 Onslaught approaches Shottle during the Diesel Gala.
Oliver Hodgkinson.

Back Cover – Warship D832 Onslaught pauses at Shottle during the Diesel Gala.
John Jarmen.



NEWS UPDATE - Mike Craft

At the Trustees meeting in January, it was agreed unanimously to make Edward Wint an honorary life member, for his services to EVRA in respect of his work on the book-keeping, accounts and other financial matters.

Following on from the last News Update, we were unable to send the coaches to Toton (or several other repair depots).

However, we have now been able to send them to Doncaster Electromotive Diesel Ltd., in early April and they will be returned within a week.

The CK and SO coaches have finally been signed off as fit to run; work on the structure and internal fittings of both the BSK and TSO has continued and work on the electrics on all five coaches is progressing.

All five of EVRA's coaches will be fitted with a public address system, allowing members of the public to listen to an account of the places of interest along the line as well as providing guards with a means of contact with passengers.

We had a successful Jazz and Real Ale night on 31st March and are grateful to the steam crew, guard and other volunteers who helped to make it work, in spite of a very cold evening.

Unfortunately, we have had to change the date of the Malt Whisky Tasting – due to the logistical problems of separating the SO coach out of the rake on the first weekend of the Jinty's operation. It will now be on Saturday 12th May. The plan is the same – to try 5 different Malt whiskies on the journey to Duffield and a different 5 on the way back! Tickets £25 each. There will be a reduced price for drivers. Cider with Rosie – will be, as advertised, on Saturday September 8th Tickets will be available via PayPal on the EVRA website, via e-mail or phone (see page 2) or in the EVRA shop on Platform 1, when trains are running. Unfortunately we have had to cancel the Halloween Night on 27th October, again due to logistical considerations.

EVRA has funded the transport for the replacement ground frame for Wash Green at Wirksworth. We also funded all the ballast, sleepers and a new spreader bar for the major P-Way work at Duffield which took place earlier this year.

The hot chocolate, tea and coffee at the bar in the SO coach was popular with the diesel fans over the two diesel weekends in March and in spite of the weather, we managed to sell the barrels of draught beer we had laid on! The SO bar will continue to support the railway during the summer weekends when steam is running.

The steam driving experiences on the Andrew Barclay engines have gone well, although we had to postpone one weekend of four experiences because of the snow and low temperatures. There are a few dates in April and early May. Details are on the website.

Unfortunately, when we investigated the status of the application to the Heritage Lottery

Fund, we discovered that none of the preliminary stages had been completed, but the first stage of the application has now been made for a grant for the new station building at Wirksworth and we are keeping our fingers crossed that our project is acceptable and that we can progress to the next stage.

SALES MATTERS - Pat Craft

It has been a slow start to the year, with the cold weather and snow affecting sales, except for the two diesel weekends when we took almost £1200, from the stalwarts who came to see the diesel engines, especially the Warship, in arctic weather. Thanks are due to those travelling to Wirksworth to man the shop in such conditions and to all those on the railway who worked hard to ensure that EVR was open for business.

In the last three months, the outside sales team attended 3 model railway exhibitions and took over £1200 over the 4 days, which boosted this quarters takings as well. It also helped to publicise our own exhibition in October.

We have a new volunteer in the shop although the two volunteers for the shop on Volunteers Day in February have found other ways of helping EVR, so we haven't lost them. Let us hope for a good spring and summer, although as I write this there are several inches of snow outside! With the arrival of the Jinty at the end of May we are looking forward to the rest of the year.

MEMBERSHIP MATTERS: VERY IMPORTANT: PLEASE READ AND ACT IF NECESSARY - Vince Morris.

Another day, another set of regulations. In May the new General Data Protection Regulations (GDPR) come into force, and although they are not aimed at organisations like EVRA they will affect us. The Regulations are designed to empower you to keep control of personal data which various organisations hold about you, and the main way of achieving this is to only allow you to be contacted if you have given your consent. So we need your consent to contact you. At present we use either post (including hand delivery) or e-mail to distribute your Express and, where appropriate, your subscription reminders. We will assume your consent to receive communications in the way you do at present unless you inform us otherwise. If you do inform us (by post or e-mail – see below) that you wish to withdraw or alter such consent we have an absolute duty to follow your wishes. You may, of course, alter your consent at any time. You also have an absolute right to see what information we hold about you.

Our membership database, maintained by the Membership Secretary, records your name, contact details (address, e-mail, 'phone) as, and if, given by you to us, your grade of membership, your subscription payment record (but NO personal financial details, which we do not know anyway), whether you have agreed to Gift Aid your subscriptions /donations and whether you have asked to not receive raffle tickets. It is only used to allow us to send out your quarterly Ecclesbourne Express, including any information/appeal flyers such as the AGM agenda and timetables, raffle tickets and subscription reminders. We do not obtain information about you from any other source and we do

not share any of the information in any way with any other organisation in any form (apart from HMRC if you have agreed to Gift Aid your subscriptions).

Increasingly, members are paying by bank transfer: these payments go straight into the Association's bank account. Although easier for the member, unless we are told of such payments it can become a headache for the treasurer since there are other payments into the account, and for me because I do not know when to send out membership cards. To overcome this can an one using bank transfer please include in the reference their name and the subscriptions code 4200, and e-mail me to say that they have paid. PayPal includes your name on the receipt but 41p of a £15 subscription is deducted by PayPal!

Some members ask why membership cards have both "Year" and "Valid Until" dates. Our membership year runs from January to December. I send out the pro-forma reminders with the January Express. Hopefully, everybody renews promptly and, if they have not included an SAE, they receive their new cards with the April Express. So that they can use their discount before then, the cards are valid until April. This means that new members joining between January and April will have cards valid for the year they join and up to the following April. Because the train service is reduced, new members, joining between October and Decaember are issued with cards valid to December of the following year. If you join between May and September the first year of membership runs for 12 months, after which I invite you to renew on a pro-rata basis to the end of that or the next year, bringing you in line with the normal membership year.

My contact details are on page 2. Please do not 'phone on this matter: we do not use 'phone or text messaging to contact the general membership.

"Our" "we" and "us" refer to the Ecclesbourne Valley Railway Association Trustees and Directors.

GEOFF CLARK - John Hastings-Thomson.

Following his road accident late last year Geoff Clark has decided, totally understandably, to resign as an EVRA Trustee. He was a leading light in the Duffield Booking Hall Appeal, both on the joint EVRA-Wyvern Committee and in the many hours he put in to help finish the structure of the building including painting much of it. He has also led the research and procurement work for the Crossing Keeper Boxes at Idridgehay and Gorsey Bank, which should make a major contribution to the efficient running of the timetable once they are in service.

He has organised the highly successful Classic Bus and Coach and Classic Transport Rallies for a number of years. Like many other regular volunteers at our Railway he has contributed to its work quietly and the list above is only a fraction of the many tasks he has been involved in. He has been a valuable member of the EVRA Board and we will miss his many and varied contributions. Thank you Geoff

NEW WIRKSWORTH STATION BUILDING

John Hastings-Thomson

During the Winter the group organising fund raising for the new Wirksworth Station Building have been working on various schemes for raising money.

Collection Envelopes to go on trains have been produced and were launched in time for the Diesel Gala. There is a form on the front to gift aid donations of £20 and over. Donations under £20 are covered by the scheme which allows EVRA to claim Gift Aid on small anonymous donations. This is for a total yearly claim by EVRA of £8,000. We hope that Guards and or Third men/women will be willing to make sure that they are put out on seats at the beginning of each operating day. Filled envelopes should be handed in to the EVRA Shop or the booking office if the EVRA Shop is closed. Please draw them to the attention of our passengers emphasising the pressing need for the improved facilities the building will provide. If any member is willing to help with collections on trains, please contact me.

Collection shakers and collecting buckets have now been sourced and if you know of a shop, café or pub that might take one, please contact Mike Ball. (see p2).

Regular Giving Scheme.

We are about to launch a regular giving scheme. This will be for period of 25 months or a lump sum of the total of the 25 payments. It will have 4 levels: Bronze, £5 per month or lump sum of £125; Silver, £10 per month or lump sum of £250; Gold, £20 per month or lump sum of £500; Platinum, £50 per month or lump sum of £1,250. Ideally this contribution will be Gift Aided adding a 25% contribution from the Government.

There are a number of incentives at the various levels and all contributors will receive at least one year free EVRA membership and have their name placed on the Roll of Honour. There will be graduated incentives for the various levels of contribution including cab rides and footplate experience courses.

Schemes like this can form the bedrock of any appeal as they give a forecast of income over a two year period. Please consider taking out at least one of them and help the Railway provide these urgently needed facilities as soon as possible. Please contact me for further details by email, hastingsthomson@btinternet.com or post (SAE please).

DIESEL SHOW DEFIES SNOW - Leigh Gratton.

March was full of excitement anticipating the visit of one of only two surviving Class 42 Warships: D832 "Onslaught". These Western Region diesel hydraulic locomotives had all been withdrawn by the early 1970s and therefore are now somewhat a rare beast. This particular locomotive had survived through use at the Rail Technical Centre at Derby, fortunately for long enough for it to enter preservation with the Bury Hydraulic Group. They certainly have a following amongst both enthusiasts and families alike, seemingly evoking memories of holidays to the south coast.

It was certainly the most powerful locomotive to grace the EVR since preservation began, being rated at as a Type 4. The two Maybach engines deliver a nifty 2,270 horse power between them, which compares to the 1,550 horse power of the Sulzer-engined Class 33 or the 1,350 horse power of the English Electric-engined Class 31. Mechanically the locomotive was certainly not something we are used to, a compulsory 2 hour 30 minute preheat for the engine coolant meant that the visiting drivers were at the railway just after 06:00 to switch on the preheater! I suppose that time in the morning is something normally only seen by steam crews!

Unfortunately, no amount of planning and excitement can alter the weather. We were blessed with arctic temperatures and snow for both days. It was quite lucky that the snow on the Saturday wasn't settling on the ground and visitors didn't appear to be too put off as the railway was happily very busy. The brake van on the uphill end of the train was ever popular but that could have been because of the on board stove, making it the warmest place on the train.

Everybody was excited to see a Warship class of locomotive in the Midlands but we must not forget that this was the first time we had operated two visiting locomotives at an event! Class 08704, which normally shunts active mainline coaches, came from Burton-on-Trent for the event. It was remarked how sweet the engine sounded on this locomotive and, whilst some may find a 15 mph top speed a little tedious, it certainly excited enthusiasts as it roared up the valley. The locomotive made two return trips to Duffield each day on the shoulders of the timetable due to the limited speed.

Also starring was stalwart Class 33 103 "Swordfish" which has received a beautiful repaint into engineers grey livery. The volunteer worked constantly on the locomotive, literally day and night, to prepare it for the event including using up his entire allowance of annual leave for the year! Stunning it does look though.

The snow started to fall heavily as we departed Wirksworth for the evening fish and chip special. Some hardy souls were still around and most were huddled in the brake van around the fire. It was certainly an experience travelling in a brake van, in the dark, with the fire lit. It is possible to become completely disorientated as you can't really see where you are!

Upon awakening Sunday morning, there were several inches of drifting snow at Wirksworth and it was touch and go whether the Sunday of the gala could actually go ahead. However, it wasn't long before staff started to arrive and it seemed logical to literally plough on with them being ready for duty. Surprisingly, we hadn't even finished clearing the platforms of snow before customers started to arrive so we knocked the impressive icicles off the locomotives and got on with the day. It probably wasn't as busy as it could have been if the weather was acceptable but those who came really enjoyed their day and praised the volunteers for their resolve. Hats off to those signalmen and crossing keepers who braved the outdoors all day to perform their duties.

Happily the weather improved for the second weekend of Warship running and many hundreds came for a ride behind this magnificent locomotive. We are grateful to the Bury Hydraulic Group for the loan of the locomotive.



Jinty 47406 is back at the EVR this summer. In steam most weekends from late May Bank Holiday to August Bank Holiday.

Stobart Tamper Tamping the Duffield Track Relay, while on test at the Railway. - *Graham Clark.*





**33103 Swordfish looking very smart in it's new livery.
Visiting 08 704 is remaining with us on short term loan.**



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BAGNALL 2746 THE DUKE - Tim Oaks.

The new bunker was lifted into place by the midweek volunteers and we are very grateful for their assistance. Mick Clarke reamed out the holes in the bunker and footplate to ensure a perfect fit and it is now firmly bolted down; Mick took particular care to ensure a smooth join between the footplating and the bunker floor to avoid any possible trap for the fireman's shovel.

The cab roof has been lifted into place, again with the help of the midweek volunteers, and this has enabled work to proceed on many projects, fortunately the old roof is a perfect fit on the new bunker. Steel strip has been purchased for the manufacture of coal rails to enable a modest increase in bunker capacity. Two new vacuum brake hoses have arrived.

The cab fittings were very worn on examination and are being re-made; a new set of gauge glass cocks will be needed and are on order from LMS who have the patterns for these. The replica maker's plates obtained by Gary Dixon about 30 years ago are being cleaned down and turned out to be very nice brass castings under the paint and muck, which I never knew before. Thank you Gary.

Steady progress continues on the boiler; the copper tubeplate is now drilled and ready to fit, the foundation ring is in position but not yet riveted, and the new lower side sheets have been welded into place and are being drilled and tapped ready for fitting stays. The new backhead has not arrived yet, but LMS have plenty to occupy them.

Two new Dapol wagons have arrived: one is a fictitious special in the colours of Birmingham University for their Railway Engineering Department at the request of Professor Felix Schmid; although most are to be distributed as gifts to delegates at an international conference, we will have some for sale. The other is more conventional, a 5 plank wagon in the livery of Sidney Farrow, Coal Merchant of Peak Forest. Price: £13-00 each, postage £3-50 for up to 4, Cheques payable to: Bagnall Locomotive Group, 13 Trenchard Drive, Buxton SK17 9JY.

DID YOU KNOW? - Ian Bowley.

You can now support EVRA and be in with a chance of winning £25,000! If you join the Weather Lottery you can pick EVRA as your Good Cause and be assured that your money will support only our Charity, and nobody else.

How it works.

Briefly, when you join you will be given a unique 6-digit number to be entered into the weekly Weather Lottery draw. The draw result is based on the last digit of the Fahrenheit temperature of 6 popular European destinations at a given time.

How do I join?

Visit www.theweatherlottery.com where you will find full information on the Lottery and how it works, together with joining instructions. Signing up is easy, and don't forget to pick Ecclesbourne Valley Railway Association as your Good Cause. Good Luck!

PERMANENT WAY TEAM REPORT - Graham Clark.

The track renewal at Duffield has been our main winter project consisting of completely replacing 6 lengths (110 metres) of track and ballast between Duffield tunnel and footbridge F1. The track here was completely life expired, with the ballast choked with dirt, many of the sleepers rotten and the rails side worn.

We planned to remove the old track from the down side cess using our Komatsu. A mini excavator would then be used to remove the old ballast. A 2 tonne dumper moving it away from the site and bringing in new ballast, which was levelled before replacing the track. Unfortunately the down side cess was very wet and soft and our Komatsu excavator, which has wheels rather than tracks, soon got bogged down in the mire. We decided to include a layer of geotextile beneath the new ballast and also beneath the fill material on the cess. Geotextile is a fabric layer which acts as a filter to prevent silt from permeating up from the ground into the clean material. It also provides a degree of strengthening to the ground when the new material is placed over it. There were still some soft areas which were a problem for our Komatsu, so we hired in a similar Komatsu which had tracks. This was stable on the soft material and provided a safe means of lifting sleepers and rails.

Before starting the work the existing track was surveyed from pegs in the up cess placed every 10 metres. The new alignment was designed and horizontal and vertical offsets from the pegs to the new track were calculated. This enabled the depth of excavation to be controlled. The old rails were removed and lifted into the up cess then the old sleepers lifted out and stacked using the Komatsu. A mini excavator then dug out the old ballast, spreading it over the geotextile in the down cess. Some of the material was also taken to an area beside Holloway Road where the vegetation team had cleared an access way onto the track from the road. Once levelled, this became the reception area for the new ballast which arrived by road and was stockpiled beside the line.

The new ballast was taken by dumper from the stockpile to the site and levelled out using the mini excavator. Once levelled, it was compacted using a vibrating roller. We were then ready to place the 'new' (secondhand) concrete sleepers. These were brought in by works train which then took the old sleepers back to Shottle.

The rails we used were also serviceable, rather than brand new, and were brought in on our Sturgeon wagon. We had bought a new spreader beam to lift these but on the first lift it buckled sideways! The supplier replaced it with a more sturdy example, but not in time for its use on this job. The rails were placed onto the sleepers using the tracked Komatsu and we used new rail pads and serviceable insulators. Insulators are easily changed and we don't need their insulation anyway, as we don't have track circuits. Once the rails were in place, the top ballast was dropped from Dogfish wagons.

The final stage was to tamp and line up the track using a tamping machine. Fortunately Stobart Rail were testing a reconditioned tamping machine around the time of our renewal. The final stage of their testing was to use the tamper on our relaid track. The machine

was fitted with a computer based alignment system, and so we fed in our new geometry and the machine did the rest. After that, it was a matter of tidying up; boxing in the ballast, removing the old materials and recovering any serviceable sleepers or track components.

April 100 CLUB DRAW RESULTS - Andrew Denham.

1st prize £77.63 A K Overton, Doncaster.

2nd prize £46.58 K Silcock, Chesterfield.

3rd prize £31.05 D. Styles, Coventry.

Many thanks to all who contributed.

DERBYSHIRE RAILWAY TUNNELS - John Jarman

I've often heard it said that the EVR's own Duffield Tunnel is the shortest railway tunnel in Derbyshire. It may come as a surprise to some to find that it isn't! - There are two shorter examples, one still in use on the freight only line from Peak Forest to Buxton, the other now part of the High Peak Trail. It is the shortest tunnel hosting regular passenger trains and the only tunnel on a standard gauge heritage railway in the county. Here's the list in descending order of length of the shortest tunnels. Note that, at the fullest extent, there was nearly 21 miles of railway in tunnel in Derbyshire.

Space only allows me to include the shortest tunnels. Anyone who would like a full copy of John's list, please email me. Ed.

Rank	Name	Rly	Status	Yards	Built	Notes
47	Chee Tor 2	MR	Disused	94	1863	3
48	Broomhouse	MR	Removed	92	1870	6
49	Newtown	MR	Operational	90	1902	
50	High Tor 1A	MR	Operational	58	1849	
51	Duffield	MR	Operational	52	1867	7
52	Newhaven	CHPR	Disused	51	1830	
53	Peak Forest Junction	MR	Operational	29	1866	

Notes:

3. Now a cycleway/footpath on the Monsal Trail.
6. Opened out during track widening.
7. On the Ecclesbourne Valley Railway.

CONGRATULATIONS - Mike Ball (Fireman Trainer/Assessor)

Congratulations to Arran Crawford, our youngest member of the Steam Department, who has just passed out as a Fireman. Arran joined us when he was 16, after training and then completing the mandatory firing turns under supervision, he sat the Fireman's theory exams which he passed. Once he turned 17 Arran could take the practical exam which he passed on Easter Saturday and can now be rostered as a Fireman.

As most of the members of the Steam Department, (better be careful with my words here!), are of mature years, it's good to see younger people taking an interest in steam. After all, they will become the Firemen and Drivers of tomorrow and keep steam alive for what I hope will be many years on the E.V.R.

We are happy to train any one, Male or Female, who is interested in working on the footplate, minimum age 16, medically fit and do not mind getting a bit grimy, young people are especially welcome. The Steam Team are a friendly, humorous bunch who will give you all the help needed to train you to the required standards. For further information on becoming a Steam Fireman and Driver on the E.V.R. please contact me, mball8@sky.com.

New EVRA Trustee - Treasurer needed.

This could just be what you really want to do!

Please contact the Editor for further details.

Morrisons Collection

Sunday 13th May

Volunteers needed for 2 hour shifts on the EVRA Display Stand at Belper Morrisons between 10.00am and 4.00pm

Please contact John Ball (see p 2) for further details.

EVR TIMETABLE: May - July 2018.

For further details see website or printed timetable.

Day Rover Fares will be: Adults £14, Concessions £13; Children £7.00; Families (2+3) £37. Special Event Fares may be higher.

Wirksworth to Duffield, Trains between Wirksworth and Duffield will operate on Tuesdays, Saturdays, Sundays in May and also on Thursdays from May 31st and also on Fridays from 6th July. On many days the services will be Heritage DMU's. **However in June and July all Saturday and Sunday services will be steam hauled and all Tuesday services will be hauled by Diesel Locomotives.** Please check the timetable or website for further details. **Steam hauled Incline Services, for which there is a small additional charge, will run all weekends in April, May, June and July.**

Special Events:

Saturday 12th May Malt Whisky Tasting - try 5 different Malt whiskies on the journey to Duffield and a different 5 on the way back! Tickets £25 each. There will be a reduced price for drivers. Steam Hauled.

19th-20th May: Multiple memories Railcar gala including Fish and Chip special on the Saturday evening. Intensive timetable and two train running.

26th-28th May: KIDS GO FREE. Children up to 15 travel free on the Duffield Line.

Sunday 1st July: Classic Bus and Coach rally. Enjoy rides on classic buses and trains through the Ecclesbourne Valley

14th-15th July: Classic Transport Weekend. Classic cars, motorcycles and lorries gather at Wirksworth for a weekend of travel back into the past.

Full details at www.e-v-r.com or phone 01629 82307

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