



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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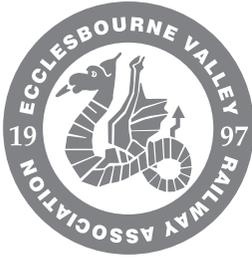
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Next Edition will be published in April 2018 – Contributions welcome by email or post to John Hastings-Thomson, see above, by **Friday March 23rd 2018**.

Front Cover – “Henry Ellison” on his Christmas Holidays staring in the North Yorkshire Moors Railway’s Santas at Pickering. *Joseph Carver*.

Back Cover – 8F with stone train at Gorsey Bank Crossing late 1950’s/early 1960’s.
John W Holroyd.



NEWS UPDATE - Mike Craft

Happy New Year. The start of another year and Cathryn is still not in steam and not even back together. Whilst the team working on the parts of the engine at Wirksworth has made steady progress, the company where the boiler has been for repairs for nearly two years has made little progress. They are finding it difficult to weld the copper firebox, the problem being that there are very few qualified copper welders in this country, resulting in their welder having to be trained and samples of his work sent away for inspection. It is hoped that we will receive the boiler back before this summer, especially as we are losing revenue whilst it is not in use.

On a happier note, the two crossing keepers boxes at Gorsey Bank and Idridgehay have been erected and will be painted when the weather is suitable. We are grateful to all those who were involved.

It has been found that the wheels on at least two of the Mark 1 coaches need attention. As we are unable to lift them off the bogies, the coaches will have to be taken to Toton for the work to be carried out.

Work on the Brake Coach (BSK) is progressing steadily and it will be ready for early summer. The coach with both first and third class compartments (CK) is nearly completely repaired. We are sad that the window in one of the third class compartments which could be removed to allow stretchers to be taken through it was leaking very badly, causing the side panels to rot and was beyond repair. It has been replaced by a fixed window.

The small coach repair team has been boosted by several new volunteers, enabling us to make considerable progress on the open coach (TSO), with the ceilings cleaned and painted, side panels replaced, woodwork sanded and the lamps which hang over the tables painted and re-installed. The seats are being re-upholstered professionally and the seat ends have been cleaned and are being reinstalled. Work on the electrics and speaker systems in several coaches is also underway. The tables are being cleaned and new ones made off-site.

Following the success over the last two years of the Saturday evening steam specials, it has been decided to run the following this year:-

Jazz and Real Ale on Easter Saturday, 31st March Tickets £19 each. Depart Wirksworth at 7pm.

Malt Whisky Tasting – try 5 different Malt whiskies on the journey to Duffield and a different 5 on the way back! **Spring Bank Holiday Saturday May 26th** Tickets £25 each Depart Wirksworth at 7pm.

Cider with Rosie – a selection of draught ciders **Saturday September 8th** Tickets £19 each Depart Wirksworth at 7pm

Halloween Evening – Join us for a journey into the unknown! **Saturday October 27th**
Details, price etc to be announced later.

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 start running again on 17th February.

The bar in the SO coach will continue to support the railway for special event days and during the summer weekends when steam is running.

The Portacabins for the Information Room and EVRA shop have been re-sited in a slightly different position. Unfortunately, due to the difficulty in resiting the Model Railway Container in an accessible position, it will not be open this year.

On a brighter note, we will be running the Model Railway Exhibition (our 15th) this year on October 13th and 14th. We are grateful to Malc Grubey of Malc's Models in Ilkeston who is organising the layouts and traders.

We have provided more equipment for the P-way team, which as Tony Watt reported in the last Express have included the tampers, pressurised grease dispenser and in December a rail lifting beam and rail clamp chains.

The steam driving experiences on the Andrew Barclay engines have proved popular as Christmas presents again and dates are filling up fast. Details are on the website.

SALES MATTERS - Pat Craft

We are grateful to everyone who came and helped us to “lighten the load” at the end of October, when our Book Sale raised £440 in two days – a boost to takings which suffered during the closure in November. Even so, the result for the year was the best ever – almost £4,000 better than the previous best. Clearly the steam engine helped and we are pleased that WyvernRail are following on from EVRA's initiative last year when we brought in the Jinty for the 150th celebrations, by hiring it. Changes to the timetable were also important in giving people more time to see what the Station had to offer.

A small team helped to empty the shop and take everything to the Museum coach in just one morning, which surprised us all. The restocking took a little longer because of having to put things back in order but, with changes to displays ready for Christmas etc., it was still accomplished in an amazingly short time. I am grateful to those volunteers and also to all the volunteers who achieved such a good result last year.

IMPORTANT NOTICE - GIFT AID (GAD)

Many of you have signed up for GAD through your membership, for specific donations and also for donated goods given to EVRA to sell on your behalf. We are able to reclaim 25% of your donation from HMRC against tax which you have paid. However, this relates to the Tax Personal Allowance and the amount of tax paid determines your ability to Gift Aid donations. On all the forms there was a clause indicating that, if you sign it, you are responsible for letting us know if your circumstances change and you no longer pay tax or enough tax. Some people have informed us (and others are now paying tax again!) but we are conscious that there may be others who have not – so please let us know, otherwise, should you not pay enough tax, it is your responsibility to pay any difference.

WIRKSWORTH STATION BUILDING APPEAL - Pat Craft.

I am writing this as Geoff Clark handed over the application for a Heritage Lottery Grant to me to do and following his road accident late last year he has also handed over EVRA's publicity and fund raising campaign. We are working with Tom Tait and Eric Boulton of WyvernRail.

The appeal to members has raised £6,420 (plus GAD of £1,542) and we are very grateful for this support. As Geoff mentioned at the AGM, we will need to publicise the appeal and carry out fund raising events, small and large. If anyone is willing to help by running an event or by suggesting a possible way to raise money we would be delighted to hear from you. We hope to be granted a fund raising day at Morrisons in Belper, but if you are willing to arrange one locally please let us know. We are developing publicity material which will be available. Having launched the Appeal in July last year I am very conscious that 5 months have gone by and whilst the HLF is still a possibility we have to be aware that we still have a very long way to go to be able to start building later this year, which was the target set last July.

I am preparing the HLF application ready for the deadline in February and have much more detail of costs and the passenger numbers/need for improved facilities etc. It is clear that there are several options and I am discussing these with a professional fund raiser/HLF consultant to optimise our chances.

We will be arranging events during the year and will keep you informed, through the Express and our website.

WYVERN RAIL UPDATE - Mike Evans.

Happy New Year. Firstly I must correct the paragraph in my last update regarding the 2018 Timetable. Steam will run very similarly to last year with the Jinty 47406 from GCR.

Tuesdays will be diesel hauled four trains and steam will run on Saturdays and Sundays. The Santa Experience had record sales and although we had to cancel Sunday 9th due to the forecasted heavy snow. This gave us an opportunity to run some days with four trains and three trains on Christmas Eve. I appreciate the effort of all the volunteers in all departments on the Santas especially the ones dealing with four trains. They were long days!!

The main areas of restoration during the closed period are on the coaching stock. The EVRA BSK and Derek Mason's BSK are both in the Maintenance Facility together with Class 33 Swordfish which is having a repaint.

The Permanent way team are also very busy relaying six panels of track north of Duffield Tunnel which has worn track and a wet formation. Although there are about 131 panels on the line to relay, this site was chosen for its accessibility by road for delivering stone and plant. This relay is a test case to see how quickly it can be achieved using outside plant and operators. All new relays will use concrete sleepers.

The Diesel Gala in March will see Hymek D7076 visiting for two weeks from the East Lancs Railway. We have other surprises lined up so watch this space.

I look forward to working with you all in 2018.

CROSSING THE DIVIDE - Geoff Clark.

Choosing a location for the Oddingley Crossing box became a logistical nightmare for the railway when contemplating moving it to Gorsey Bank or Idridgehay, so it was decided to leave it where it was and build it into a full height box to control the crossing loop at Shottle.

We had planned to dispense with the a third man riding on the train, alighting at and then walking down to Gorsey Bank and Idridgehay crossings to unlock the crossing gates and the re-lock them once the train has passed. A lot of time could be saved if a volunteer could remain at the crossings to have the gates open for the arrival of the train to allow it to go through without stopping especially at Gorsey Bank. The train would stop, as before, at Idridgehay Station but, will allow the crossing keeper to open the gates prior to arrival.

A small team of volunteers talked about how best to achieve this. A couple of firms were contacted, who might be able to supply a signal box building to fit onto a concrete base approximately 10ft square, one was mainly into Garden Railways, the other a well known replica building company advertising in heritage railway magazines. Neither were able to help us, one never returned my phone calls, the other was too expensive. I then turned to a family owned company in Nottingham that produces outdoor garden buildings and they have offered a building that looks good and will serve our purpose. A concrete base was needed and this was duly delivered on time by our small team of volunteers, we then needed a brick base, and with the help and support of one of our volunteers, who contacted a local businessman we were, within a few weeks, supplied with a quantity of red and blue bricks and a skilled bricklayer who, within two weeks, had our brick base's ready to take the top half of the boxes. The building were supplied in early December and we now have two completed replica crossing boxes, perhaps not to everyone's taste but given our budget, they are fit for purpose and look good as well!, I had one quote for £21,000 per box! These have come in at below £6,000. They need fitting out, drainage pipes, insulation and a few home comforts for the crossing keeper, which hopefully can be completed very soon. They will need painting when the better weather arrives. I do hope that they will play their part in our railway's development towards becoming one of the best heritage branch lines in the country. My heartfelt thanks to my colleagues, who have once again come up trumps with their talent and expertise. Now what about that new Wirksworth Station Building?

150th Anniversary Prize Draw 2017

The following are the prize winners in the draw. It was our most successful yet, partly due to the wide range of good prizes but also due to a good uptake, especially when sold on the trains during the summer. Ticket sales amounted to £1939, leaving a profit of £1269.68 after costs (prizes, ticket printing and postage). Thanks to The Red Lion at Wirksworth, James Twigg of TIS Ltd., Ian Bowley and Pat Craft who donated prizes.

	Ticket Number	Prize	Winner
1st	0548	Dinner, Bed & Breakfast Red Lion, Wirksworth	<i>Sean Reilly, Nuneaton, Warwicks</i>
2nd	7615	£200	<i>Stuart Broughton, Belper, Derbys</i>
3rd	0524	£100 High Street Vouchers	<i>K. Hibbert, Buxton, Derbys</i>
4th	1089	1 hour Steam Experience	<i>Graham Ludlam, South Wingfield, Derbys</i>
5th	8865	1 hour Steam Experience	<i>David Kyle, Market Harborough, Leics</i>
6th	4113	Bachmann model value £110	<i>Stuart Barton, Cromford, Derbys</i>
7th	8340	£50 High Street Vouchers	<i>LT Col J. Tyson-Woodcock, Painswick, Glos</i>
8th	2463	Case of Wine	<i>Ian Sabey, Nottingham</i>
9th	0998	150th Anniversary framed print	<i>Mr W. Davies, Kempstone, Bedford</i>
10th	6604	150th Anniversary framed print	<i>P. Dungate, Reigate, Surrey</i>
11th	6000	Limited edition 'The Best of British Steam' - 12 DVDs	<i>A. Ratcliffe, Penzance, Cornwall</i>
12th	8370	Hip Flask & Diary	<i>Mrs S. Hobson, Wirksworth, Matlock</i>
13th	4187	Bradshaws Diary	<i>David Verity, Holmfirth, W. Yorks</i>
14th	8763	Bradshaws Diary	<i>Mrs M. Underhill, Ambergate, Derbys</i>
15th	0449	Bradshaws Diary	<i>Kim Rogers, Derby</i>

EDITORS THOUGHTS.

Two quick items: On Saturday 17th February we will be repeating last year's highly successful Volunteers Day. If you are already a volunteer, please come and support this event and help to spread the word. If you are not yet a volunteer please come along, I'm sure we can find you a job!

Secondly our larger Andrew Barclay Saddle Tank "Henry Ellison" had a highly successful visit to the North York Moors Railway over Christmas to act as their "Carriage Warmer" for the Santa Trains. Henry proved so popular that they don't want to send him back. All good PR for the EVR!



Visiting Clas 26, D5343 at Gorsey Bank during the August Diesel gala. - *John Jarman.*

Duffield Track Relay, January 2018. - *Mike Fairburn.*





Newly refurbished EVRA BR Mk1 CK.

New Crossing Keeper's Box at Idridgehay and refurbished Flail in action.

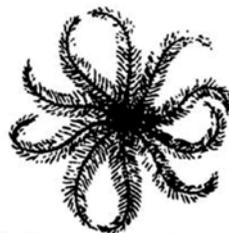


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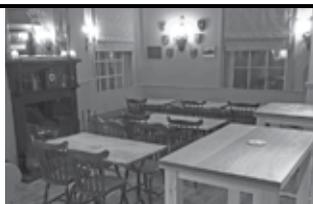


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ANDREW BARCLAY LOCOMOTIVE MILEAGES - Joseph Carver.

Year	Season Start	Season End	Loco	Steaming Days	Miles
2011	03/May	28/Oct	No.3	39	418
2012	07/April	02/Nov	No.3	39	418
2013	02/Feb	18/Oct	No.3	40	557
2013	06/May	06/Oct	HE	39	369
2013 Totals				79	926
2014	04/Mar	18/Oct	No.3	26	305
2014	04/Mar	06/Oct	HE	25	289
2014 Totals				51	594
2015	03/Mar	28/Sep	No.3	20	191
2015	11/Mar	18/Oct	HE	27	270
2015 Totals				47	461
2016	28/May	18/Oct	No.3	13	151
2016	09/Feb	28/Aug	HE	21	205
2016 Totals				34	356
2017	04/Mar	23/Jul	No.3	16	156
2017	08/Apr	23/Sep	HE	34	348
2017 Totals				50	504
Totals No. 3				193	2196
Totals Henry Ellison				146	1481
Grand Totals				339	3677

A few words of explanation of the mileages over the years will give a better understanding of the figures. In the early years of steam operation the mileage was built up by using the locos on Driver Experience courses, which ran down the line to Idridgehay and Shottle on a Friday with a Bank Holiday Weekend incline services. In recent years these courses are restricted to the yard area and Ravenstor Incline, but in contrast do normally operate on both Saturday and Sundays and the Steam Incline service operates on most weekends throughout the Summer. 2013 was a year of high mileage but remember in the period around then, No.3 had been used on works trains a number of times.

For simplicity the figures do not include the mileage that No.3 accumulated whilst operating at the Ribble steam Museum (Preston) Winter Gala in 2013 nor has any mileage been included for Henry Ellison's visit to The North Yorkshire Moors Railway in December 2017. Although primarily being used to steam heat the coaching stock of the Santa trains, which it did admirably, on 16th December, when two of our steam team members visited, it was being used in between the trains to perform various shunting duties and also keeping the children occupied.

As a final word, it is worth saying that the mileages of the Barclay locos increased by about 150 miles over last year and if added to the total of the mileage covered by the Jinty 47406, the total mileage for steam in 2017 would be approaching 2000 miles.

PERMANENT WAY TEAM REPORT - Graham Clark.

I am a new volunteer in the pway team and have taken over this column from Tony Watt. Thanks Tony for the chance to write this. I thought it might be interesting to give a newbie's view of the work. First of all, I have to say what a friendly bunch the team are; I have been warmly welcomed and was made to feel a valued team member right from the start.

A lot of the work in the last few months has been concentrated on the Shottle to Duffield section, with lots of sleepers changed (240 just between Shottle and Hazelwood!), track drainage attended to and dipped joints packed. We are fortunate to have two Robel packing machines which replicate the action of a tamping machine to consolidate the ballast around the sleepers. We have used these to deal with dipped joints and are gradually working our way north. We are nearly at Shottle now. Reports from train crews seem to indicate the improvement in track quality has been appreciated. As with tamping machines, the Robels use up a lot of ballast which, ironically for a railway in a quarry town, has to come in by road from Buxton. The ballast has to be tipped at Shottle then loaded by the Komatsu into the 'dogfish' hoppers for careful distribution along the line. We have made just 80 tonnes last all the way between Hazelwood and Shottle; we envy the Network Rail ballast trains that deliver 1000+ tonnes at a time, we could make good use of one or two of those!

Another significant task has been to lubricate the rail joints. We have mechanised this as much as possible, using a pair of petrol impact wrenches and an oil sprayer. All the joints from the buffer stops at Duffield right through to Derby Road bridge at the south end of Wirksworth were done before the oil supply ran out. When this job had to be done by hand, alternate joints were treated, but we have been able to do all the joints. The bolts on the joints that were not previously greased were noticeably harder to loosen and many substandard fishbolts have been replaced with new ones as part of this work.

Other work has included cleaning out the lineside drainage between Ildridgehay and Wirksworth using the Komatsu and emergency weld repairs to the wing rail of the crossing on the points at Wash Green.

As I write this, we are gearing up to do a major piece of work; completely relaying six lengths of track between Duffield tunnel and footbridge F1. Read about our progress with this in the next issue. Finally, I would urge anyone looking for an interesting role with plenty of fresh air and exercise to come and join the pway team. We work on Tuesdays, Wednesdays and Thursdays, though you don't have to do all three days.

Graham: welcome to the EE Team of regular contributors and many thanks to Tony for all his contributions. Ed.

BAGNALL 2746 THE DUKE - Tim Oaks.

The motion overhaul is now complete, permanently assembled, with all cotters in place. The rear coupling hook has been laboriously welded up and ground square, as has the hole in the bufferbeam. Work has begun on the drain cocks and associated operating links.

The shell of the new bunker has been delivered by LMS and looks very smart; work will shortly start to fit that to the footplate and also to fabricate the coal rails to increase capacity. We also hope to get the saddle tank and cab roof under cover so that these can be cleaned up and painted. The boiler cladding sheets are all now in undercoat. New crinoline hoops will need to be made.

LMS report good progress on the boiler; the first batch of 80 replacement side stays have been fitted and the new foundation ring has been drilled out ready for riveting. The new copper tube plate has been fully formed and will undergo a trial fit before the holes for the tubes and rivets are drilled out. The new backhead is expected in January, LMS have ordered a batch of three for various locomotives and we are sharing the bulk discount.

Van No.2 continues to receive attention.

JANUARY MUSE - Vince Morris.

Is it going to snow again? If we believe the extreme wing of climate change experts probably not. If we take a more reasoned course, then there can be no denying that our weather is changing and it is highly probable that man has something to do with it. Ever since he stopped being a hunter-gatherer and started ploughing the fields he has succeeded in messing up nature. Experts tell us that the average temperature will increase by at least 2 degrees, that rainfall will increase and that high winds will become more frequent and stronger. Governments across the world are confused as to what to do. Diesel traction causes life threatening particulate matter, so only use petrol, but that produces more climate warming carbon dioxide, so use electric traction,

but that means building more power stations: nuclear do not pollute, but may kill you if they go wrong, wind and solar are good if it is windy and sunny, not much good on a still cold night; technology will allow “smart” use of energy, with industry switching off its energy hungry equipment at times of high demand and households using the washing machine at night (so called Demand Side Response – that will become a buzz phrase before long), but we will still need fossil fuel burning power stations to take up the slack and to meet the massively increased demand for electricity if all 29 million cars are electric, let alone the all electric railway (once we are weaned off bi-mode traction, introduced because retrospective electrification is more difficult and expensive than was first thought)!

The reason for the diatribe above: if the world’s weather is going to change, and government takes stern measures to overcome the consequences, should the Ecclesbourne Valley Railway be preparing for it now? Of course it is a hypothetical question, since we can only move at the rate that our finances allow, but, in an ideal world should we be improving our drainage systems, increasing capacity and robustness; replace wooden sleepers with concrete, since wood will rot quicker if it is wetter and warmer; bolster our vegetation control procedures since growth will be accelerated by warmth, with roots disrupting the ballast and hence track stability; ensure that our stock is protected from the weather and regularly repainted since increased sun-shine will cause paint to fail quicker and increased humidity and temperature will allow more rapid corrosion; air condition our buildings to prevent overheating as the temperature increases? And, of course, should our DMU fleet be converted to battery operation, using wind and solar to recharge them (which involves using static batteries to store the power generated by solar panels during the day to charge the on-board batteries overnight), and what hope steam locomotives? OK, I’m only musing, so don’t panic yet, but it makes you think. I’m writing this in a mild November. If when you read it in January there is 6 foot of snow, please burn the article to keep warm!

Please check your envelope for a subscription reminder if you pay annually.

JANUARY 100 CLUB DRAW RESULTS - Andrew Denham.

1st prize £80.22 P. Dungate, Surrey.

2nd prize £57.30 Mrs. B. Hawkins, Coventry.

3rd prize £45.84 D. Hayes, Derby.

4th prize £22.92 C. Adams, Middlesex.

5th prize £22.92 M.G Kingsley of Ripley, Derbyshire.

Thanks to all who contributed.

EVR TIMETABLE: January - April 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 from February 17th plus Thursday 22nd and Friday 23rd February. All services will be DMU's except Weekends 17th/18th & 24th/25th March when they will be hauled by Diesel Locomotives. Please check the timetable or website for further details. **Incline Services will run weekends 17th/18th March and 30th March - 1st April.**

Special Events:

Saturday February 17th February. "Join the Team" Volunteering Day. Find out how you can join our wonderful team of volunteers!

17th-18th March Diesel Locomotive Weekend. Visiting Class 35 "Hymek". Special Timetable and Fares.

30th March – 2nd April Easter Weekend. Party Workshops Family Circus at Wirksworth (Not Friday)

2nd April: Guided walk along Ecclesbourne Way. 11miles and return by Train. Spaces are limited so pre-booking essential.

Full details at www.e-v-r.com or phone 01629 823076

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