



# *Ecclesbourne Express*

*Newsletter of the Ecclesbourne Valley  
Railway Association*

**Issue No. 56**

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**£1.50**



*The Wirksworth to Duffield Line*

# **Ecclesbourne Valley Railway Association**

(Company No. 5257082 - Limited by Guarantee)

(Charity No. 1106810)

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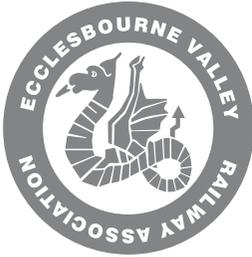
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**Next Edition will be published in January 2015** – Contributions welcome by email or post to John Hastings-Thomson, see above, by **Friday 19th December 2014**.

**Front Cover** - Shottle reopens, 9.8.2014 – Nick Ferguson- Lee.

**Back Cover** - Iris at Etches Park. 13.9.2014.



## NEWS UPDATE - Mike Craft

Another summer has passed, with a welcome increase in passenger numbers. As mentioned in the last Express, we have operated steam on the incline at a cost of £3,500 to meet the 21 days of public use required by the Heritage Lottery Grant conditions.

We were unable to comply with the Heritage Lottery Fund conditions and were therefore not successful in obtaining a grant for the restoration of Cathryn. After the great help provided by the 8F group, for which we are extremely grateful, the boiler has been taken to Israel Newton on the A6 at Cromford, who gave us the lowest quote. Under the conditions of the agreement with the owner, we have to attempt to restore the engine. We have asked Israel Newton for a breakdown of costs for stages of the work required. Obviously the work on the boiler will cost several thousand pounds; if anyone is willing to contribute monthly or as a single donation, please ask for a form or pick one up from the EVRA shop or the Information Room at Wirksworth.

It was discovered that on the SK primer had been painted on top of gloss, resulting in surface cracking. As a result it has been decided to sandblast both sides of the SK and the under-frames of both the SK and the SO.

We have been able to acquire enough Royal Blue moquette, to re-upholster both the SK and the second class in the CK. We have been fortunate in finding upholsterers who are prepared to carry out the work before spring next year. The welding of the steel on the sides of the SO will be completed this month.

The children's play area at Wirksworth, for which EVRA received two grants, received a top-up of bark chippings in late summer and the play equipment has been repaired and painted during this year.

We are still short of volunteers in many departments including the narrow gauge (14 years and over), miniature railway (12 years and over), the Model Railway and general maintenance of our displays etc. If you feel you could assist with any of the above, even it is only 3 or 4 times a year, please let me know and I will put you in touch with the relevant volunteer.

2 books of draw tickets have been enclosed with this newsletter, unless you have requested otherwise. Last year the net income was almost £534 so the draw provides a good source of income. The draw will take place on 20th December at Wirksworth Station at 12 noon. We are always grateful to those who sell or buy tickets (and more are always available!). but we do understand if you would rather not receive them in future. Please let Vince Morris know if this is the case.

**Volunteer Today - Your Railway Needs YOU!**

## **SALES MATTERS - Pat Craft.**

Between late July and early September the railway was running for 5 days a week and the shop was open each day. Thanks are due to all the volunteers who serve in the shop but there were times when more help would have been useful – so if you think you might like to help us raise important funds for EVRA's projects for the railway, especially the steam engines and the restoration of the coaches, please contact me. Some people are able to volunteer more often than others but once a month or two would certainly reduce the pressure on the others.

The stream of donated goods, magazines and books (transport, general non-fiction and fiction), has not stopped! I came back from holiday recently to find a bicycle had been donated! One donor came three times with a car really full each time much to the delight of his wife who was able to reclaim the spare room and some wardrobe space! As with many of the donations, these items were covered by Gift Aid and so a further 25% will come in once they are sold! The process of recording items sold and the Gift Aid is time consuming but will certainly pay dividends. Thanks as always are due to Vince Morris who has valued all the transport books and to June Cooke for processing all the gift aid claims.

The change of all the second-hand transport books in July was quite an undertaking, but has reaped dividends with increased sales.

In addition to the shop we re-visited the Model Rail Show at Ruddington with a sales stall having not been there for several years. It is a good opportunity to publicise our Exhibition as well as meeting people from over the border.

## **AN EMPTY CHAIR - John Hastings-Thomson.**

I am sad to report that after seven years in the hot seat Richard Buckby has decided to resign as Editor of the Ecclesbourne Express. I will miss our sessions discussing content and photographs with the invaluable canine support from Richard's Daughter's Dog Harry who regularly encouraged us to paws for thought. Editing magazines can be quite a fraught process and I have done my best to ease the burden, not always successfully. I am sure that the absence of Richard's guiding hand will be apparent in this edition, not least in the syntax and proof reading. Thank you Richard for all your hard work, your input will be missed.

For this edition I have taken on the role of acting editor but it is not my intension to continue. I too have done seven years. It is time for a change! We are therefore on the lookout for a new editor. I will be happy to assist the transition and help as required. Please contact Mike Craft or myself to offer your services!

This is a good opportunity to thank Brookside Press, our printers, for their help in producing the magazine, particularly Darren's work fine tuning the layout.

**Race Night – Malt Shovel, Wirksworth Moor.  
Saturday 13th December, 1st Race – 8.00pm.**

## **A BUSY RAILWAY... - Neil Ferguson-Lee.**

The evening before we opened Shottle station, my wife and I visited the platform to check it out before the big morning. It was quite remarkable, from the ramrod-straight platform edge, a surface that looks better than many on the main line, an attractive and brand new passenger entrance and even a starting signal! It occurred to me that we haven't just created a railway but a true community. This isn't just a project, it's a joint undertaking and every single one of us has a part to play. As we head into 2015, the opportunities are getting greater.

The WyvernRail Board is planning for the year 2015 AM – after Martin. Martin S. Miller, our General Manager will retire at the end of March and so we have a task to fill the size 13s that he will vacate. At present the Board is going through a series of changes to restructure the railway's management and this will lead to roles being distributed though the organisation: something that needs to happen as the railway becomes more established and looks towards 2020 and beyond.

2015 will introduce changes to the railway's offering. All those carriages undergoing restoration in Wirksworth yard aren't some form of job creation scheme: expect to see our catering services begin to become mobile and build on the success of our offerings through Amazon this year. Meanwhile, we hope that 2015 will see Ravenstor become a regular destination for EVRA's steam services.

As we look forward to 2016 (it'll be here sooner than you think), those superb LMS coaches under restoration by the LMS Carriage Association will be approaching completion and it opens-up the possibility of full dining services running on our railway. This leads to another question – what on earth will haul them? The prospect is enticing!

So where does a sense of community come into this vision of the future? Many railways are host to a variety of groups who happily plough their own furrow for their own ends but one significant feature of our railway is that the groups work together towards a common goal: whether it is to restore steam engines, maintain DMUs, rebuild station platforms or rebuild carriages, every one of the teams who exist at the EVR do so for a common objective: to put our railway into the Premier League of private railways.

Long may this continue: we have a tremendous team spirit that has managed to shine through two decades of endeavour. Here's to the next generation continuing into the 2020s!

## **THINGS JUST HAPPEN? - Vince Morris.**

In our modern world it seems that the bottom-line is everything – and, of course it is very, very important, without income exceeding expenditure we would not get anywhere; quite literally in the case of a railway.

But, hey, we are volunteers, individuals with different interests and aspirations. The model railway is never going to eclipse the DMUs in terms of revenue income, but it

keeps a few customers happy between the big trains, and keep the volunteers who lovingly run it even happier. The garden will allow those with no interest in clack valves or Pandrol clips to make an important contribution to our, and our passengers, wellbeing. The narrow gauge chugging up and down the car park track will be remembered as a diversion from the main railway, offers a refuge for those very young people who are not quite convinced by a snorting main line diesel and allows its operators to enhance the public's enjoyment of our site whilst bringing in a few pennies. The steam loco giving cab rides between platform 1 and Gorsey Bank will never make us rich – maybe does not even cover its costs, but, boy, isn't it fun if you have never been in a cab before, isn't it the thing that makes memories and makes you want to come again?

All the little things make up the whole “Big Thing”, and although our biggest thing, the service from Wirksworth to Duffield, would probably survive without the rest of the “Wirksworth Experience” would the Wirksworth Experience survive without them? And isn't it the experience of the railway, our railway, that we want our visitors to savour? Taken individually most of these little things will never make a significant impact, either positive or negative, on the all important bottom line but they make those that make them happen feel rich in themselves when, at the end of the day, someone says “thank-you, we had a great time”. And if the visitor comes back, or spreads the word to his friends, that will impact the bottom line.

Next time you are strolling around the station notice the little things: the watering of the hanging baskets, the sticky labels on the gift aided book donations, the memorial seat, the letter-box and slot machines, the new signal-box on the model railway: someone, somewhere made them all happen, and they did it for for love (it could not have been for money). So, things don't just happen, people make them happen: we are the friendly railway because we each use our skills to make “our” thing happen. Let us recognise all of our volunteers' contributions, be they ever so humble, or essential to run the service. We can all make things happen...just try.

## **PERMANENT WAY REPORT - Tony Watt**

This edition of EE should have included a report of the official opening of the passing loop at Shottle. Unfortunately, that event has been delayed by the additional work needed to commission the northern ground frame. This had been in store, exposed to wind and rain, and seized rigid. However, the southern ground frame is complete, and the loop was opened temporarily, using spanners and crowbars, to allow Henry Ellison to run round its test train, one evening before the official opening of the rebuilt platform. This followed a feverish week of tarmac, concrete mixing (for the point crank benches), fence building and painting. There was more painting of the southern ground frame and signal posts, the installation of posts and pulleys for the signal wire for the 'up' starter signal, and construction of a cross to indicate when that signal is out of use.

So, having called a temporary halt to work at Shottle, we have returned to the repositioned crossover at Wirksworth. It was necessary to bring this into use earlier than intended, because road 1 north of the dust Dock is needed to stable more rolling stock, thus blocking that road to running round via the more northerly point work. As

mentioned in a previous report, we have made great use of the Jim Crow to correctly curve the rails and switches to convert their bend from one hand to the other. Use of the Crow is always a very physical activity: it is heavy to lift and move to site (by four men), and can be operated only with two long bar handles, both pushed or pulled by a pair of straining and groaning members of the gang. You may have seen the video clip appended to the daily blog.

In the absence of a number of important components, the two switches, moved from north of Cemetery Lane Bridge, have their own independent lever boxes positioned in the walkway from platform 2 to the yard. Eventually, the lever for road 2 will be replaced by the locked lever from the trap point, which will be removed. The main line will be protected then from run-aways by the road 2 switch pointing over to road 1.

As a continuation of the work on the crossover, and to provide an introductory training exercise for students from the University of Birmingham, we have been relaying the section of road 1 by the Dust Dock.

Now that these projects are virtually complete, and usable, we can: perform some emergency repairs to one of the river bridges, return to complete work on the Gilkin Brook, perform further relaying of the line in platform one, and then return to Shottle.

## **IRIS GOES HOME - 175 YEARS OF DERBY'S TRAIN Leigh Gratton.**

Saturday 13th September 2014 went down as a proud day for the Ecclesbourne Valley Railway and it's DMU Group as they saw unique Derby Lightweight single car M79900 'Iris' travel back home to Derby as part of a celebratory open day at Etches Park. The event, organised by East Midlands Trains, saw many thousands of people pour into their Derby depot which was open to the public for the first time.

'Iris' was standing just in front of the main shed at Etches Park, stabled next to Peak locomotives D4 and D8 and certainly attracted significant interest from the visiting public. The new two-pack Dark Bronze paintwork was shining in the sunshine and visitors were delighted by being able to climb aboard and sample the driving cab and original-style high back seats. Each hour the engines were ran for around 10 minutes so visitors could hear the lesser-known sound of the AEC 220 engine. There were no barriers between the walkway and the vehicle so visitors were also able to enjoy a good look around the engines and the drive train. Members of the DMU Group were in attendance and spent the day talking to an interested general public, handing out leaflets and answering a seemingly unlimited number of questions. Indeed, 'Iris' looked quite at home amongst all of the other visiting locomotives, as well as the modern fleet of Meridians and Sprinters.

It was quite nostalgic for 'Iris' to be back home within yards of the site of the old workshop where she was built. Derby was shown on the destination blind and, for the first time in a significant number of years, it was actually true. It seems quite rare for a preserved DMU to visit a major depot open day and it was an honour for East Midlands Trains to request the vehicle to be in attendance. The day was made all the more special by the fact that she had made a homecoming.



The SK being shot blasted - *Martin Miller*.

The permanent way department's new mobile base.





**Part of the new crossover and track re-laid by Birmingham University Students.  
A busy scene inside the shed with work on Cathryn, the Railcar Support Coach  
and the 101 progressing steadily.**



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# **BAGNALL NO.2746 “THE DUKE”: RECENT PROGRESS**

## **Tim Oaks.**

The frames were craned back on the wheels on Thursday 25th September, the culmination of a lot of work by many people over the last year.

I would like to express our thanks to the volunteers of 48624 Locomotive Ltd, without whom we would not have got very far; their skills and experience have been the fundamental reason for our progress. Particular thanks to Alen Grice, Simon Hunter, Mick Clarke, Dave Sudbury and Richard Hatch. Normally the 48624 team work on Saturdays, and the rest of us help out where we can and tackle the simpler jobs, which are mostly cleaning and painting, on Sundays. New recruits would be welcome!

### **Motion and Brake Gear**

The frames were progressively stripped down in preparation for getting the wheels out, with all working clearances measured and recorded. The major components are in extremely good condition, the minor ones have a degree of wear. For example, the cylinder bores are good enough for another ten years service, though the piston rings will require replacement. The crossheads and slide bars need to be painted and re-assembled. The eccentric straps have been dismantled, cleaned and primed and are in safe storage. The valve faces are good and unworn. The valve rods were pristine at one end, rough and corroded at the other, which indicates a lubrication failure somewhere. The rods have been sent to Spiral Welding Ltd of Southampton for repair and machining and have been returned ready to fit.

The brake gear came to pieces without any prolonged or heated arguments, largely thanks to our friend with the grease spray. The components have been cleaned down, painted and stored ready for reassembly. The brake hangers look as if they have never been overhauled in the 70 year life of the locomotive, and most, perhaps all of the holes will need to be bored out round and then bushed. New pins will need to be made.

### **Frames**

The frames were craned off the wheels in late 2013, after purchase of more sleepers for packing. We scraped off thick deposits of grease painting as we went; the outsides are in black gloss and the insides are in gloss bright red. The maximum horn guide wear is 60 thou on the rear axle, the clearances on the other two axles are much tighter. The spring pin holes have been reamed out round where necessary; some had been bushed, others had received no attention since 1944 and had worn visibly oval. We are extremely grateful to the locomotive department at Loughborough GCR who loaned a very large reamer and ratchet drill for this work. New bushes have been fitted to both sides of the frames and new pins made from engineering steel; the worn

bushes have also been removed from the spring hangers with the assistance of the LMSCA who allowed us to use their hydraulic press, and replaced with new ones.

## **Wheelsets**

When the springs and bearings were dismantled we found the journals were bright and clean and in good order despite last being turned in around 1985. They were greased up and wrapped in Denso tape as protection against the weather. All wheels and axles have been cleaned down and are in gloss paint ready for re-wheeling. The bearings were undamaged and were scraped to ensure a good fit on the journals. The springs have been overhauled by Jones Springs Ltd and two new ones made to provide spares for the future. A new set of lubrication oilpads have been delivered from the Armstrong Oilers division of the NYMR. Finally all the new and overhauled axle boxes and suspension components were assembled on the wheel sets which were chocked very carefully in position ready for the crane.

## **Boiler**

A complete set of firebars and firegrate carriers have been delivered by Locomotive Maintenance Services.

The conservation work is complete with two coats of aluminium paint applied, and the 48624 lads have succeeded in removing the dome cover, regulator rod, regulator valve and J pipe, which takes steam from the top of the dome down to the regulator valve. This should enable us to get into the boiler through the dome and clean up the mess inside for a full inspection. The regulator valve will need to be refurbished in a milling machine. A preliminary inspection indicates the boiler plates are virtually "as rolled".

The boiler is where the really serious expenditure will start; David Wright of Locomotive Management Services at Loughborough has been extremely helpful and we have asked him to quote for a new smokebox and ashpan. The critical issue is the condition of the firebox tube holes and whether a large part of the tube plate will need to be replaced to tackle oversized tube holes. The old smokebox has been removed from the barrel.

We have just purchased a company, Bagnall 2746 Locomotive Limited to own and operate the locomotive in due course, but will be trading as "Bagnall Locomotive Group" for the time being.

See our advert on p. 15 for the selection of Derbyshire 00 scale wagons we have for sale. Our latest wagon is "Buggleskelly Gas Light and General Trading", (Will Hay tribute wagon) an edition of 200, £12-00 each. Also we still have a few of the Bachmann 00 gauge Jubilee locomotives, No. 5699 Galatea in LMS red livery. These

are the remnant of a special edition produced several years ago and are new mint boxed, they have been test run. They come in a red presentation case with a numbered certificate. We have just 12, when they are sold there will be no more. £90 + £8 p+p, cheques, see advert p15. Sales help to keep the pallet van stocked with vital tools and materials.

## **DREAM STEAM TEAM PROGRESS REPORT**

### **Callum Goodwin.**

This season both Andrew Barclays have been used on the incline service and regular steam footplate experience days. The first half of the year revealed further problems with axle box overheating on Henry Ellison. The problem was traced to a lubricator feed where the pipe splits into two, supplying the front leading axle boxes. One of these pipes was starved of oil which led to overheating. A solution was devised whereby each axle box had its own dedicated supply. The problem was exacerbated by the discovery of water in the under keep of the axle boxes. A method was duly devised in which a hole was bored into the under keep level with the bottom of the axle journal. This was then tapped and a bolt fitted. The theory is that oil is forced into the hole to displace any water until only oil is seen to be leaving below the axle journal.

During the summer No. 3 passed its annual boiler examination. The team removed all washout plugs and mud hole doors for the cold inspection, the various fittings were re-installed and a successful steam test took place satisfying the boiler inspector. Both Andrew Barclays have now been withdrawn for winter maintenance and in Henry Ellison's case preparation for the annual boiler inspection.

Real visible progress is being made on Cathryn as we are now at the stage where parts are being re-fitted. A vast quantity of components have been cleaned and repainted ready for reassembly.

The boiler had resisted several attempts to remove the inner firebox. Eventually it was freed by individually drilling out all of the girder stay rivets, a tedious task! Once removed, the boiler was sent to Israel Newton's in Cromford for restoration.

The frames are where the progress is most apparent. The horn guides have all been machined square and re-fitted to the frames. Hundreds of old fittings have been removed and refurbished including much drilling out of seized bolts; followed by re-threading the holes. Attention was then turned to a frame stretcher which had wasted from three quarters of an inch to a quarter and had bowed under the force of the main frames. This was replaced with a completely new piece. The wheels and springs returned from refurbishment; and look very smart. The loco is now in a position where there may be a rolling chassis next year. Finally a crack discovered in the left hand

cylinder was traced to its end; a hole drilled and filled with a rod. Hopefully this will prevent the crack propagating through the cylinder.

## **LMSCA (WIRKSWORTH) PROGRESS REPORT**

### **Callum Goodwin.**

The pace of work over the past few weeks here has been extraordinary, particularly on the BTO (formally BTK).

The bulk of the work completed has been to the south of the coach. The old panelling and woodwork had been stripped, leaving the bare metalwork. The metal framework had been needle gunned to remove corrosion and then repainted; no welding required this time. The next task was to refurbish the wooden frame that fits within the steel frame. The corner posts had perished and required replacing, but the main framework was in a fair condition, needing only glue and a good lick of paint.

A strip of roof one-foot wide was removed from the south end of the coach; as it had corroded beyond repair. The wooden frame was then replaced with brand new stainless steel fasteners. With the framework back in place, the newly cut steel panelling was refitted to the end. While this was taking place, there was the time-consuming job of stripping and refurbishing the roof vents. These were then refitted to newly welded patches covering the old vent holes (they do not work effectively below 25 miles an hour and are thus redundant).

Attention was then turned to the west side tumblehome panelling following a discovery that the sheet had not been screwed to any of the wooden uprights along the coach body. The result was a warped and unsightly wood panel which Dan removed and replaced. The product of his hard work was a coach side much kinder to the eyes. After considerable experiment Dan has devised a new method of filling the screw heads in the panels to prevent them popping their cover of filler; a terribly tedious task that has occupied him for several weeks.

All replaced panelling has been treated to primer and undercoat which not only improves the appearance but also protects the metal from moisture until the permanent paint is applied. The final work undertaken to date was the repair and refurbishment of the gangway plates; one of which required the step plate replacing.

Attention can now be turned to the third open 27162. The main task has been the insulation and match boarding. Thanks must go to Nick as he has spent many hours installing Rock Wool to the roof and body, which he then sealed in with match boarding, greatly improving the aesthetics of the interior. As this article goes to press the interior roof panelling is being prepared ready to start installing the interior panelling. Thanks must go to all of the team who have moved mountains to get us this far.

## EVR TIMETABLE: October - December 2014

Day Rover Fares will be: Adults £12, Concessions £11; Children £6; Families (2+3) £29. Special Event Fares may be higher.

Summer Timetable: Trains depart Wirksworth for Duffield, Saturday, Sunday and Tuesday at 10.15, 12.15, 14.15 & 16.15 to connect with the East Midlands Trains Matlock Branch Service return at 11.15, 13.15, 15.15 & 17.15 until the end of October. The services are operated using Heritage Diesel Railcars. Trains to Ravenstor at 11.53; 13.53 & 15.53, return 12.02; 14.02 & 16.02. The Duffield service will also operate on Thursday 30th October. On November Saturdays and on New Year's Day 2015, the Duffield service leaves Wirksworth at 10.15; 12.15 & 14.15 and leaves Duffield at 11.15; 13.15 & 15.15. There will be no Ravenstor service. Santa Trains only in December see below.

### SPECIAL EVENTS.

**Sat 18th and Sun 19th October: Wirksworth Model Railway Show including Tunes and Chips Land Cruise on Saturday Evening.**

### SANTA TRAINS.

**Gold Service: Sat/Sun December 6th/7th; 13th/14th; 20th/21st. Tickets: £14; Infants 0- 1 year: £5. Includes present.**

**Silver Service: Wednesday 10th, 17th & 24th. Tickets: £12; Infants 0- 1 year: £5. Includes present.**

**Early Booking Highly Recommended.**

**EVRA Winter Draw: Saturday 20th December Wirksworth Station 12 noon**

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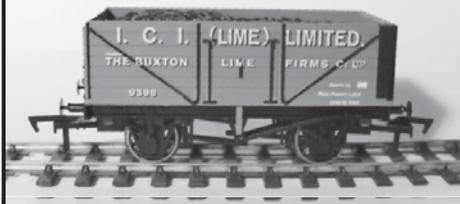
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