



# *Ecclesbourne Express*

*Newsletter of the Ecclesbourne Valley  
Railway Association*

*Issue No. 48*

*Autumn 2012*

*£1.00*



*The Wirksworth to Duffield Line*

# **Ecclesbourne Valley Railway Association**

**(Company No. 5257082 - Limited by Guarantee)**

**(Charity No. 1106810)**

**Patron** - HM Lord Lieutenant of Derbyshire, William Tucker.

**Secretary)** - Mike Craft,  
**Director )** - Honeysuckle Cottage, 35 Rise End,  
Middleton-by-Wirksworth,  
Matlock, Derbyshire DE4 4LS  
Tel - 01629 825213  
*email - [pat/mike@crafriseend.freeseerve.co.uk](mailto:pat/mike@crafriseend.freeseerve.co.uk)*

**Other Director** - Mike Ball – Tel- 01773 279873.  
*Email- [mball8@sky.com](mailto:mball8@sky.com)*  
Pat Craft (Marketing) – Tel. 01629 825213  
John Gratton – Tel. 01629 824752  
John Hastings-Thomson - Tel. 01773 880586  
*email - [hastingsthomson@btinternet.com](mailto:hastingsthomson@btinternet.com)*  
Eric Hills-Tel: 07961 938353  
*Email- [eric.recover@hotmail.co.uk](mailto:eric.recover@hotmail.co.uk)*  
Mike Parker – Tel. 07870 804275  
Paul Rayner – Tel. 01332 557709;  
*email - [pjrayner@ntlworld.com](mailto:pjrayner@ntlworld.com)*  
John Rhead – Tel. 07971 172084.  
*email- [jdrhead@live.co.uk](mailto:jdrhead@live.co.uk)*  
Joe Ruddock - Tel. 01629 822800.  
Graham Walker – Tel.01332 511489.  
*email – [grahamrw@virginmedia.com](mailto:grahamrw@virginmedia.com)*  
Vince Ware - Tel. - 01332 372788;  
*email - [v.ware@ntlworld.com](mailto:v.ware@ntlworld.com)*  
John Weaver- Tel 01773 824446.  
*email- [johntw@cmw.gotadsl.co.uk](mailto:johntw@cmw.gotadsl.co.uk)*

**Membership Secretary** - Vince Morris - 530 Kedleston Road, Derby  
DE22 2NG Tel. - 01332 551072  
*e-mail – [vc.m@ntlworld.com](mailto:vc.m@ntlworld.com)*

**Editor** - Richard Buckby – 20 Eden Bank, Ambergate, Belper  
DE56 2GG *email – [g3vgw@w3z.co.uk](mailto:g3vgw@w3z.co.uk)*  
Tel. 01773 852475.

**Website:** [www.evra.org.uk](http://www.evra.org.uk) Web Master - Paul Rayner.

**Next Edition – will be published in January 2013** – Contributions welcome by email or post to Richard Buckby, see above, by **Friday 21<sup>st</sup> December**.

**Front Cover** – Patrick McLoughlin MP at the controls of 33035 26.10.12. *Wyvern Rail*.

**Back Cover** - 0-4-0ST Uppingham on Shed at Ravenstor in the late 60's, *John Hall*.



## NEWS UPDATE - Mike Craft

Ian Shaw, one of the original Wirksworth Eight, who started work in 2000 to clear the track from Wirksworth to Duffield passed away early this summer. For ten years he was an EVRA trustee and for several was committee chairman. A WyvernRail shareholder from the start he gave generously to both WyvernRail and to EVRA as well as raising money for EVRA (latterly for the Steam Engine Fund) by spending the winters cutting timber from the line into firewood and helping generally with all the other tasks.

All of the Friends of the Andrew Barclay Steam Engines, who give a fixed sum each month have agreed to continue so that we can build the fund for restoring Cathryn to match fund any grant we may receive.

The 7,700 gallon water tank, which is situated on the ballast dock, is complete with its fittings and supply pipe and we now await the connection to the main by STW. It is EVRA's contribution towards the infra-structure needed for visiting steam engines.

With the help of several EVRA cadets, we have recently formed a group to run the miniature railway. A battery operated loco has been obtained. The plastic hut which had been used as a store was not secure enough to house the equipment and new loco and a small secure container has now been purchased.

We would like to thank all those who have bought or sold draw tickets and those who have added a donation. We have not raised as much as last year, (which was a record!) but the donations have been a bonus because, as with all donations, of money, books and other items, we have claimed gift aid where we can, adding another 25% to the donation.

At the AGM four new trustees were elected; Mike Parker and Eric Hills, who had been co-opted to the Committee and Mike Ball and John Weaver who had been proposed by members. We welcome them as Trustees and look forward to their contributions to our programme of work.

The 10th Model Railway Exhibition was held over the last weekend in October, a move necessitated by a double booking in the Town Hall. Whilst we were apprehensive about the change in date, the current position (1st November) without all the bills in, looks better than last year. The attendance was up and we received many favourable comments from the visitors.

It was the first year that the N gauge run by the Association's Model Railway Group was up and running, reflecting a great deal of work by the group, led by Martin Beresford. Sadly, Martin is having to take a back seat at present but two volunteers answered the appeal in the last Express. If anyone else is still dithering about offering to help I am told that another two helpers would be ideal to take the current projects forward and to help man the layouts when they are open to the public.

## **SALES MATTERS - Pat Craft**

The shop has continued to produce valuable income for the Association and the donated goods continue to come, for which we are very grateful. Indeed, after one recent show we came home with more than we went with even though we had sold over £250 worth of goods, because of the generosity of the local members and others.

A charity market stall at Wirksworth selling bric a brac, other donated items and some new goods raised almost £150 in early September, so it was very worthwhile. The travel books left by Mr Burnby and other donated specialist books have now been sorted and sent to auction and we await the result.

We have recruited two new volunteers in the shop and will need more with the extended running planned for 2013, so if anyone is keen to help please contact me.

## **AN OLYMPIC YEAR - Martin Miller**

As was suspected, this year has been very much a curate's egg. The lack of any decent summer weather together with the 2012 Olympics and Jubilee celebrations served to divert our passengers to occupations other than riding the trains.

Nonetheless, there have been a number of successes with Tuesday operations being a winner and steady growth in charter trains being very gratifying. Our Pullman catering has set high standards and the daily opening is gaining an ever wider clientele.

The Buy a Gift products have been buoyant and our teams who look after the customers have had much well deserved praise.

There have been other highs with the MSc students from Birmingham University's railway engineering course bringing people from the four corners of the earth to Wirksworth for the enjoyment of track reconstruction. Both Wirksworth Junior and Kirk Ireton schools have re-enacted war time evacuation trains, the latter being greeted by the Wirksworth ARP warden!

The Permanent Way and Vegetation Clearance teams have coped bravely with adjustments to their normal working days by the Tuesday operations and growth in weekday charters and I thank them for their co-operation. The dmu team have made great strides with the interior and exterior presentation of their fleet benefiting from the weekly attentions of the Lone Carriage Cleaner.

As I write this, preparations are well in hand for this season's Santa trains which will further stretch our volunteers with three more trains planned than in 2011. Bookings are ably handled by Leigh, as the preponderance are now done online. Leigh has also pushed other online products to our benefit with a spectacular success selling out the Skiffle & Chips train. We intend to steadily grow the online products with the addition of shop goods.

Well, where do we go in 2013? It will be another year of being quite careful not to take financial risks but we feel we can capitalise on the Tuesday operation by further extending its season and are going to try Thursdays in the school summer holiday

period. I am mindful that this further strains the PWT and VCT together with the maintenance requirements of our fleet.

2013 will also see the formal launch of Henry Ellison during the May Day holiday and other excitements are being planned for that weekend to make it a steam spectacular.

Soon work will start to return the Stanier Third Open to its former glory and progress with the Brake Third Open is steady making the mouth watering prospect of these two vehicles coming into service by late 2013 or early 2014.

The Shottle deviation was initiated on 8th November and work commenced on the reconstruction of the platform and its more direct access from the station approach road.

All these achievements, past and in the future, would not be possible without the dedication of the working volunteers undertaking a vast range of tasks to keep the show on the road and my thanks go out to each and every one of them.

Lastly, we were very privileged to welcome Patrick McLoughlin, the new Secretary of State for Transport on Friday 26<sup>th</sup> October. It was a good opportunity to show off our achievements since he last had a rather pedestrian whole line tour in a work worn guards brake van hauled by Faraday.

## **Denby Salvage Operation - Tim Oaks**

The branch line from Little Eaton up to Denby had been dormant for twenty years or so, and early in 2012 the demolition teams began ripping up the rails. The track was mostly worn out, but I noticed that they had missed some of the signalling gear close to the A609 level crossing. There were cranks, rodding and rodding stools in the bushes, which would go very well with the Tunstead ground frame which we had just acquired.

The question was, who now owned the land? The initial theory was that this area had probably belonged to the opencast coal site and that it was in the process of being sold to a developer. I made contact with the company concerned: they didn't own it, but had been talking to another developer who might one day buy it. I went round knocking on doors, and the view of local residents was that the ground still belonged to Network Rail. In the end I set my firm's conveyance department on the job, and after searching the Land Registry Index Map we were able to identify the title and confirm this. I then made contact with the Network Rail disposal officer, who was extremely helpful and rapidly agreed a price and authorised us to go on site and collect the material.

The next problem was transport. Point rodding generally comes in 18 foot lengths. Gavin Kenning agreed to bring his long wheelbase van, and the project was on. Martin Miller circulated an appeal for volunteers, and Mick Thomas made tools available from the general stock and ready for collection one Saturday in early August.

Salvage operations can be fraught affairs, but this one went very well. There were plenty of volunteers ready to go from Wirksworth early in the morning, and Mick Kingsley had been in the previous day with his strimmer which gave us a flying start.

Many of the rodding stools were deeply buried, and the top rollers were cut free with a cordless angle grinder so that we could lift the rodding out. It was the first time I had seen one of these in action, and quite a revelation. Anybody designing site security should see what one of these little beasts can do. (Dear Santa...) After that we could attack the stools individually. Within an hour a chap from Network Rail turned up to see what we were doing, which was very impressive. Fortunately I had a release note from the disposals department and he was happy for us to continue. This is much better than having scrap thieves lurking around the corner waiting to strike as soon as you go home, which is not unknown.

By mid-afternoon there was a satisfying heap of material, which Gavin picked up and returned to Wirksworth. We have since been back to collect a few metal items we missed the first time, but I need to arrange a day with a mini digger to dig out the concrete bases.

## **Brake Van**

The exterior is now substantially complete. The LMSCA very kindly machined the beading for the new windows and parts for the footboards, both of which are now complete. The axle boxes, which were welded shut, have been gently ground open to enable inspection of the pads and bearings. The lamp irons are back in place. Recently we had help from some of the Birmingham students, which was great fun and very productive. Exterior painting is under way as time and the weather permits, with Craig Hibbert putting on the final professional finish.

## **The Duke**

Not much to report, as we have been too busy with the brake van. Tony Joyce continues to clean and paint the boiler barrel and plans for the boiler lift are evolving. The model wagons are still selling well, especially through the EVRA shop at Wirksworth.

## **November Muse - Vince Morris**

I thought we all deserved a rest from the Hindlow Papers in this edition, but there is still much to be mined, so I will return to the High Peak in the future (unless I am deluged by complaints!). So I shall put my "musing" hat back on.

With all the hullabaloo about the volunteers at the Olympics you may have thought that the organisers there had invented the concept of giving your time freely to an organisation in whose aims you are in general agreement. No, volunteering started in November 2000 in the town of Wirksworth, nestling in the foot hills of the Peak District. I know, I was there (well almost, I turned up in February 2001, but the glow of the new was still in the eyes of the original eight). Others may disagree with the precise date, but everyone will agree that volunteering in the heritage railway movement has changed dramatically in the past few years. This change has been brought about by two events: the first is that there has been a worrying increase in the number of incidents (that is new-speak for accidents) which are occurring, very often due to lack of training, and second due to a change in the regulations governing the operation of heritage lines.

We are now governed by the charmingly named ROGS: the Railways and Other Guided Transport (do they mean trams?) Regulations, which, put simply, means that we are being asked to regulate ourselves. Sounds easy, but we have, when asked by Her Majesty's Railway Inspectorate, to demonstrate that we are operating in a competent and well governed manner. The way to show this is to have a Safety Management System (SMS) in place, where what we are doing is written down within a broad framework, and we must be able to demonstrate that we are keeping to it. This involves volunteers being assessed for their competence to undertake their duties by practical demonstration and/or examination: the level of training required is dependent upon the complexity of the job and its ability to compromise safety: I would hope that a driver is suitably qualified, but am less concerned about the gardener, although both are equally important for the success of our enterprise. This is not onerous, it is common sense, but sometimes that commodity is in short supply! So does this mean that the volunteer is getting tied up in red tape?

I belong to several heritage railways and eagerly devour their magazines. My eye was drawn to an article in the "Tenterden Terrier", the journal of the Kent & East Sussex Railway. With the kind permission of the editor, Nick Pallant, I shall quote from his editorial, entitled "The Volunteer Spirit". He sums up my thoughts far more eloquently than I could myself:

"Readers may be aware of a Heritage Railway Association (HRA) seminar to address the issues of 'competence' and 'governance' on preserved lines like our own. The K&SER was, of course, represented [so was EVR, by Martin Miller]. The general tone of the gathering may perhaps make some people wonder if the heritage railway movement has now evolved to a point where professionalism, however that may be defined, is about to undermine the volunteer basis on which we have so long depended. We would argue that this is not so – volunteering and high standards are not mutually exclusive concepts. Heritage railways cannot exist without volunteers, and volunteers, as we have so often proved, can rise to the greatest of challenges. The volunteer spirit is to be cherished, celebrated and encouraged. Long may it thrive."

I am a firm believer in the 3i's of volunteering: Imitate, Innovate and Improve.

We imitate good practice: our operating rules are based firmly on those used on the Big Railway; they have had almost 200 years to get them right.

We innovate when we come across a problem which has no known answer outside our little world: the gauntleted (or interlaced) track at the ballast dock is a good example.

We improvise when we need to: the use of the non-ferrous fittings, removed from and then replaced on No 3, to make patterns for those stolen from "Henry Ellison" stands out.

We are pretty good at all of them, and it is all done within the SMS: we are becoming professional volunteers!



**Both Andrew Barclays in steam on the incline 30.10.2012.**

**Toby Jennings of Steam Railway at the controls of No. 3.**





**Class 33 with MP's Special at Duffield 26.10.2012. *John Weaver.***

**O Gauge model of Johnson 0-4-4T at the Wirksworth Model Railway Exhibition.**



# R & R Motors

*Vehicle Services  
& Repairs to the  
highest standards*

Station Road,  
Coldwell Street,  
Wirksworth, DE4 4FB

**Phone:**  
**01629 823336**  
**07929 269262**

# MALT SHOVEL

**Wirksworth Moor.**

**01629 822427.**

***“A family run pub.”***

Linda and Chris welcome all visitors  
including walkers and dogs.

Open 7 days a week.

Sunday to Thursday  
12 noon until 12 midnight

Friday and Saturday  
12 noon until 1 am.

## **Food**

Monday to Saturday 12 noon-8pm.  
Sunday Roast 12 noon-4pm.

Bed and Breakfast (per room)  
£30 single, £45 double



**HOTEL & DINING**

***Large function room suitable for all occasions.***

***En-suite Bedrooms. Open All Day.***

***Dining in The Den.***

***Car Park at rear.***

***Acoustic nights every month***

***Guest Ales always available***

**Tel: 01629 822214**

[info@theredlionhotelwirksworth.co.uk](mailto:info@theredlionhotelwirksworth.co.uk)

**Mobile: 0777 261 8883**

[www.theredlionhotelwirksworth.co.uk](http://www.theredlionhotelwirksworth.co.uk)

## PERMANENT WAY REPORT - Tony Watt

As we approach the end of our second year of the fully open line, the Permanent Way gang has been fully occupied in a number of areas

Our primary activity has been the construction of the loop at Shottle. The materials for this project have come from the Gorsey Bank line, which was the Railway's initial running line. Now it is truncated to a head shunt for line one. Even the ballast was removed, train by train (and steam hauled!), up to Shottle. The loop is substantially complete, but there are a number of items requiring attention. The northern point work was modified with a manpowered rail bender, to the accompaniment of much grunting and groaning, and the southern points require replacement of a switch that has had similar attention. The variety of worn rail which has been used means that lift plates are needed, and these are being produced from modified plain ones. These will be fitted with nuts and bolts refurbished from our stock of used rejects.

A shorter project was the relaying of the northern end of line two, under Cemetery Lane Bridge, beyond the points connecting with the maintenance facility and the incline. Much of this was achieved over a weekend with the welcome assistance of a group of students from the University of Birmingham. We were very grateful for their additional effort, and they for the practical experience prior to their academic studies. The Gang completed the ballasting and slewing of the line in the weeks following the students' visit. Looking at the removed sleepers and some of the old chairs, it was a relief to have this frequently used section renewed and improved. There's more requiring similar treatment!

In a surprisingly short time we completed the routine fishplate re-greasing (of alternate joints) from Wirksworth up to Ildridgehay, and now we're doing the next section from Shottle. We should make some inroads into this stretch before the weather turns too cold.

Throughout the summer there have been regular fortnightly track patrols. We took advantage of service trains running on Tuesdays (which otherwise restricts our activities) to patrol in one direction, and ride on a return train. Extra entertainment for our passengers, with figures in orange on the track, and then on the train. The effort of patrolling has not been in vain, as we found signs of wear and tear on the track, worn or broken fastenings to be replaced, and settlement of the track requiring shovel packing (not one of our favourite activities!).

No doubt our primary toolkit of shovel and pick, hammer and spanner will see plenty of use in the coming months, as we labour away at expansion and renewal of the railway.

# **STEAM LOCOMOTIVE REPORT - Bob Gibbens.**

## **AB 2360 (no3)**

The loco has performed well this season, from March to the end of October, covering approximately 800 miles - a stout achievement for a small locomotive.

Two failures in service occurred but both were rectified as quickly as possible. The first failure was caused by cracked main steam pipes in the smoke box. The pipes are made of copper. This required them to be sent away for specialist welding and annealing. The second problem to manifest itself was a bad steam leak through the regulator, which was dealt with in house.

At present the locomotive is receiving its winter maintenance, which will also include the fitting of a brick arch to improve its steaming rate and the fitting of a second lubricator to lubricate the axle boxes. Now that the loco is being called upon to travel longer distance than it was designed for, there have been occasions when the axle boxes have become very warm, so hopefully the new lubricator will eradicate this.

## **AB 2217 (Henry Ellison)**

This locomotive was steamed on the 30<sup>th</sup> October for a final test. One small problem occurred with the newly fitted vacuum brake, otherwise all seems well. The locomotive has returned to the shed for its final painting ready for unveiling at the beginning of next season. As a result of the lessons learnt from operating No 3., we have decided to fit a further lubricator for the axle boxes and a brick arch. These jobs will hopefully be done over the winter before the loco enters service next year

## **HC 1884 (Cathryn)**

No work has been undertaken on this locomotive since the last report.

## **PHOTOGRAPHS FROM THE JOHN HALL ARCHIVE.**

We are delighted to have received a selection of photographs taken up at the area we now call Ravenstor by John Hal during the 1960's. He is a member of the PWT. We will be publishing them over the next few issues of the EE as space allows. We start with a rare colour photo on the back cover and a black and white photo opposite. Here are John's notes on the background to the photos:

"As a preamble, can I say that my interest in railways was originally kindled by my late mother who took me at a very young child in the early 1950's to see the procession of steam hauled trains passing through Belper Station. This developed into collecting

train numbers by the summer of 1957 and eventually to railway photography at the end of 1963.

The 14 pictures in this collection are from three different dates, but are all of the fast disappearing steam railway scene in the Wirksworth area in the late 1960's. The main group of pictures, 12 in number; (all black and white) were taken circa January 1969 and show the limestone quarry screens, locomotive shed, head shunt and connection to the incline that led to the British Railways lines in Wirksworth yard. The locomotive involved was a 0-4-0 saddle tank named "Uppingham." The photographs taken on a cold and snowy January day show three views of the loco outside it's shed. Two pictures show the screens, yard and engine shed with "Uppingham" in attendance.

Four pictures show the loco drawing down the loaded wagons into the head shunt. Two pictures show the loco near the head shunt at Cromford Road. Finally one picture shows "Uppingham" carefully preparing to reverse loaded wagons from 'Ravenstor' into Wirksworth yard.



"Uppingham" propels loaded stone wagons **down** the incline to the exchange sidings!  
*John Hall.*

## **ECCLESBOURNE VALLEY RAILWAY EVENTS: December 2012- March 2013.**

**The 2012-2013 Winter Timetable runs on Saturdays: 24<sup>th</sup> November, 1<sup>st</sup> December, 5<sup>th</sup>, 12<sup>th</sup>, 19<sup>th</sup> January and 2<sup>nd</sup>, 9<sup>th</sup> & 16<sup>th</sup> February. Wirksworth to Duffield only.**

Day Rover Fares will be: Adults £9, Concessions £8; Children £5; Families (2+3) £23.

Trains depart Wirksworth for Duffield at 10.20, 12.20 & 14.20 to connect with the East Midlands Trains Matlock Branch Service and return at 11.10, 13.10 & 15.10. The normal services are operated using Heritage Diesel Railcars.

### **SANTA.**

**Santa is visiting the railway Sat 8th, Sun 9th, Sat 15th, Sun 16th, Sat 22nd and Sun 23rd December 2012. Trains at 11 15am and 2.15pm from Wirksworth.**

**Places must be pre-booked.**

**Bookings online at [www.e-v-r.com](http://www.e-v-r.com).**

**March –April 2013.**

**Saturday and Sunday Services on both the Duffield and Ravenstor Services will recommence on Saturday 2<sup>nd</sup> March.**

### **2013 EVENTS.**

**March 2<sup>nd</sup>- 3rd Diesel Locomotive Weekend at Wirksworth.** A weekend of loco hauled passenger services on the Duffield Service. The Ravenstor line will also be operating with more frequent trains.

**Easter Open Days Fri 29<sup>th</sup>, Sat 30<sup>th</sup>, Sun 31<sup>st</sup> March and Mon 1<sup>st</sup> April.** Both the Ravenstor and Duffield lines will be in operation, with steam trains on the Ravenstor line and our heritage railcars on the Duffield line. There will be an Easter Egg Hunt around the station at Wirksworth.

Rover fares on all dates will be: Adults £12.00; Concessions £10.00; Children £6.00; Families (2+3) £29.00

Wirksworth Station is open from 10.00am to 5.00pm on operating days and 10.00am-4.00pm for viewing when there no services are running.

**Train enquiries** - Tel. 01629 823076 (Wirksworth Station)

See [www.e-v-r.com](http://www.e-v-r.com) for further details.

### **ECCLESBOURNE EXPRESS BY E MAIL.**

The Ecclesbourne Express is available electronically. If you would like to receive your copy in this form please will you inform John Hastings-Thomson. We are continuing to produce printed copies of the magazine for those who prefer to receive it in that form.

# THE FUTURE OF THE ECCLESBOURNE EXPRESS - John H-T.

At the recent EVRA AGM there was a very full and positive discussion on the future of The Ecclesbourne Express.

Firstly many thanks for all the positive comments about the content and presentation of the magazine. It is very heartening to know that the efforts of the editorial team are appreciated so much.

It was explained to the meeting that the current magazine absorbs about half of the income from the membership fee and that efforts to get advertising has met with little success in the present economic climate. Also the continuing demands for finance from EVRA to help with developing the railway are so great that it would be very difficult to justify spending more on the magazine.

Those present agreed that four times a year was the right frequency, less would mean that news would be very out of date by the time the magazine was published. In the end the vote was to continue as we are with the development of the magazine to continue within the present constraints.

Finally many thanks to all those of you who have taken the time to comment on the magazine and its future and to the advertisers who support us. It is much appreciated.

**BROOKE - TAYLORS**  
**SOLICITORS**

*in the heart of the Peak District*

---

For help and advice with:

- Property, Houses & Land
- Accident & Injuries
- Civil Litigation
- Divorce, Family & Cohabitation
- Wills & Tax Planning
- Administration of Estates

---

**Tel: 01298 22741 Fax: 01298 77065**  
e-mail: [post@brooke-taylors.co.uk](mailto:post@brooke-taylors.co.uk)

Come and see us at:  
4 The Quadrant, Buxton, Derbyshire, SK17 6AW

**Limited Edition 00  
Model Railway Wagons**

<p style="text-align: center;"><b>Henry Bramwell, coal merchant of Bakewell, Derbyshire.</b></p>  <p style="text-align: center;">Edition: 400 units - £9.50</p>	<p style="text-align: center;"><b>John Greenwood &amp; Son, transportation manufacturers of Nantwich, Derbyshire.</b></p>  <p style="text-align: center;">Edition: 400 units - £9.50</p>
<p style="text-align: center;"><b>Boswick's Lincolns Ltd of Belper, Derbyshire</b></p>  <p style="text-align: center;">Edition: 400 units - £10.00</p>	<p style="text-align: center;"><b>Price £9.50/£10.50 each plus P&amp;P</b></p> <p style="font-size: small;">For the full range of 17 items visit <a href="http://www.brooke-taylors.co.uk">www.brooke-taylors.co.uk</a> or call 01298 22741</p> <p style="font-size: small;">Order from: The Quadrant, Buxton, Derbyshire SK17 6AW 01298 22741 www.brooke-taylors.co.uk Delivered by Royal Mail Special Delivery Guaranteed</p> <p style="font-size: small;">All profits from the sale of the models will be used towards restoration of our locomotive 'The Duke' at Wirksworth.</p>

All unaccredited photographs are by Richard Buckyby or John Hastings-Thomson.

