

# Railway Ramblings

Issue 134

September 2021

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The monthly newsletter of the RCTS Hitchin & Welwyn Garden City Branch



Former GWR 0-6-2T 5619 on the Epping Ongar Railway. One of the locos in-steam for the EOR Steam Gala on 11 & 12 September (See page 12).  
*Photo: Courtesy of Katie Pickersgill, EOR*

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*Railway Ramblings is published by the committee of the Hitchin & Welwyn Garden City Branch of The Railway Correspondence & Travel Society. Such committee does not endorse any personal opinions expressed in this publication.*

# Branch Programme

We continue this month with traditional “live” meetings.

We are very concerned that our meetings are conducted in a safe way. Therefore, we developed a simple meeting “Protocol” to minimise risks. Now, in the light of our experiences in August, that “Protocol” has been reviewed and is published on page 17.

It is most important that you familiarise yourself with this if you are planning to attend.

We trust that you will feel that attendance will be as safe as possible and we very much look forward to seeing you.

## During September 2021 - LIVE

At Hitchin (19:30-22:00, doors open 19:00)

14<sup>th</sup> Sept      **45596 Bahamas Locomotive Society – “A Preservation Pioneer”**      John Hillier

At Welwyn Garden City (14:00-16:30, doors open 13:30)

28<sup>th</sup> Sept      **Edge Hill Marshalling Yard & Its Complex of Railways**      George Howe

## During October 2021 - LIVE

At Hitchin (19:30-22:00, doors open 19:00)

12<sup>th</sup> Oct      **That Was the Year That Was 1969**      Geoff Plumb

At Welwyn Garden City (14:00-16:30, doors open 13:30)

26<sup>th</sup> Oct      **The East Coast Main Line, Kings Cross to York**      Stephen Gay

*Please remember that, when at the meeting, you will need to follow our meetings “Protocol”. We may be getting back to “normal” but the Covid-19 virus remains a threat to us all and safety precautions are essential.*

For those members reading this, but not yet feeling comfortable to return, we understand your concerns and hope that, in due course, you will feel sufficiently reassured to make the change.

As a “welcome back”, for meetings in August and September, we are not requesting donations (which are normally £2 for members and £3.50 for non-members). Donations will be requested for the October meetings.

## Other Branch Virtual Presentations

Some other RCTS branches are still offering Zoom virtual presentations. Details of these can be found on the RCTS website (and in the Railway Observer). You will find these virtual meetings listed under the “Branches” drop-down menu.

Members of Hitchin & Welwyn Garden City Branch will be very welcome at other branches’ Zoom meetings.

# Chairman's Platform



It was great to get traditional meetings underway again last month. While we cannot pretend it was just as it used to be “in the good old days”, it was so nice to be back. During the past 18-months, our Zoom meetings have been a real saviour, enabling us to have many presentations, and gave us a wider audience, but there is nothing quite like really being with others.

Now, with the first couple of meetings behind us, we have reviewed and tweaked our meetings Protocol. (An update is on page 17 of this issue.) The main changes we have made are to let you judge how close you sit to others and you no longer need to advise your attendance in advance. Although there has been a general relaxation of precautions throughout the country, Covid-19 is still very much with us and I feel it is still most important that we are extremely cautious. As we gain more confidence with what we are doing we will continue to review our Protocol and adjust it accordingly. None of this will happen without advising you of changes before you come to meetings.

This month, we are looking to re-instate a proper tea/coffee & biscuit break during the meetings. We will hope to reintroduce the bookstall, where you have the opportunity to purchase from a substantial collection of pre-owned books (and by so doing contribute towards the running costs of the branch). Measures will be in place to ensure these are reintroduced in a Covid safe way.

On a “railway” note, you all know that the various heritage lines have all struggled with the impact of the lockdown but are now back in operation. They are all taking customer safety very seriously and hope that the public will support the events they are now providing – you will find details about some of our local railways in this issue of *Railway Ramblings* – please try to support them.

My apologies for the somewhat erratic distribution of the August issue. As you know I “simply” email *Railway Ramblings* using my distribution list, but last month for some inexplicable reason a fair number were not delivered. These “mail failures” were all to btinternet.com addresses. Although apparently there are limits on the number of btinternet.com addresses and total file size which can be sent, we were well within these limits. Furthermore, previous issues have been delivered satisfactorily. After making enquiries, I hope the problem is solved – I have no idea what the problem was, and I hope this issue reaches you all at the first attempt!

Steve Lacey

## Local Observations – Dave Elsdon



### All reports as seen at Welwyn North and the local area

OHL problems, near Copenhagen Tunnel, caused disruption on **Monday 19 July**, resulting in late running and cancellations to many services. On **Tuesday 20 July** at 10:40, 67007 came past hauling 91001 & a set of Mk4 coaches from Ferme Park to Neville Hill. This was following shortly afterwards by 37800 dragging 317891 from Ely to Newport for scrap, passing here at 10:58. 67012 ran light-engine from Doncaster to Bounds Green at 12:43. After lunch the two new Class 803's again continued their proving runs from Doncaster to Kings Cross and back, as they seem to be doing most days this week. **Thursday 22 July** another unit storage drag from Clacton to Worksop with 37884 & 321419/321429 through at 12:11. Then at 20:26 another pair of Greater Anglia Class 755's, numbers 336/424, ran from Norwich to Hornsey for maintenance, 28 minutes late. Considerable disruption occurred on **Friday 23 July** following a theft of cable in the Huntington area. The UK Railtours “*Dorset Delight*” ran to time on **Saturday 24 July** hauled by Royal locos 67005/67006 passing here at 08:00, returning at 20:25.

At Hertford North on **Sunday 25 July** 66109 worked on a training run from Doncaster to Highbury Vale, through Hertford at 15:36. This was repeated on **Monday 26 July** with 66012 working south at 15:39, returning at 17:34. Also that day, via Hertford North 37610/37612 passed at 15:30 running light-engines from Doncaster to Shoeburyness. A further pair of Class 755's, numbers 332/421, ran from Norwich to Hornsey on **Wednesday 28 July** via Welwyn North at 19:58. This pair of 755's returned to Norwich on **Thursday 29 July** at 18:39. A convoy of five locos passed at 14:33 on **Saturday 31 July**, running from Tonbridge yard to Peterborough in a heavy rain storm, they were 73201/73144/73212/66766/69001.

Disruption occurred during the afternoon of **Sunday 1 August** when a person was struck by a train at Welwyn North. On **Monday 2 August** a light engine movement saw 66718 running from Peterborough to Ferme Park passing at 10:52. Then, another drag occurred when 37884 hauled 365510 from Hornsey to Doncaster at 13:38. 321334 ran by on **Wednesday 4 August** at 12:55, working from Doncaster to Wolverton. This unit had been converted for light parcels work & was in dark blue livery for new company Swift Express Freight. This was followed by 37800 hauling 365525 from Crewe to Doncaster at 15:03. Two Class 47's, numbers 245/772, came through at 12:10 on **Friday 6 August** from Southall to Ely to work a charter service from Ely to Weymouth the next day. Another charter train ran through here on **Saturday 7 August** at 07:40 from Kings Cross to Alnmouth, hauled by re-liveried 90039 & 67006, returning at 21:35.



7 August 2021 - Charter train from Kings Cross to Alnmouth with 90039 (and 67006 on the rear) 90039 has been re-liveried with "I am the backbone of the economy"- what and who it means is anyone's guess.

*Photo: Mikky Hart*

97304 ran with a test train from Derby to Welwyn Garden City through WN at 13:16 on **Sunday 8 August**, closely followed by 47245/47772 returning to Southall with the charter stock, that ran from Ely to Weymouth yesterday, at 13:23 On **Monday 9 August** yellow HST test train passed with Virgin liveried power cars 43290/43296 at 13:54, running from Heaton to Kings Cross. Then later in the day, 755338 came by at 19:22 (38 mins early) going to Hornsey from Norwich. A similar working occurred again on **Wednesday 11 August** with 755406 this time running right-time at 07:56. 37219/97304 worked light from Welwyn Garden City to Derby at 21:02 on **Friday 13 August**. A charter train hauled by 67006 from Kings Cross to Tinsley ran on **Saturday 14 August** passing here at 07:10. This train was returning on time until it neared Stevenage when it was delayed by around 2 hrs after someone was hit by a train at Stevenage just before its arrival. Also today saw 37069/37402 pass at 10:07 with a train from Eastleigh to Norwich.

Unusually, a daytime *Freightliner* service ran on **Monday 16 August**, through Welwyn North at 10:12, from Willesden to Barrington FL terminal, hauled by 66715. That evening the mail train from Willesden to Low Fell was unusually worked by 66040 towing the 365 unit, the train passed here at 23:17. On **Tuesday 17 August** Trans Pennine unit 802214 came through with a Kings Cross to Edinburgh service (the unit was on hire to LNER) at 11:11, returning back to Edinburgh at 12:33. This service was repeated again with the same unit on **Wednesday 18 August** at 10:29, returning at 12:30 These services are for driver training purposes. On **Thursday 19 August** the same Edinburgh-Kings Cross ran, but with unit 802211, passing here at 10:29 & going back north at 12:30. 37057 passed at 20:36, half an hour late, returning from Ferme Park to Derby. Also today, at Whittlesea, 66754 hit a farm tractor on an unmanned farm crossing, both the engine driver & the driver of the tractor were treated for injuries sustained. This caused disruption to the Ely-Kings Lynn services and East Anglian services to Peterborough. 802211 repeated yesterday's run, passing at 10:28 & 12:36 on **Friday 20 August**.

(Observations courtesy of our Branch Secretary, Dave Elsdon)

# How & Where Did It All Begin? (Part 5) - Paddy Carey

*This month, Paddy picks up the story of his developing interest in railways following his move to Hertfordshire:*

By the 1990s my job, running a team of analysts supporting drug metabolism studies, changed. I was moved more to the role of establishing a Laboratory Information Management System (LIMS) to enable our vast amount of analytical data and reports to be searchable and archivable from desktop computers. There was an annual meeting in Pittsburgh that covered such areas of work and I managed to get a week in Pittsburgh to attend. Flights were on a Saturday or Sunday, which gave me time on arrival to wander around the city given the 5-hour time difference.



A group of Conrail locos being assembled for a freight train

I soon found where the station was and saw my first American diesels which looked so functional with the outer hand rails and brutal lines. I thought they were the best I had ever seen to date. A series of locomotives with Conrail 6379 lined up surprised me. Where they stored? The penny dropped later when I realised that American freight trains could be very long and that my ideas of “double-heading” needed to be updated to larger numbers!



Amtrak 362:

I found these had a different attraction for me. It may have been the livery, or the front nose design but I spent many hours on Pittsburgh station, almost recalling the magic of my first days of serious train spotting new classes of locomotive many years before. The sheer scale of freight transport in America was brought home a few days later when I saw the size of barges being pushed/pulled on the Monongahela River.

At about this time my wife and I started to go abroad for holidays and we spent a pleasant week in Florence and Venice. Our transport to Florence from Venice was by rail but, unfortunately, I did not take any photos of our train as I would have been struggling with suitcases. Once in Venice however I eventually made my way to the station:

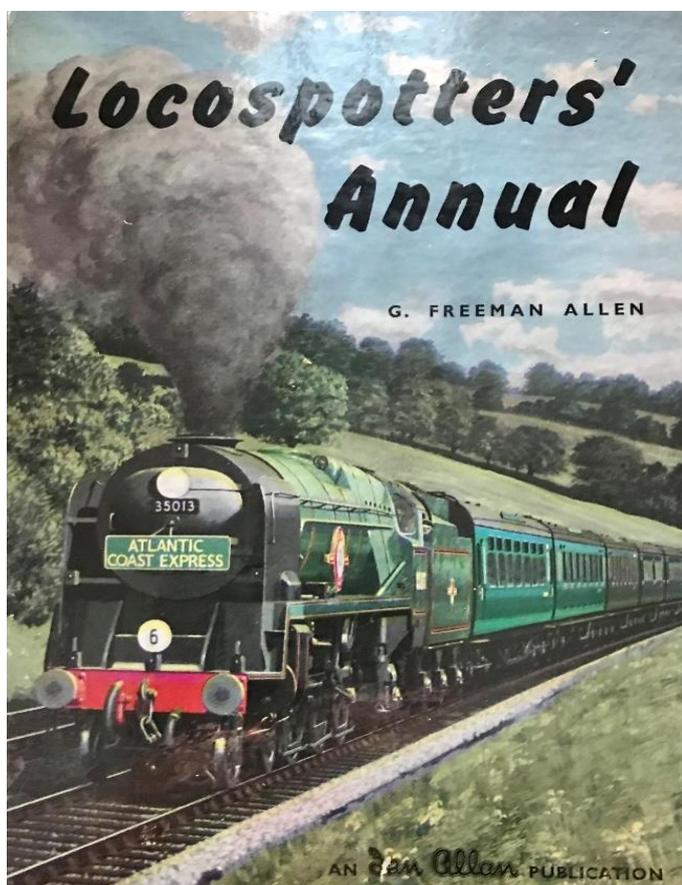


FS e652 010



FS e646 182

There among many other interesting arrivals I saw FS e652 010 and e646 182 and, as in my first impressions at Pittsburgh, I was interested in how their design differed from my observations of early BR diesel and electric locomotives. I found the inward sloping front of some continental locomotives very appealing. I thought back to the D200 class I had seen at Liverpool Lime Street and how the front cab bonnet looked unnecessary, particularly as the Warship class D800 class seen on a holiday in Exeter seemed much more aesthetically pleasing - even to a teenager.

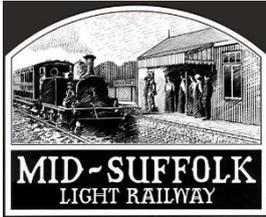


I recall the Ian Allan Locospotters' Annual of 1962, the author was G. Freeman Allen (different spelling), and an article on the influence of the German V200 class on the design of the Warship class. All these memories came back as I saw European traction in Germany, France and Italy. I don't seem to have any photos from holidays in Spain, other than the Soller Railway in Majorca.

Note that I didn't have a digital camera at the that time so these are mainly pictures captured on iPad from photographs.

Next time - The Hertford and Ware Railway 150th event at Hertford East, and some track maintenance at the same station involving Class 66 locomotives which at the time was a great event for me

Paddy Carey



# The “Middy” Country Railway Gala

4 Sep 2021 - 5 Sep 2021

A celebration of how the Middy (the Mid-Suffolk Light Railway) served its largely rural/farming community for nearly 50 years, with all the Middy attractions open including, of course, steam-train rides in genuine Victorian 4-wheel coaches.

Plus two traction engines, the Tivetshall Old Ram Vintage Tractor Club, hand ploughs, farm machinery, dump truck, electric tug, the *Jupiter* fire engine and more displays and exhibits.

There will also be news on the plans and progress on the Southwold Railway re-opening (on the Halesworth to Southwold Railway stand) and the award-winning restored Fowler ‘Shreddie’ - the Shredded Wheat shunter will be running over the weekend..

A great day out for all the family. Find the Middy at Brockford Station, Wetheringsett, Stowmarket, Suffolk, IP14 5PW. The MSLR Museum and Station is just off the A140 Ipswich to Norwich Road. Look for the Mendlesham TV mast and then follow the brown signs!

For the latest timetable & ticket information, go to <https://www.mslr.org.uk>

*All material is reproduced with kind permission of the MSLR.*

## A Love Affair (Part 13) – Steve Lacey

*When Steve wrote his articles about the restoration of 34081 “92 Squadron” he promised to write about the in-service issues.*

In the last episode I mentioned fund raising. We had relied on a large gazebo owned by me, for outdoor events (unless the weather was very favourable). However, towards the end of the last pre-covid season, a gust of wind deposited the gazebo on Derek Crouch (the locomotive by the entrance) ripping the roof and bending the frame. I made some temporary repairs, which rendered it usable on calm days in my back garden (the purpose for which it was intended when bought some 20 years ago!). In October, a kind supporter gave us a second-hand square gazebo, but it was obvious a more permanent solution was needed. The NVR had been trying to create a “shopping village” in the car park to give a further attraction to our visitors and had already had Keith’s Railwayana shop and the Nene Valley Railway charity shop in-place. The obvious solution was a permanent shop!

On the 11th October 2020 the *92 Squadron* committee approved, in principle, the purchase of a cabin to use as a permanent shop at the NVR. With the vital assistance of John Goodsell, a BBLs member, we sourced a suitable 20ft container from a company near Leatherhead. This was a container-format, high security, insulated cabin, previously used as a football club changing room and only 5 yrs old. Permission to site the container shop in the retail area of the NVR car park was sought and obtained, within a few days. The site was levelled and slabs to take the feet of the cabin set out. On 18th November 2020 the new shop was craned into position at the NVR. A great example of what can be achieved with cooperation and motivation.

The cabin was still fitted with its steel cage lockers, some of which were repurposed as shelving and donated bookcases fitted. Covid-19 risk assessments were written and Covid-19 mitigation screens were fitted round the sales counter.

Due to a huge effort by the *92 Squadron* team at the NVR, the cabin was able to open in time for the first of the Santa specials at the end of the first lockdown. Sadly, we were only able to trade for a couple of weeks, before the railway was forced to shut down, as the Peterborough area was placed in Tier 4 of the new Covid-19 restriction regime.



We reopened when the railway restarted in April 2021. In the early weeks, we repainted the outside of the cabin in NVR “corporate colours” which fits in well.



The shops funded some planters to form a boundary to the car park which are now in full bloom and looking splendid. Trading was slow initially, with number restrictions on train loadings, but have now started to pick-up again. It is wonderful not to transport and carry boxes of books and other stock around, not to mention using the “strength of atlas” to hold down a flapping gazebo in high winds. We will still attend exhibitions (remember those?) and other events using our replacement smaller gazebo, where needed.

Luckily, we had started fund raising again, as, just before the Santa Specials at Christmas 2020 were curtailed, *92 Squadron* failed with a tiny dribble of water noted at the top of the firebox, near the thermic siphon. As with all problems on aging locomotives, what appeared to be a minor problem was much worse.....but more of that next time!

*Steve Lacey*



## Cheese & Wine Evening Express

*The Cheese & Wine Express - 18th Sept 2021 – It's all aboard the 1st Class Carriages, which will be hauled by one of the NVR Resident Heritage Steam Locomotives, for an evening of Cheese & Wine*

A leisurely 2-hour first-class return heritage steam journey departing Wansford Station at 19:30. Travel through the Nene Valley hauled by a heritage steam train whilst you experience the pleasure of tasting the perfect wine of your choice along with a range of delicious cheeses.

Tables on board the Cheese & Wine Evening Express can be booked in tables of 2, 3 or 4.

For this service seating is available in open carriages and in compartments, all seating is high backed and fully upholstered for that luxury feel. Numbers are limited on this service to ensure everyone receives the level of service this experience deserves.

*“The ideal gift for that special couple in your life or just a treat for you and your friends”*

All guests are asked to be on platform 2 in their “glad rags” by 18:30 where they will be greeted by their Nene Valley Railway hosts.

They will also be catering for “designated drivers”. When booking please let the NVR know your nominated drivers name and they will be provided with soft drinks throughout the journey to ensure a safe journey home.

(Please note: The Cheese & Wine Evening Express service is only for people aged over 18 and no dogs are allowed except assistance dogs.)

Whilst every effort will be made to ensure that the advertised motive power is available, the Nene Valley Railway reserve the right to change this when operational circumstances require. This may see Heritage Diesel Locomotives in service.

For further information, ticket prices, or to make a booking, contact the Nene Valley Railway at <https://nvr.org.uk>

*(Material reproduced courtesy of the Nene Valley Railway)*

# 45596 Bahamas

*For our September evening meeting at Hitchin, John Hillier has kindly agreed to give a presentation, entitled **45596 Bahamas Locomotive Society – “A Preservation Pioneer”**, about this locomotive - which starred at the Nene Valley Railway during August 2021:*



The 'Jubilee' class of locomotive was designed by Sir William Stanier on his arrival at the London Midland and Scottish Railway. During his review of locomotive requirements, he found that the company needed a locomotive capable of hauling fast secondary express passenger services between major cities, but where loading gauge restrictions may exclude his newly built 4-6-2 Pacific Princess Royal class engines. This class of engine was derived from an older class of engine known as the Patriot Class which had been designed by his predecessor, Henry Fowler.

As No.5596, 'Bahamas' was built in the Scottish area of the LMS by the North British Locomotive Company and entered service with the London Midland & Scottish Railway in January 1935. The engine was initially allocated to Crewe, before moving on to various sheds around the English area of the LMS including Carlisle Kingmoor, Grimethorpe and Millhouses in Sheffield. Finally, No.45596 (as it had become by then under BR) was allocated to Stockport Edgeley in 1962. The engine remained there for four years and after hauling a number of enthusiast's specials was withdrawn from traffic.

*(Material reproduced courtesy of the Nene Valley Railway)*

## Contributions to Railway Ramblings

You will have seen that we have recently had a number of new contributors to this newsletter but we still need more of you to "put pen to paper" and write articles. Use your knowledge and/or experience to help provide a rich variety of material for the benefit of all - photos and/or text – please contact the editor, John Dossett, at [hitchinnewsletter@rcts.org.uk](mailto:hitchinnewsletter@rcts.org.uk)

# Christmas Cards by Stephen Gay

Stephen has been a regular presenter at our branch meetings for several years. His next presentation, all being well, is due in October and will be ECML London Kings Cross to York.

Stephen usually brings along Greetings and Christmas Cards for sale. We published details of his new General Purpose Cards in the April 2021 *Railway Ramblings* (issue 129) – which being blank inside could be used for a variety of occasions.

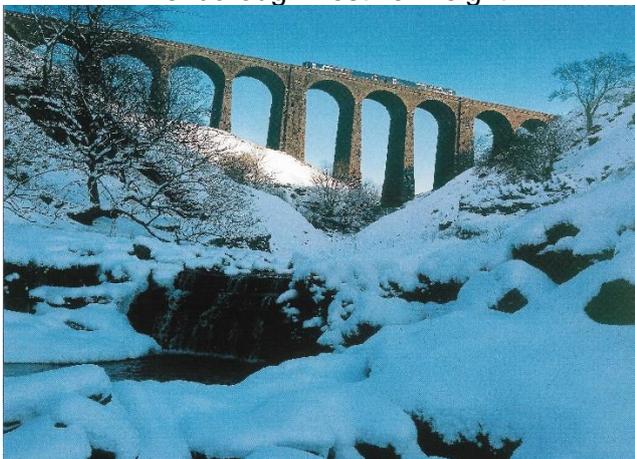
As it is not that many months to Christmas, we are now publishing details of his Christmas Cards. The message inside reads “Merry Christmas and a Happy New Year”. They are high quality cards with envelopes, sealed in cellophane wrapper (produced by Rothbury Cards).



Mexborough Festive Freight



Penistone Line Winter



Settle & Carlisle Winter

If you wish to buy any they are just £2 each (with P&P included if purchased directly from Stephen). Just mention RCTS Hitchin & Welwyn Garden City Branch.

Stephen Gay  
63 Clipstone Road  
Darnall  
Sheffield  
South Yorkshire S9 5ES

Tel: 0114 243 2713  
(*Stephen does not use email or social media*)

Note for your diary:

“ECML London to York” is scheduled for 26 October 2021 (at our Welwyn Garden City venue). And, for those who like to plan well ahead, the second part of the ECML presentation is scheduled for 27 September 2022)

## Back Copies of Railway Ramblings

Back copies of Railway Ramblings are now available on the RCTS website: <https://rcts.org.uk/hitchin>

# Epping Ongar Steam Gala

11<sup>th</sup> and 12<sup>th</sup> September 2021

The Epping Ongar Steam Gala will take place on 11 and 12 September, with an intensive steam-hauled service in operation.

Subject to any last-minute issues with availability, the domestic fleet should consist of former GWR locomotives: 4-6-0 4953 "Pitchford Hall" and 0-6-2T 5619. They will be joined by GWR 0-6-0 PT 5786 in London Transport livery as L92, courtesy of the South Devon Railway Association and Worcester Locomotive Society. (It's just over 50 years since the last regular steam-hauled service ran on London Underground in 1971, hauled by pannier tank locomotive L94.)



GWR 0-6-0PT 5786 in London Transport livery as L92

An intensive service will operate, during which the engines will need to work hard on the challenging gradients.

All trains will be running in conjunction with the EOR fleet of Heritage buses, which will provide connections with Epping Underground and Shenfield National Rail stations. On-train bars will be also be open, serving a selection of draught beers, as well as a range of wines, lagers and soft drinks.

Tickets allow unlimited travel all day on all our train and bus services.

Adult: £25, Child: £14, Family (2 adults and up to 3 children): £65

(Stations will only be accessible to passengers holding a ticket valid on the train services.)

Visit the EOR website: [Steam Gala | Epping Ongar Railway \(eorailway.co.uk\)](https://www.eorailway.co.uk) for the very latest details and to book tickets.

*(Material courtesy of the Epping Ongar Railway)*

# The September Puzzle – Martin Elms

This month I have 22 miscellaneous questions for you, to test your railway knowledge:

1. Which railway company introduced the first loco with Walschaert's valve gear?
2. Which railway company was unique in using only 2-4-0 and 4-4-0 tender locos, but not the almost universal 0-6-0 tender type?
3. What was the Glasgow & South Western Railway's only loco to be named?
4. Which class of loco was constructed over a period of 53 years, under three different stages of railway ownership, and during the regime of five different loco superintendents?
5. Which 7 railway companies built Atlantic type locos?
6. What was the first loco to be bought for preservation by a private organisation and who were the organisation?
7. What were the last 4-4-0 locos built for use in Great Britain and Ireland?
8. The highest point reached by standard-gauge railway in Britain was where?
9. And, what is now the lowest point?
10. How many viaducts are there in the 75 miles between Saltash and Penzance?
11. What were, numerically, the largest class of steam locos to be built in Britain?
12. What were, numerically, the largest class of diesel locos to be built in Britain?
13. Which was the first public electric railway in Britain?
14. What was the first suburban railway electrification in Britain?
15. Which was the first railway to carry third class passengers on all trains?
16. When was third class redesignated second class on British Railways?
17. Where was the last slip coach working in Britain?
18. When and where was the last TPO mail exchange?
19. What was the only passenger carrying "railway" vehicle in Britain to carry lifebelts?
20. Who organised the first privately chartered train for railway enthusiasts?
21. What was Scotland's only 4-2-2 loco?
22. Who had the longest continuous record as loco superintendent on any railway?

Best of luck – solutions are on the page 15. No cheating!

*Martin Elms*



# Diesel Gala – 3 Days

10<sup>th</sup>, 11<sup>th</sup> & 12<sup>th</sup> September 2021

The Chinnor & Princes Risborough Railway Annual Diesel Spectacular, featuring a frequent train service will take place on 10, 11 & 12 September.

With several surprise guest locomotives and an expected four of their own – they will be hauling a good couple of hundred ton specials up the 1 in 68 inclines, and which means there'll certainly be the full music from the selected machines. 31128 *Charybdis*, courtesy of Richard Goodyear, will be joining resident 37227, plus 31163 and Gronk's 08825 and 08011.

The service will be very intensive to allow visitors to sample all of the fine locos on the scenic and nicely graded route.

Depending on crewing levels, there may also be brake-van rides with the NSE Class 08 08825/97808 and the shark brake-van, between departures and arrivals at Princes Risborough.



Tickets - can either be bought online, or on the day:

- Adult 1-Day Rover £20 (Child £10)
- Adult 2-Day Rover £30 (Child £15)
- Adult 3-Day Rover £40 (Child £20)

Fares for this event are a bit higher than normal, taking into account the number of locos operating.

C&PRR also offer one-way cab rides on each service for an additional £20, to enable you to really enjoy the atmosphere and get a driver's view of the line.

Car parking at Chinnor is free and readily available.

For further information, timetables and bookings contact the C&PRR:

<https://www.chinnorrailway.co.uk>

## Food and Drink on the C&PRR

There is a 'POP-UP' REFRESHMENT STALL on Chinnor station serving Teas, Coffees, Cakes, Crisps, Shortbread, Coke & Diet Coke, Apple & Orange Juice Cartons and Bottled Water. In addition, there will be a selection of Sandwiches and Bacon, Sausage, Veggie Baps etc., all freshly made on request. We will aim to have barrels of real ale on offer with some local cider on tap too! Exact ales and ciders to be announced nearer the time. (Payment by the 'new normal' of Contactless Card would be greatly appreciated.)

*(All information reproduced courtesy of the C&PRR)*

## Puzzle Solutions

### Solutions to the puzzles in this issue (page 13):

**1.** The Swindon, Marlborough and Andover, with an 0-4-4T in a single Fairlie (unsuccessful) design of 1878. **2.** The Great North of Scotland Railway. **3.** No.11 (then No.394) 4-4-0 *Lord Glenarthur*, built in 1897. **4.** The NER/LNER/BR Class J72 0-6-0T, built from 1898 to 1948. **5.** GNR, L&YR, GWR, GCR, NER, NBR and LB&SCR. **6.** LB&SCR 0-4-2 No.B172 Gladstone, by the Stephenson Locomotive Society, in 1932. **7.** Five locos built in 1948, by Beyer Peacock for the Great North of Ireland Railway. **8.** A private mineral branch from Weatherhill in County Durham (at 1378ft), opened in 1846, ascended to 1670ft. (Druimuachdar is 1484ft). **9.** The Channel tunnel is, at its deepest, 246ft below Ordnance Datum. (The bottom of the Severn Tunnel is 144ft below Ordnance Datum). **10.** 34. **11.** The Ramsbottom DX class 0-6-0 of the LNWR, of which 943 were built between 1858 and 1874. **12.** The 08 0-6-0 of which 1193 were built to the same basic design, with various engines. **13.** Magnus Volk's 2 ft gauge Electric Railway at Brighton, opened on 4 August 1883. **14.** Between Newcastle New Bridge Street and Benton, opened on 29 March 1904, just beating the Liverpool and Southport line opened on 5 April 1904. **15.** The Midland Railway, on 1 April 1872. **16.** 3 June 1956. **17.** At Bicester, off the 17:10 Paddington to Wolverhampton train on 9 Sept 1960. **18.** On 4 October 1971, north of Penrith. **19.** The car used on the Brighton and Rottingdean Seashore Electric Tramroad, opened 28 Nov 1896. **20.** The RCTS in 1938 using Stirling 4-2-2 No.1. **21.** The Caledonian Railway No.123 of 1886, later LMS 14010, now preserved. **22.** Malcolm Bowman, of the Belfast and Northern Counties Railway MR, NCC 1876 – 1922.

*Martin Elms*

## Photos Please

*If you have photos (old or new) that you are willing to share with other members please supply them, with a suitable caption, to the Editor, John Dossett, at [hitchinnewsletter@rcts.org.uk](mailto:hitchinnewsletter@rcts.org.uk). They should be your photographs!*



# Protocol for Keeping Safe at Branch Meetings

As we restart our meetings the safety of all of our members is paramount.

Coming to branch meetings might be nice-to-do but is almost certainly not something to do unless there is virtually no risk. Many of us are of an age where catching Covid-19 is likely to carry serious consequences. The following measures will apply at our meetings in order to provide you, our members, with a safe low-risk environment.

- Do not come to meetings if you are feeling unwell.
- Put on a face mask as you enter and wear it throughout the meeting.
- Avoid touching door handles as you enter (committee members will act as “doormen”).
- Use the hand-sanitisers as you enter, and after touching any surfaces.
- Move seats to feel “comfortable” and please use the same seat throughout the meeting.
- Maintain social distancing as much as possible.
- At the end of the meeting, apply hand-sanitiser as you leave.
- Should you test positive for Covid-19 or have symptoms within fourteen days of attending a meeting please let the Branch Secretary know.

As usual there will be a register of those attending and this will be used to assist in contact tracing should the need arise.

If we all follow the rules our meetings should be a safe environment.

This Protocol was reviewed after the August 2021 meetings and will be further reviewed after the September meetings.

Steve Lacey (Branch Chairman)

## More from the Photo Album



4 August 2021 – At New Rhomney, on the Rhomney Hythe & Dymchurch Railway, *Northern Chief* prepares to depart for Hythe.

*Photo: John Dossett*

## Newsletter Distribution

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