



Railway Ramblings



Issue 137

December 2021

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



Our Chairman's beloved 34081 92 Squadron, at home on the Nene Valley Railway 21 October 2021.

Picture courtesy of Ian Bowskill

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 remain concerned that our meetings are conducted in a safe way and have a meeting "Protocol" to minimise risks. The "Protocol" 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 look forward to seeing you.

During December 2021

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

14th Dec **History of Leatherhead Station – Home to the RCTS Library & Archive Centre**

Andy Davies

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

21st Dec **A Lifetime of Railway Discoveries**

Mike Bunn

During January 2022

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

11th January **The Work of the Railway Heritage Trust**

Andy Savage

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

25th January **North from Euston, from the RCTS Photographic Archive**

David Jackman

Donations will be requested for attendance branch meetings – these go towards the costs of hiring the venues and provision of tea/coffee & biscuits during the meeting. These are currently £2 for members and £3.50 for non-members.

Hitchin meetings are held at Tilehouse Street Baptist Church Hall, Upper Tilehouse Street, Hitchin SG5 2EE

Welwyn Garden City meetings are held at the Methodist Church, Ludwick Way/Cole Green Lane junction, Welwyn Garden City, Herts AL7 3PN

"Zoom" Virtual Presentations

Some RCTS branches are still offering Zoom virtual presentations. There are also some "national" Zoom presentations (on the fourth Thursday of each month). Details of these can be found on the RCTS website (and in the *Railway Observer*).

Chairman's Platform



Where has the year gone? It's time to get out the festive trappings and order the "essentials". If you haven't yet treated the small people to a trip to see Santa it is possibly not too late to book, and I naturally recommend a ride on Santa's Specials. From my efforts at the Nene Valley Railway, I know how popular these are with children of all ages. Many of our heritage lines are struggling to get their finances back in order, so what better way to help them than to visit them at this time of year.

Attendance at branch meetings has started to pick-up again and I trust that this will continue into the new year. I am delighted to see that Dave Elsdon has been able to finalise an excellent programme of presentations for 2022 and the details are published in this issue of *Railway Ramblings*. Dave has now received copies of the programme from the printers and these will be available at branch meetings

I appreciate that the decision about whether or not to attend branch meetings is a difficult one, especially for those with any underlying health issues. Even with the majority of us now having been double-jabbed (and probably also "boosted") it is important that we all understand that this won't necessarily stop us catching Covid-19 or passing it on – the jabs give a level of protection that should stop you getting seriously ill – but they won't totally protect you. Therefore, when at meetings please respect each other's space, wear a mask (properly), wash your hands thoroughly after using the toilet, and sanitise your hands. Continuing to exercise caution should continue to make meetings relatively safe for anyone to attend.

Enough of sounding a bit like a doctor! Have a great time over the festive period.

Steve Lacey

Local Observations



All reports as seen at Welwyn North and the local area

On **Tuesday 19 October** 60055 ran past at 11:50 hauling 22 IXA flat wagons from Willesden to Immingham. Another storage drag ran on **Thursday 21 October** when 57310 took 465240 from Gillingham to Worksop, through here at 14:01. A similar move occurred on **Saturday 23 October** at 14:17, when an unidentified 465 was hauled to Doncaster from Slade Green by 66778. A strange working on **Sunday 24 October** when a Tonbridge to Derby ran, passing Welwyn North at 14:47, with 73961/73962/73964/73965 and three yellow test coaches sandwiched in the middle, running 40 minutes late - I have never seen 73's running so fast.

The new *Lumo* services started on **Monday 25 October** between Edinburgh and Kings Cross – southbound this was worked by 803003/803004 at 13:27 - this was two units due to the large number of bookings for the first run. The northbound train used 803001 passing here at 11:03. 66207 ran through at 11:50 with the Dollands Moor to Scunthorpe steel empties. 37884 dragged 465237/465243 passing at 14:34, working from Gillingham to Worksop. Then from Hoo Junction to Whitemoor Yard, at 22:37, 66703/66772/66799 ran as a light-engine movement. During the early hours 73951/73952 arrived in the yard at Welwyn Garden City. Also that Monday, via Hertford North, 66745 hauled 313121 from Old Dalby to Eastleigh. **Tuesday 26 October**, 57313/37706 ran through at 14:04 from Southall to York, to work a charter train the following day. An engineers' train, hauled by 66777, worked a Hoo Junction to Whitemoor at 22:41. The following day, **Wednesday 27 October**, via Hertford North at 13:10, 66415/66779 passed with another Hoo Junction to Whitemoor engineers' train. On **Thursday 28 October**, 56049/56090 came past at 06:43 with a test train from Royston to

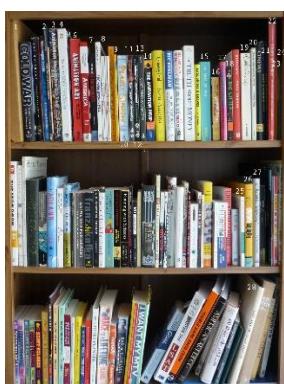
Toton via Welwyn Garden City. Later that day, at 13:35, 37884 hauling 465235/465237 from Gillingham to Worksop came through. Ironically 37884 hauling 465004/465017 worked back to Gillingham from Worksop taking these units back out of store at 08:02. On **Friday 29 October** 57313 & 37706 ran back to Southall following their charter work at York, at 01:24. Overnight at Welwyn Garden City 37175/73951/73952 appeared in the yard. 37175 left Welwyn Garden City for Derby at 00:14 on **Saturday 30 October**, whilst later that day 66722 worked a train from Whitemoor Yard to Hoo Junction, passing at 09:55.

66774 ran through with an engineers' train at 08:34 on **Tuesday 2 November**, whilst also that day, via the Hertford Loop, three of the modified Class 56 loco's ran from Peterborough to Tonbridge Yard - these being 69001/69002/69003 with 69003 still in various coloured primer paintwork. In the late afternoon of **Thursday 4 November**, a fire near the railway at Sandy caused considerable disruption to services and this persisted well into the following day. **Saturday 6 November** saw 465229 hauled to Doncaster from Slade Green by 66779 passing at 15:14.

On **Tuesday 9 November** 37884 passed hauling 321332 back to Wolverton from Worksop at 13:02. The following day, **Wednesday 10 November**, light-engine 73962 ran to Peterborough from Tonbridge Yard (12:10) in the evening. The Royal Train came by with 67005/67006, working back at 19:35 from Newcastle to Wolverton, following duties in Scotland. Two late freights ran - at 22:13 66797 passed with a Biffa train from Roxby to Renwick Road, closely followed by 66792 at 22:33 from Hoo Junction to Whitemoor with an engineers' train. At Hertford North on **Friday 12 November** HST *The Blue Pullman* 43055/43046 worked a charter service from Finsbury Park to Whitby, northbound at 06:14, returning at 21:27.

An unidentified Class 66 ran from Acton to Tinsley on **Monday 15 November** passing here at 07:07 129 minutes late. **Tuesday 16 November** 67028 dragged failed 91119 from Kings Cross to Neville Hill, passing at 12:30. Another Class 67 ran light-engine at 14:42 from Doncaster to Bounds Green. The following day, **Wednesday 17 November**, 66114/66206 continued their RHTT duties at 11:30, whilst un-reported 802214 appeared stabled at Bounds Green - this departed early the following morning. Then at 08:10 the following morning, **Thursday 18 November**, running 144 minutes late, 66705 came past with a Willesden to Barrington freight, whilst at Hertford North what should have been a steam charter train with *Tornado* was hauled by 37706/47802 at 09:03, 23 minutes late, returning at 21:22.

(Observations courtesy of our Branch Secretary, Dave Elsdon)



The Book-Table

A familiar feature to those who attend branch meetings, the book-table has returned. Currently with hundreds of books, ranging from "coffee table" volumes to rare-to-find treasures, this is an opportunity to purchase a pre-owned book (or two) and thus contribute financially towards the branch running costs. All books are most modestly priced.

We are always looking for "new" stock, so you can also contribute books which you no longer want – which will free-up space on your book shelves for new volumes!

The RCTS Website

Our Society website - <https://RCTS.org.uk> - has now been redesigned to make it more attractive and easier to use. Branch pages can be accessed directly from the home page. Take a look.

Contributions to Railway Ramblings

You will have noticed that over the past year, or so, we have had a number of new contributors to this newsletter. Some have been multi-part stories while others have been one-offs. These have, hopefully, improved *Railway Ramblings* and given you something interesting to read each month. To continue doing this needs more readers to “put pen to paper” and provide articles.

Railway Ramblings readers have an extremely wide range of railway related interests and everyone has knowledge and/or experiences which could help continue to 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

A Love Affair (Part 15) – Steve Lacey



When I concluded the previous part of this tale (see October issue of *Railway Ramblings*), we had received 92 Squadron back at Wansford and were about to start the task of steam testing and reassembly. Steam testing went without a hitch, blowing off at 250 lbs/ sq. inch, without leaks from the stays.



As you can see, there was some superficial rust on the boiler and we decided that we would take the opportunity to clean this off and repaint the firebox and its new patches, with the aluminium heat resistant paint. Fortunately, the weather was kind (you can't paint at low temperatures) and this was completed over one day. We then re-lagged the boiler and replaced the cab. Sounds simple, but to get the cab back on we needed to split her from the tender and get into the “new” workshop where we have a 10ton overhead crane. Despite the fact that we had removed the cab only a few months before and neither the firebox or cab had been altered, it was the usual tussle to get the cab past all the pipes and fittings without damage.



The small pipes are from the lubrication tray in the cab, leading to oiling points on the motion, one of Bulleid's efforts to reduce crew workload.

Having just detached the tender it was now back into the yard to re-attach it! With the cab back on, we could now replace the side sheets, sadly now without the aid of the crane, just brute force and ignorance...my specialist area! Having hauled these into position and secured with scores of small nuts, all the heads now needed touching up with Malachite paint. We were now ready for a good clean and return to service.



The round object on top of the cladding (with the red handle) is the chimney cover to prevent rainwater getting into the smokebox, when 92 Squadron is out of use. Red, to ensure removal before lighting up!



Before anyone says, the rod I cleaned is the connecting rod to the fore, not the half-cleaned rod behind it.

There must be a law, that wherever you stop a loco you can't clean all of the rods!

We successfully returned to service (and money making) on 30 October 2021, just short of a year out-of-service due to an ageing firebox and the limitations imposed on its repair by Covid. I sincerely hope that we manage a full Santa season this year - for 92 Squadron's sake, the Nene Valley Railway's sake and us all!

After Christmas and "mince pie specials" at New Year, we are then into winter maintenance until Easter, when we all hope we will reopen in better times.



Picture courtesy of Ian Bowskill

Perhaps there will be gold at the end of the rainbow? If you would like to join the 92 Squadron team, just contact me, we need help in all areas, maintenance, cleaning, sales and donations!

Steve Lacey

"Helga" on the Nene Valley Railway

- John Scorer

In the November issue of Railway Ramblings we published John's account of his visit to the Nene Valley Railway on of Monday 30 August 2021 - The last day of operation of LMS Jubilee Class 'Bahamas' on the NVR. During the visit, John also photographed and took notes about 'Helga':



30 August 2021 - 'Helga' at Wansford, waiting to form the 15:45 to Peterborough NVR

SJ (Statens Järnvägar) (Swedish State Railways) railcar no.1212, is privately owned, and known affectionately as 'Helga'. This was running a shuttle service between Wansford and Peterborough NVR in between the times that 'Bahamas' was not running on this part of the line. The front end (for this service) of 'Helga' was that at which, in the driving cab, are located, under covers, the engine and exhaust, the latter passing through the vertical pipe and out through the roof.



The three dials on the dashboard appear to indicate air pressures (presumably of the reservoir and brakes), speed in km/h, and speed in mph (with a small digital display, not illuminated as the engine was not running). Presumably this last dial has been added since preservation. The centre dial indicates that the maximum original speed was about 75 mph, although this, of course, cannot be realised on the NVR. When in action, the control panel cover is removed to show two small handles, the left-hand

one operating the single tone horn and the right-hand one the hydraulic transmission gear selection, made whilst under power.

The driver also has a vertical control lever to the left-hand side of the panel; this, when being moved forward appears to control engine output (rpm) and backwards to select brake application. I understood these functions by asking the driver at the end of the trip, also finding out that the engine was a Scania diesel and that the unit, built in the late 1950s, was for main line use. The engine noise was well concealed by the covers, and the ride quality was smooth but slightly bouncy. The gear changes were made quite smoothly. What I did not understand was there appears to be no indication of engine rpm. This mode of operation was noticeably different to that observed from the front seats of the front passenger compartments of Cravens units on numerous occasions when they were running on the Hitchin line many years ago.

Maybe an expert can fill me in with more information about this interesting railcar. If you have not travelled on it before, I suggest that you do so.

John Scorer

Not Yet A Member of the RCTS?



New members can join the Society now and their subscription is valid to the **end of 2022**. This is a great time to encourage your non-member friends to come and join us.

New members are given a 50% discount on their first year's membership. We find that an overwhelming number of new members go on to renew, but the initial incentive helps people to take the plunge.

The link to share is: <https://rcts.org.uk/join/>

The 2022 Branch Programme

In October 2021 we brought you a preview of the 2022 programme. This has now been confirmed by Dave Elsdon, our Branch Secretary, and is detailed on the following two pages.

Hitchin meetings are held at Tilehouse Street Baptist Church Hall, Upper Tilehouse Street, Hitchin SG5 2EE. These are evening meetings 19:30- 22:00, doors open 19:00.

Welwyn Garden City meetings are held at the Methodist Church, Ludwick Way/Cole Green Lane junction, Welwyn Garden City, Herts AL7 3PN. These are afternoon meetings 14:00-16:30, doors open 13:30.

Donations will be requested for attendance branch meetings – these go towards the costs of hiring the venues and provision of tea/coffee & biscuits during the meeting. These are currently £2 for members and £3.50 for non-members.

All attendees are given a raffle ticket for a free draw! Also at meetings, there is a book stall where you can purchase pre-owned railway books, with the money contributing to branch funds.

Hitchin Speakers for 2022

11th January Andy Savage

The Work of the Railway Heritage Trust

Should be interesting to see their work with history

8th February Rob Morland

The Prince of Wales, A Brand New Steam loco for 21st Century

Interesting to find out just how much progress has been made

8th March

Branch AGM & Members evening

Come & see just what the Branch does

12th April Robert Warburton

On Shed

A selection of large & small from around the UK

10th May Dr Rudi Newman

The Bridge is Down, The Tay Bridge Disaster

An historical afternoon going way back

14th June Paul Chancellor

Passenger Services across the UK during the past decades

You never know what may turn up today

12th July Bernie Holland

This is a Luxury I can't afford

Let's see just what the railways can offer

August **No Meeting**

13th September Richard Allen

Hitchin, The last few years

A very local evening this one

11th October Steve Olive

A Swiss Railway Trilogy (Part 1)

Is this how a railway should operate?

8th November Des Shepherd

The Southern Past & Present

It will be interesting to see what we may have forgotten

13th December George Howe

Tales from Potton & Hitchin

What stories will George tell tonight

Welwyn Garden City Speakers for 2022

25th January David Jackman

North from Euston, from the RCTS Photographic Archive
A line we don't see enough about here on the ECML

22nd February Alistair Cameron

The varying fortunes of the Hatfield to St. Albans Railway
Another local line that has a chequered history

29th March Geoff Warren

The Narrow Gauge Steam Railways of Nepal & Pakistan
A chance to see a far - away operation

26th April Peter Robins

A Modern Image – Not Quite
The unexpected could appear this afternoon

31st May Geoff May

Half a Century has Passed
Most of us should remember something of this

28th June David Kelso

Construction of HS1 – The Channel Tunnel Rail Link
How our High Speed link to France was achieved

26th July Ray Schofield

The Great Northern Railway and Kings Cross
What do we know about our own local railway?

August **No Meeting**

27th September Stephen Gay

York to Edinburgh – part 2 of his Journey from Kings Cross
Another of Stephen's unique views of the railway

25th October Richard Morris

Great Western Loco's in Preservation / British Transport Mix
Do we know just what is preserved?

29th November Mike Bunn

The History of the Paris Metro
Mike takes us on another of his entertaining French lessons

20th December Dave Cockle

150 years GNR from Wood Green to Enfield
A railway man looks back through time

The December Meetings

On 14 December, at Hitchin, we have a presentation, from Andy Davies, about the history of Leatherhead Station and the conversion of the stationmaster's house into the RCTS Library & Archive. Andy has provided the following information in advance:

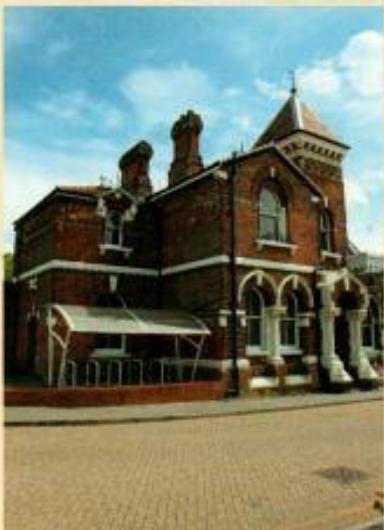


The Archive and Library

A Charitable Incorporated Organisation registered with The Charity Commission. Registered number 1169995

The Railway Correspondence and Travel Society's Library was founded in 1935.

It has now grown to a collection of more than 10,000 books and magazines including bound volumes and includes much other archival material.



**Stationmaster's House
Station Approach
Leatherhead
Surrey
KT22 7SQ**

Opening dates and how to get there are to be found on our website

www.rcts.org.uk/about/library

**Email Contact:
archive@rcts.org.uk**



The Library is also open to non-members

(continues on next page)

A Summary of the Collection

RCTS Publications

From its formation in 1928 the Society has published a monthly magazine – 'The Railway Observer' (for the first year its title was 'Railway News'). A complete set of bound volumes is housed at the library and for most years there are several copies.

In 1935 the Society published its first book – 'The locomotive stock of the main line companies of Great Britain as at 31st December 1934'. Since then the society has continued to produce books on railway subjects, many of which have been detailed histories of locomotives of British railway companies. Copies of all titles are kept at the library.

For many years the society organised rail tours, sometimes in partnership with other societies, and there is a very full collection of the itineraries (paper and digital copies) which were produced for these. A listing of these is available.

Books

There is a stock of upwards of 7000 volumes covering all aspects of railways, including a significant number concerned with railways overseas, some of which are in French, German or Spanish. Included in the collection are reference books, annuals, yearbooks, and largely complete collections of the series published by Oakwood Press and Middleton Press. Copies are held of the books of detailed track plans published by Quail and others, many of which cover ex Great Western and Southern Railway lines. Copies of the reports of traffic surveys carried out by various groups, including the RCTS, are held – these date mostly from the 1950s and 1960s and were usually carried out on Saturdays in summer when many extra passenger trains were run to cater for holidaymakers.

Periodicals

The library holds over 3000 bound volumes of periodicals on railway subjects and continues to receive many titles regularly.

The collection includes magazines and journals published by preservation societies and specialist groups, as well as more general titles. There is a complete set of Locomotive Magazine, Railway Magazine, Trains Illustrated/Modern Railways and a considerable holding of Railway Gazette. There are volumes of magazines concerning overseas railways including those of affiliated societies in Ireland, Australia and New Zealand. Other material originates from South Africa, Canada and USA.

Accident Reports

We have a collection of reports of accidents in Great Britain published in earlier years by the Railway Department of the Board of Trade and later by the Health and Safety Executive. The reports mainly concern events in the twentieth century but there are some earlier ones and listings are available. There are also copies of some accident reports from USA.

Catalogues of material held in the library

Catalogues and lists of library materials have been maintained in various Excel spreadsheets

The library contains other bibliographies and finding aids, particularly the three volumes of the Bibliography of Railway History compiled by George Ottley and others, and these are particularly useful for identifying books on particular subjects. Many copies of subject indexes to volumes of periodicals are also held.

'Archival' material

In addition to published books and magazines, the society has acquired a collection of manuscripts, internal documentation and reports, mainly by donation from members. It includes notebooks of observations by various individuals from the 1930s onwards, British Railways locomotive and rolling stock records at various dates from about 1970, track plans and drawings. This is a very mixed collection and a detailed catalogue of this material is in preparation. Meanwhile all the material is accessible for browsing on the shelves.

Within this category are two particularly notable sets of documents –

- 1) The Mike Page collection of manuscripts listing locomotives built by UK and overseas locomotive builders, together with listings of locomotives owned by most railways throughout the world from the beginnings of their history. This material fills seven drawers in filing cabinets.
- 2) Detailed abstracts of Acts of Parliament relating to railways in UK compiled by the late Bill Batteson, which are contained in 55 A4 manuscript books. The contents of these books have been scanned and it is intended to make them available in digital format.

Loans

Books and bound magazines may be borrowed by members in accordance with the rules and procedures laid down by the archivist / librarian.

RCTS6

Then, on 21 December, at Welwyn Garden City, we have a presentation by Mike Bunn. Mike says it will be "A lifetime of railway discoveries looking back over 60 years of train travel, the highlights of the ever-changing railway scene both home & abroad and the development of preservation railways during that period."

Hertford East Signal Box - Paddy Carey

In his personal story “How & Where Did It All Begin?” (which appeared in six parts) Paddy took us from his childhood and his recollection of how he became interested in trains through to much more recent times after he moved to Hertfordshire. Now, in this article, Paddy reports on much more recent goings-on with the removal of Hertford East Signal Box.



Residents near Hertford East station received notice from Keltbray Group last month of the removal of the signal box and demolition of the relay building. The signal box is to be dismantled and relocated to Leyburn on the Wensleydale Railway. Initially, there would be preparatory de-vegging and site preparation work.

The reference number on the letter was “23m 70 ch to 24m 20 ch” which I suspect is the distance on the line from Liverpool St. and is the section of line that would be isolated from the overhead line during these works.

On 19 October I decided to take a picture of the signal box again - before the works began. It really was a sad sight.



By 23 October the scaffolding was erected and work continued into the evening so that the next day a covering of plastic sheeting could be put up.

Then the de-construction proceeded. After a few days most of the box had been removed. The photo is on 27 October.

The next day I noted parts of the levers from the signal box being bundled for collection on the roadside.



I had the opportunity to chat with David Harrison from the Wensleydale Railway. He will be responsible for the reconstruction of the signal box at Leyburn. Thanks to David Harrison I have his photo of the inside of the box before it was dismantled.



On other topics, a few days later I went to see the RHTT train. It was interesting to see preparations for filming being put in place for a Netflix film. First thing I noted was there more men and women in green jackets than the orange jackets the previous weeks on the serious business!



Note that Hertford East was renamed "Norbridge".

I don't think Hertford East has had such interesting attention since the film 'School for Scoundrels' - with Terry Thomas - when the station was supposed to be Yeovil, even though there was a shot of the terminal buffers and the stock was clearly ex-LNER.

Paddy Carey

The December Puzzles – Martin Elms

This month, for starters, I have another 10 miscellaneous questions for you, to test your railway knowledge:

1. What was the proper name of <i>The Knotty</i> ?
2. Which was the first railway across England?
3. What was the proposed name by English Electric for their trial Gas Turbine loco GT3?
4. Who were the footplate crew on Mallard's record-breaking run of 126mph on 3 rd July 1938?
5. What was the last "express passenger" steam loco to be built in Britain?
6. What are the names of the three ex-BR steam locos on the Vale of Rheidol Railway?
7. What was the first air service operated by a British railway?
8. What are the geographical limits of mainland British railways?
9. What is the full name for this line – CMDP?
10. Which power signal box opened in 1964 and is now a listed building?

And now for something different – the first letter of the answer to the following questions will spell something festive:

11. Colour of the stripe over coach windows denoting first class accommodation?	
12. The Wisbech and ? Tramway.	
13. Richard Garrett's famous heavy engineering works was adjacent to this Suffolk station?	
14. Name of 35016 ?	
15. Newham station was in this city.	
16. Name of D825 ?	
17. Junction station for Stoke Ferry Branch?	
18. Manufacturer of diesel Class 40 locomotives?	

Best of luck – solutions are on the page 18. No cheating!

Martin Elms

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 properly 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” but 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 October 2021 meetings and will be further reviewed after the December meetings.

Steve Lacey (Branch Chairman)

More from the Photo Album



Rail Operations Group 37884 *Cepheus* passing Welwyn North at 11:49 on 22 September 2021. Running 51 minutes late as 580N, it was hauling nine Mk4 coaches from Ely Mlf Papworth Sidings to Newport Docks (Simsgroup) for scrap.

Photo: Tom Gladwin

Puzzle Solutions

Solutions to the puzzles in this issue (page 16):

1. The North Staffordshire Railway.
 2. The Newcastle and Carlisle Railway opened on 18th June 1838.
 3. *Lord of the Isles*.
 4. Driver Joseph Duddington and Fireman Thomas Bray.
 5. No 71000 *Duke of Gloucester*, completed at Crewe in 1954.
 6. *Owain Glyndwr*, *Llywelyn* and *Prince of Wales*.
 7. The GWR linking Cardiff, Torquay, and Plymouth on 12th April 1933, in conjunction with Imperial Airways.
 8. North – Thurso. South – Penzance. East – Lowestoft. West – The West Highland Railway, between Arisaig and Morse.
 9. Cleobury Mortimer & Ditton Priors light railway.
 10. Birmingham New Street.
 11. Yellow
 12. Upwell.
 13. Leston.
 14. Elders Fyffes.
 15. Truro.
 16. Intrepid.
 17. Denver.
 18. English Electric.
- Spelling YULETIDE.

Martin Elms

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. The committee comprises Steve Lacey (Chairman), David Elsdon (Secretary), Paul Holloway (Treasurer), John Dossett (Newsletter Editor), Roger Moulden and Adrian Scrutton. The Railway Correspondence & Travel Society is a Charitable Incorporated Organisation Registered with the Charities Commission