

# Railway Ramblings

Issue 154

May 2023

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



*D9000 "Royal Scots Grey" powers northwards through Welwyn North  
with a private charter from Kings Cross to Edinburgh  
21 April 2023*

*Photo credit: Mikki Hart*

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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

**Note:** In the event of any late change to the programme, everyone on the distribution list for this newsletter will receive an emails advising the details of the change.

## During May 2023

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

9 <sup>th</sup> May	<b>More from The Peter Bland Collection</b>	<i>Bryan Cross</i>
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At Digswell, Welwyn (14:00-16:30, doors open from 13:30)

30 <sup>th</sup> May	<b>Railtours and Specials from the 1980's</b>	<i>John Day</i>
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## During June 2023

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

13 <sup>th</sup> June	<b>A 10<sup>th</sup> Colour Rail Journey</b>	<i>Paul Chancellor</i>
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At Digswell, Welwyn (14:00-16:30, doors open from 13:30)

27 <sup>th</sup> June	<b>All About Mangapps Farm Railway</b>	<i>John Jolly</i>
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Donations are requested for attendance at branch meetings – these, together with book sales, go towards the costs of hiring the venues, speakers expenses/fees and the provision of tea/coffee & biscuits during the meeting. These have been reviewed and, with effect from the May meetings, are now £3 for members and £5 for non-members.

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

Digswell, Welwyn meetings are held at Digswell Village Church Hall, Warren Way, Digswell, Welwyn AL6 0DH

*Please note the change of southern venue and the new donation rates.*

## “Zoom” Virtual Presentations

Some RCTS branches are offering Zoom virtual presentations. In addition, there are “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*). Members can register and then take part in any of these events.



## Chairman's Platform

This month, sees us move meetings from Welwyn Garden City to the Village Church Hall in Digswell. Our survey at the start of the year showed that, with the vast majority travelling to meetings by car, the availability of parking was more important than location, although we still sought a new venue where travel by public transport is also a practical proposition. Following a very positive reaction from those attending the February Welwyn Garden City meeting we then made arrangements to change the future meeting venue from Welwyn Garden City to Welwyn (Digswell). Digswell Village Church Hall has easy car parking and is a short walk from Welwyn North station. It is important to note that our Hitchin meetings are, at present, unaffected. Dates and timing of all meetings are unaffected.

Following our AGM, on 25<sup>th</sup> April, we now have a new branch committee. Roger Moulden decided to step down and Alan Cheetham was elected to join. Roger has served quite a few years and, on behalf of you all, I thank him for his contribution. Many of you will already know Alan, and I am confident that he will bring "new ideas" to the branch committee as well as providing that invaluable extra pair of hands towards the running of the branch.

In the previous edition of *Railway Ramblings* there was a short Questionnaire about presentations over the previous year. I realise that its very nature meant that it was only really applicable to those who have attended some meetings but, so far, there have been very few responses. Consequently, it is repeated in this issue in the hope that a few more of you will want to let the committee know what you particularly liked!

Finally, I must remind you that we have increased the amounts requested as donations at our branch meetings. With effect from the May 2023 meetings the new rates will be £3 for members and £5 for non-members. I believe that these rates are still a bargain – especially as they will continue to include tea/coffee & biscuits, as well as entry into the prize draw. I am hopeful that as more of you return to meetings the finances of the branch will be on a more sustainable footing.

Steve Lacey

## The August Outing 2023

By tradition, our August fixture is an outing, to which family and friends are also invited. For this year the proposal is a visit to either the Epping Ongar Railway, or the Chinnor & Princes Risborough Railway and/or the Buckinghamshire Railway Centre. The Branch Secretary is investigating these options. Provisionally, the trip will take place on 6<sup>th</sup> August.

At this point it would be helpful to know if you would like to participate and how many there would be in your party. There is no commitment at this stage. Likewise, if you have strong views about the options then it could also be helpful to know about them.

All responses to Dave Elsdon ([dandjelsdon@gmail.com](mailto:dandjelsdon@gmail.com)) by 27<sup>th</sup> May please.



# New Meeting Venue

Starting with the meeting on 30<sup>th</sup> May 2023 meetings in the south of our area have moved from Welwyn Garden City to Digswell Village Church Hall, Digswell, Welwyn AL6 0DH



Digswell Village Church is located in Warren Way, Digswell. In this photograph the hall and adjacent car park are to the right of the picture. Apart from the car park there is on-street parking available in Warren Way and other roads. The parking restriction only applies 09:00 to 11:00 (to discourage commuters using the station).



Welwyn North Station is a short five-minute walk away.

The small red arrow indicates the location of the hall.

Note

This is "Digswell Village CHURCH Hall"  
- NOT "Digswell Village Hall".

## New Member

We welcome Richard Logan, from Barkway, as a new member of the RCTS and of the Hitchin and Welwyn Garden City Branch. Richard came to the April meeting at Hitchin and joined the society then.

# RCTS National AGM – Report by Steve Lacey

Saturday 22<sup>nd</sup> April 2023

In my roles as both your Branch Chairman and National Exhibitions Officer, I attended this meeting, which was combined with a members' day. It was held at the former Wolverhampton Low Level station (GWR) which has fortunately been saved and is now in use as a wedding and conference centre.

As you can see from the following photographs it retains the platform canopies and the magnificent edifice, though a little hemmed in by modern buildings.



Wolverhampton Low-Level Station  
Photos: Steve Lacey

You can also see why it was called the low-level station! The meeting was held in the Brunel Suite which is through the archway in the above pictures.

My day started at 08:00, setting off from Stevenage in my electric car (range showing as 238 miles) for a return journey of 210 miles.....would I make it without recharging?

On arrival at the venue there was tea and coffee, followed by a talk given by Steve Ollive on *The Railways of Schleswig-Holstein*. Next was a buffet lunch for those who paid their £7.50 .... I paid, no surprise there!

During the lunch-break, I met a chap involved with *Clan Line*; these Bulleid people get everywhere!

I also met Chris Berridge who wondered if I (or you) knew of a David Impey, or his son Sean. Apparently, David was a driver at Hitchin and used to give footplate rides to local lads. If any of you have information, please let me know and I will put you in contact.





During lunch time we also got the opportunity to see one of the rarest of loco nameplates owned by the RCTS. This was a STRAIGHT plate from GWR *King Henry VII*. It was temporarily fitted to the “streamlined” effort by the GWR, which involved a bulbous smokebox nose, vee-shaped cab front and single straight splasher, which meant removal of the normal curved nameplates and replacement by a straight one. The look did not improve the appearance of the loco and it soon was converted back to original condition and the plates swapped back. Hence, a rare beast indeed.

After lunch, the AGM started at 13.15 and finished by 14.45. I really must explain to them about getting an AGM over quickly! Seriously though, there was the usual election of officers and adoption of officers’ reports, and a minor amendment to the constitution. The treasurer explained that the accounts presented at the AGM and in the RO, were a summary of the full report, copies of which could be collected at the end of the meeting. I intended to get a copy, but got waylaid at the end and forgot, but I will email Reg Wood and get a copy for our branch. James Milne was confirmed as the new Chairman (there were no other candidates), replacing Callum MacLeod, who had stepped down (he had only agreed to serve for 3 years, when his predecessor resigned). In AOB there was a lively debate over how to attract younger members and encourage people to join branch committees, sadly no really new ideas.



The Brunel Room, where the meeting was held.

The AGM was then closed and was followed by a presentation about a narrow-gauge private railway, in Northamptonshire, The Ise Valley Railway. This was a large affair in a garden, which appeared to be half the size of Rutland, with a steam loco and 3 petrol or diesel-hydraulic locos, passenger and goods stock. This was frustrating, as I saw it as a potential Branch visit, only to be told at the end that it had been dismantled and donated to Sandtoft bus/tram museum, near Doncaster in Lincolnshire, and currently still in bits!

The day finished at 16:45 after which I drove back, and yes, I made it without recharging with 29 miles of range left.

Steve Lacey

# The May Puzzle – Martin Elms

This month, the first letter of the answer to the following questions will spell the name of the train which is claimed to have saved BR InterCity:

1. Which Scottish railway had its locomotive works at Lochgorm?
2. At which City were the above works located?
3. Locomotive Depot with location code 52A.
4. Name of steam locomotive 6851.


5. A famous summit north of Tebay.
6. What Class was locomotive 790 <i>Hardwicke</i> ?
7. Suffolk station west of Haughley Junction.
8. Locomotive depot with location code 8A.
9. Name of diesel locomotive D813.


10. What type of railway ran from Wantage Road to Wantage?
11. Very rural station between Gortan and Corrou on the West Highland Railway.
12. Closest station to the most westerly part of Mainland Britain Railway.
13. Name of Britannia Class locomotive 70014.
14. Name of watertroughs northwest of Rugby on West Coast Main Line.


As usual, best of luck – my solutions are on page 17. No cheating!

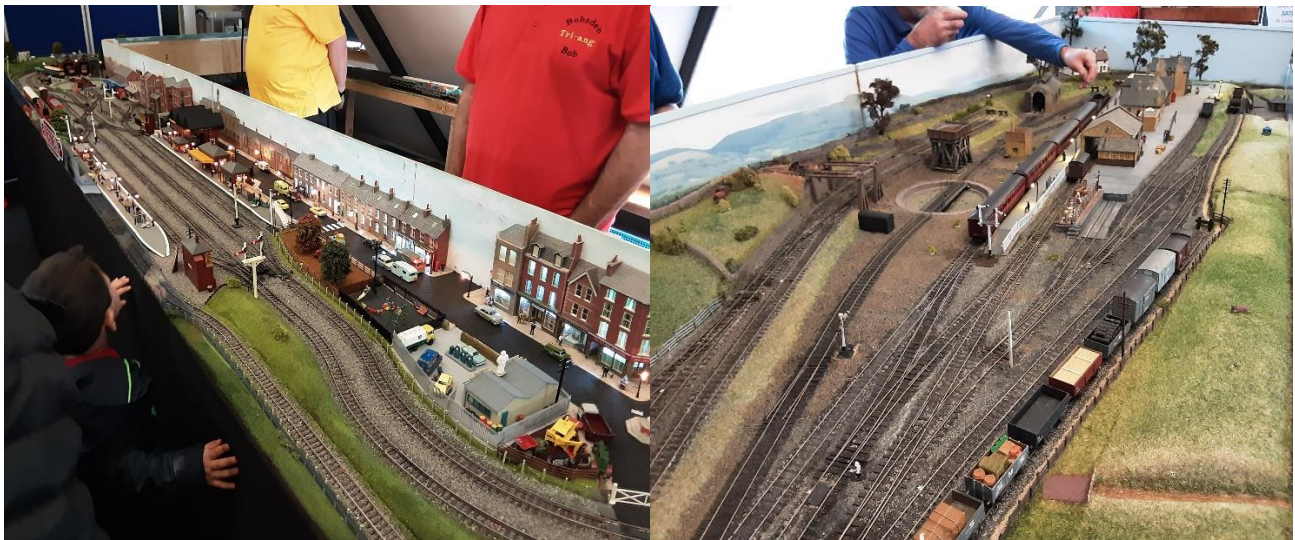
*Martin Elms*

# Mill Green Museum - Rail Event

This small rail event was put on by Mill Green Museum in Welwyn Garden City on 15<sup>th</sup> April 2023. Several local clubs and societies were invited to take part, this included our own RCTS Branch. Other groups there were St. Albans Model Engineering Society, DeHavilland Model Railway Club, The Epping Ongar Railway - and several others.



We were lucky that the day remained dry despite threatening cloud. There was a very good turn-out of visitors, better than the organisers expected - as they almost ran out of food for everyone.



The event was of particular interest to children aged up to 8 or 9 years old. Old enough to understand the basics of modelling and listen to explanations about the exhibits. Not unexpectedly, the ride on steam train was of particular interest for the very young ones.

We managed to get some of our Society leaflets and our Branch programme distributed to many of the interested adults.

I considered we had a quiet day as far as normal exhibitions go, certainly financially, but the name of the Society and Branch was well distributed with potential visitors possibly coming to our meetings, etc.

*Dave Elsdon*



# Presentation Questionnaire

## Reader Survey – Branch Presentations

Following on from the survey at the end of 2022, your committee would now like your views about the presentations most recently offered. The responses received will be used to identify popular presenters and topics - and thus help shape the balance of our future programme.

Listed are the presentations at both Hitchin and WGC since the beginning of 2022. If you attended more than one of the Hitchin meetings please rate the presentations by awarding up to 6 points (in total) to them. You can distribute your points over as few or as many presentations as you wish. (eg HM 2, HE 2, HH 1, HB 1.) For those who attended at WGC, please rate the WGC meetings.

If you attended meetings at both venues please rate each separately.

Email your responses (the codes and the number of points you award) to Dave Elsdon (email: [hitchin@rcts.org.uk](mailto:hitchin@rcts.org.uk).) by 31<sup>st</sup> May 2023. Feel free to add comments that you think might help.

			Hitchin			WGC	
	Month	Code	Topic	Presenter	Code	Topic	Presenter
2022	J	HA	Railway Heritage Trust	Andy Savage	WA	North from Euston	David Jackman
	F	HB	A1 Class - Prince of Wales	Rob Morland	WB	Hatfield – St Albans	Alistair Cameron
	M	HC			WC	Nepal & Pakistan	Geoff Warren
	A	HD	The Year 1965	Geoff Plumb	WD	Modern Image Not Quite	Peter Robins
	M	HE	Tay Bridge Disaster	Rudi Newman	WE	Last Half Century	Geoff May
	J	HF	UK Passenger Services	Paul Chancellor	WF	Branch Line to Disney	Steve Lacey
	J	HG	Journalist to Grumpy Man	David Percival	WG	GNR and Kings Cross	Ray Schofield
	S	HH	Hitchin, Last Few Years	Richard Allen	WH	York to Edinburgh	Stephen Gay
	O	HJ	Swiss Railways	Steve Ollive	WJ	GWR Preserved Locos	Richard Morris
	N	HK	The Southern	Des Shepherd	WK	Paris Metro	Mike Bunn
	D	HL	Potton & Hitchin	George Howe	WL	GNR to Enfield	Dave Cockle
2023	J	HM	Siemens ECML Project	Luke Rogers	WM	Around London	Jeremy Harrison
	F	HN	Isle of Man	Geoff Brockett	WN	Railwayman Remembers	Dave Cockle
	M	HP	Harringworth Viaduct	John Hillier	WP	Patriot Project	Colin Hall

## Help?

Trying to recall meetings some months ago may be difficult but your help in this will be much appreciated. Meeting reports (and back copies of *Railway Ramblings*) can be found on the Branch Pages of the society website: [www.rcts.org.uk](http://www.rcts.org.uk)

# The Mystery Gang – a short story by Martin Elms

Staring through rain-splattered windows of my signal box at Steel Road, I saw the approaching “Down” express, head code 1S45. It usually passes at 50 mph, the line speed here. Today, it has unexpectedly slowed down ready to possibly stop at my signal box. Putting on my coat, I ventured outside of the snug cabin and stood on the balcony as the train slowed to a halt opposite me. In the cab through the steamed-up windows I saw the second-man leave his seat and prepare to leave the locomotive. He climbed down and stood in the cress in front of the loco, D321. His jacket was pulled up over his head to provide some protection from the heavy rainfall. The considerable noise of the idling locomotive, together with the wind strength and driving rain was going to make conversation between us difficult. I shouted out the “line was clear” for him to cross over to me. He crossed the line quickly and climbing up the exterior steps, two-at-a-time, joined me. I indicated for him to enter the box and I immediately followed him inside to the warm welcoming atmosphere.

“Hi” he said, “As you can see, I’m the second-man on this train, 1S45”, he continued sounding noticeably confident of himself, “We wish to report a rough track-ride about half a mile south of here at...”, he paused to consult a notebook pulled from his wet overall pocket, “Yes, on the down line at underbridge number fifty-six, at the sixty-three and a half milepost”.

I repeated what he had said back to him, recording this in the Train Register. I advised him that I would report it to control.

He left the box. I saw him correctly, and with purpose, checking the line was still clear before crossing the running line. He climbed back into the cab, this time from the six-foot via the offside door.

A horn warning from the loco was followed by throttled-up engine with a thumping roar. This shook the signal box to the foundations. The second-man waved an acknowledgement in my direction. The loco slowly accelerated. The train consisted of ten coaches and continued northwards in the heavy rain. I checked its flickering taillight as it left my sight. I attended to the signals and bells to communicate with the adjacent signal boxes. I then telephoned control at Carlisle to pass on the second-man’s report.

I am a relief signalman based at Carlisle. I am authorised and have been “passed out” to work signal boxes on the Waverley between Carlisle and Hawick. On this day, Saturday 12<sup>th</sup> September 1969 I am covering the two-to-ten shift in the signal box at Steele Road.

Control advised me that the signal man at Newcastleton, the box to the south of my section, would be stopping all down trains to advise them of the location of the fault reported by 1S45. I was instructed to keep my signals at danger. This would ensure my “on” distant signal a mile away would act as an additional reminder to run “at caution” over the reported defective track. I was informed Control would call out the mobile permanent way gang from their homes at Hawick to attend and advised they would be with me in about one hour.

However, after only a few minutes I heard footsteps outside and the door was pushed open, assisted by a strong howling and gusting wind. I was quite surprised and taken aback by the presence of someone in the operational area of the railway and entering my signal box. The clothing worn was clearly a permanent way man, wearing overalls which were covered by a huge black mac with essential sou’wester hat. This was perfect gear for the wild night conditions.

He soon looked comfortable inside the box, out of the wild weather. He introduced himself as ganger Jim Watts. He stated he lived locally. Together with gang they had been called out by control a few minutes earlier.

I provided him details of the rough ride report and told him that I was most impressed with such a fast reaction to the problem.

“Oh yes, I know the site well. It was all O.K. when I patrolled it yesterday. Perhaps this rain has undermined the track ballast under the sleepers where it leaves the bridge. There is new ballast and packing chippings on site so that's what we will do now, pack the track”, he confidently informed me what I expected they would do.

He left the box and, with his four colleagues, walked along the down cess, correctly following track safety rules, to face oncoming trains. I saw them walking towards the bridge. The rain had eased off a little. I took the opportunity to get more coal from the outside bunker. I left the cabin and saw the gang slowly making their way southwards. I noticed that despite newly introduced Safety Rules none of the gang were wearing high-visibility orange jackets. The folly of this I could appreciate because the gang were hardly visible as they made their way along the cess and then going onto the track to attend to the reported fault.

On returning inside I busied myself accepting and then preparing to slow down a light engine from Carlisle.

I saw the gang move out of the way to a place of safety off the down cess and, after the loco passed, returning to their task. After checking that it had slowed down, I then cleared the down home and starter signals as loco number D5213 crept by the box. I leaned out of a window trackside.

“The gang are clearing the fault, as you saw” I shouted out to the second-man who was also leaning out of the cab window.

“Didn't see any.....” the last words from him were drowned as the driver obviously impatient with the delay “opened up” the loco. A cloud of diesel smoke was extensive. The cabin was shaking significantly. The noise from the loco continued clearly as it rapidly accelerated away north.

I questioned in my mind what the second man had shouted to me. Did he mean they hadn't seen the gang? Even now I could see that they appeared to have finished packing and crossed over to the up cess. They were walking towards me and were almost back at my location.

Jim re-entered the cabin just as the rain started to fall heavily again.

“All done” he said. With that he turned around and left by the door. I was required to obtain Jim's signature before leaving my box to confirm that he had completed the track repairs and that the defect had been removed and was now fit to resume line speed. The details of which had been entered by me in the box Train Register.

I saw him and his gang hurry over the tracks towards the cottages, but I thought they were unoccupied. Why are they going there?

A brief time later I heard footsteps coming up the steps again. “Jim coming back to sign the register” I thought. No. It was not Jim. In came a short stocky man wearing modern style overalls, covered by a far more suitable coat. In stark contrast to Jim, he was complemented by a clean high-visibility orange mini-vest.



"I'm Reg Charles from Hawick mobile track gang. We have been called out to attend to a rough riding track fault by control." He said this with a voice of authority.

Feeling my head swimming, my thoughts and work processes were muddled. I told Reg that the local gang had already dealt with it. I added strongly, in my voice, that he must have seen them cross the tracks as he and his gang arrived.

"I didn't see anyone. They could not have dealt with it ", he spoke in an authoritative tone as if he would argue the point he had made. Then came his punch line. "They were disbanded six years ago; most left the railway and the others retired. We now patrol and maintain the track all the way from Newcastleton to Hawick"

I shrugged my shoulders. I was surprised to hear what he said could be correct. I was not familiar with local staff deployment. He left the signal box without any further comment. I did not know what else I could say. He joined his similarly clad gang outside. Together they walked over the tracks into the down cess and continued in the direction of the reported fault. One or two of the gang looked back in my direction. I could see their cigarettes glowing. I assumed Jim must have passed to them my comments about the local gang having attended before their arrival. They probably thought I was simple.

One hour later, just as the rain eased to a fine mizzle, it was dusk. Reg came stamping up the steps. I expected and received a great deal of expletives from him. He angrily entered the box. Translated he stated that there was fresh ballast on the track and signs that the sleepers had been recently packed. Therefore, the fault had gone. He had checked the track for some distance in the heavy rain with his cross level. He then went on to bang the instrument up and down on the pristine polished lino.

"But who the Hell has done it?" he asked.

I remained silent.

*Martin Elms*

## Luton MRC Exhibition – 22 April 2023 – Report



We had a promotional stand at this exhibition – ably staffed by Paul Holloway, Clive Johnson and Dave Elsdon. Unfortunately, the public attendance was lower than was expected by the club. However, we did sell a small number of our wonderful pre-owned books and, after allowing for costs, made a small profit.



# Nene Valley Railway

## Coronation Celebrations

7th & 8th 2023

May



King's  
Coronation  
Celebration

God save the King

Visit the Nene Valley Railway on Sun 7th & Mon 8th May - for a Best of British Celebration of the Coronation of King Charles III.

The bunting will be hanging, the fish and chips will be frying and the scones will be in the oven. Dress in Red, White & Blue and celebrate in good old British style.

On **Sunday 7th May** the *Flying Codman* service (Daytime Fish & Chip Train) will be running on the 13:00 service. Tickets must be purchased online in advance for this service.

All *Flying Codman* Tickets include a full rover ticket, so you can enjoy all three services of the day, with your food served to your reserved table on the 13:00 service departing from Wansford Station.

On **Monday 8th May** - Add a boxed "Cream Tea for One" to each ticket, to enjoy onboard the train. Cream Tea boxes can be picked up from 11:30am until 3pm from the Cafe at Wansford Station. These must be added to your ticket at time of purchase via the online booking system.

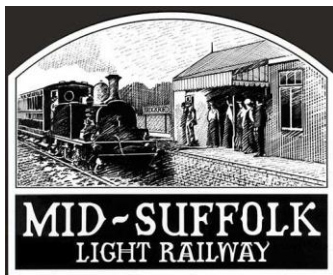
A selection of drinks will be available to purchase from the onboard bar.

For further details of all services and to book tickets: <https://nvr.org.uk>

*Details courtesy the Nene Valley Railway*

## Newsletter Distribution

This e-newsletter, *Railway Ramblings*, is distributed by the Branch Chairman (Steve Lacey). If you do not currently receive a copy directly but would like to do so, provide him with your email address and you will be added to the list. Conversely, if you currently receive a copy but wish to be taken off the distribution list then please advise him accordingly. Steve's email address is [gricersteve@hotmail.com](mailto:gricersteve@hotmail.com)



# Mid-Suffolk Light Railway

28<sup>th</sup> & 29<sup>th</sup> May 2023

The Middy in the 40's

Britain's railways played a major role in the war effort and the Mid-Suffolk Light Railway was no different, coming into its own after 1942 when the USAAF moved into the airfields at Mendlesham and Horham. The Middy had never been so busy and never would be again after the war ended, so this event is our tribute to those who served to preserve freedom both at home and overseas in those dark years between 1939 and 1945.

Middy in the 1940s has grown from small beginnings to become one of the largest events in the railway's calendar and, along with the many visiting displays and vehicles, the MSLR is joined by a number of quality re-enactors to help create a great 1940's atmosphere.



There will be a grand array of displays and exhibits  
and, of course, many of our favourite re-enactors and 'personalities'.

This year there will be a range of military and civilian vehicles of the period and stalls selling everything from clothing, collectables, toys, military memorabilia, wartime paperwork and magazines. And a flypast from the Battle of Britain Memorial Flight.

Both days will feature 1940s style music.

If you feel like joining in and donning some 40's attire there is a fantastic local company who do a wide range of civilian and military costumes <https://masqueradeshop.co.uk/>

*Restrictions on attire: Please read.*

*Naturally the MSLR want all their visitors to have a great day out, so there are restrictions on the wearing of uniforms and insignia that might be likely to cause controversy and upset to visitors. Following the guidelines outlined by the Heritage Railway Association, the Middy will not permit access to visitors or re-enactors who are attired as Schutzstaffel staff, Allgemeine SS forces, Waffen-SS or who wear any uniform or clothing displaying the Totenkopf (Deaths' Head) symbol, red armbands emblazoned with the swastika or any other overt Nazi insignia.*

*Reproduced courtesy of the MSLR*





# Epping Ongar Railway

## News - Carriage Loan for 2023

The Epping Ongar Railway has received an additional passenger carriage on loan for the 2023 season.



The British Railways Mark 1 carriage, dating from 1958, numbered 35207, is of a type known as a Brake Corridor Second (BSK), seats 32 passengers in 4 compartments and will allow the Railway to offer more of the popular “compartment” tickets on certain event days and for its Santa Special and Winter lights trains. It also contains an area for the guard and a parcels area.



The loan of the carriage enables the railway to undertake essential maintenance work on some of its own rolling stock more efficiently, as stock under repair can remain out of service for longer periods.

The carriage, formally based at the Bluebell Railway, is on loan from Torrington Coastal Restorations and will see on regular services throughout the year.

*Details reproduced courtesy Epping Ongar Railway*



# Chinnor & Princes Risborough Railway

Behind the Scenes Guided Tours - 8<sup>th</sup> May



As part of the King's coronation 'Big Help Out' day on **Monday 8 May**, C&PRR will be inviting visitors to see parts of their Railway rarely accessible by the general public. What goes on beyond the end of the platform at Princes Risborough, or down the tracks past the crossing gates at Chinnor??? - Come and find out and perhaps... even Help Out!

The coronation 'Big Help Out' day is to encourage people to volunteer and join the work being undertaken to support their local areas. All the staff you see at C&PRR are unpaid volunteers, perhaps you could be one too???

These C&PRR guided tours are **free to join** and guides will be on hand at both Chinnor and Princes Risborough platforms from **11.00 until 16.30** to show you around and answer your questions, including about becoming a volunteer.

Please note that C&PRR are also running steam and vintage diesel services on the day, and so for safety reasons tours will be arranged in between train movements. In addition to the Free Guided Tours the regular range of Adult discounts and concessions plus Child fares are also available for travel on the day. You can [buy your travel tickets in advance HERE](#).

*Information reproduced courtesy of the C&PRR*



# Branch Committee

## The 2023-2024 Hitchin & Welwyn Garden City Branch Committee

Elected at the 2023 AGM



Steve Lacey  
*Chair*



Dave Elsdon  
*Secretary*



Paul Holloway  
*Treasurer*



John Dossett  
*Newsletter*



Alan Cheetham

## Puzzle Solutions

Solution to the puzzle in this issue (page 7):

1. **H**ighland. 2. **I**nverness. 3. **G**ateshead. 4. **H**urst Grange. 5. **S**hap. 6. **P**recedent.  
7. **E**lmswell. 8. **E**dge Hill (Liverpool). 9. **D**iadem. 10. **T**ramway. 11. **R**annoch. 12. **A**risaig.  
13. **I**ron Duke. 14. **N**ewbold.

Solution: HIGH SPEED TRAIN

*Martin Elms*

## Back Numbers

On the Society national website, you can find back-numbers of *Railway Ramblings*. Simply go to <https://rcts.org.uk> and click on "Branches".





## More Nene Valley News -

### Why is Platform 3 at Wansford not in use?



“A picture’s worth a thousand words”

At long last the signal box has come to the top of the “in need of a refurbishment” list. Because you can no longer just stick a ladder up and dangle off it with a paint kettle in one hand and a paint brush in the other, scaffolding is required and a possession put in place, with the obligatory blue fencing. The work will be finished as soon as possible, but until then, movements will be restricted to platform 2, with run-rounds at Yarwell and Peterborough NVR.



*Photos and text: Steve Lacey*

*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) and Alan Cheetham. The Railway Correspondence & Travel Society is a Charitable Incorporated Organisation Registered with the Charities Commission.*