

Railway Ramblings

Issue 166

May 2024

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



37114 at Westerfield on 5th August 2003 with 6Z06 Temple Mills to Lowestoft

From the presentation on 28th May at Digswell, Welwyn

(Photo: John Day)

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 email advising the details of the change.

During May 2024

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

14th May **Memories of a Gorleston Spotter (Part 2)**

Chris Wright

At Digswell, Welwyn (14:00-16:30, doors open from 13:30)

28th May **Railtours and Specials (Part 2)**

John Day

During June 2024

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

11th June **A Decade of Change – 2001 Onwards**

Peter Robins

At Digswell, Welwyn (14:00-16:30, doors open from 13:30)

25th June **The History of the 125 High Speed Train 1975-2023**

Richard Morris

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 are £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

“Zoom” Virtual Presentations

Some RCTS branches offer Zoom virtual presentations. In addition, there are “national” Zoom presentations 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.

Presentations Offered by Neighbouring Branches

Make the most of your RCTS membership. The following details are for those RCTS branches which are geographically closest to us.

CAMBRIDGE

The Swifts, Haggis Gap, Fulbourn, Cambridge CB21 5HD
- Meetings start at 19:30

14th May Midsomer Norton – Rising from the Ashes
by John Baxter.

SOUTH ESSEX

Shenfield Parish Hall, 60, Hutton Road, Shenfield CM15 8LB
- Meetings start at 19:30

20th May The Great Central Railway
by Ray Schofield.

MILTON KEYNES

Network Rail, The Quadrant, Milton Keynes, MK9 1EN
- Meetings start at 19:30

2nd May The “Vintage Trains” Story – The Rise to a Train Operating
Company
by Mike Corbett, with The Institute of Mechanical Engineers.

WATFORD

Beechen Grove Baptist Church, Clarendon Road, Watford WD17 1JJ
- Meetings start at 19:00

7th May Those Were the Years Those Were : Part 1 (UK 1960-68)
by Michael Reade.



Chairman's Platform

As a Society the big news has to be the announcement, made in "RCTS News" April 2024 edition, by our Society Chairman, James Milne, that the RCTS has been in discussions with both The Stephenson Locomotive Society (SLS) and the Locomotive Club of Great Britain (LCGB) on a greater collaboration and closer working arrangements, as well as other railway enthusiast organisations. He announced that our discussions with the SLS have resulted in the signing of a formal Heads of Terms Agreement which commits both parties to explore how working closer together could lead to a formal collaboration, the exact nature of which will be determined by further investigation informed by joint working parties. No doubt more will follow now that the wheels are in motion.

Last month I said that, this month, I hoped to give some detail on the August outing so that you could let us know if you (and your family & friends) are likely participants. We had decided that this would be a visit to the Chinnor & Princes Risborough Railway – they celebrate 30 years of operation this August – but at present we do not have an agreed date or outline plan for the day. Understandably, they are busy planning a number of celebratory activities – in the next week or so either we will have a complete plan for a visit there, or else we will have created a "Plan B2" for our outing. Last year we had a great day at the Epping Ongar line, including "behind the scenes", and we are expecting to offer something similar again this year, although I cannot guarantee such a nice sunny day!

Turning to other matters, the search continues for a new venue in the north of "our patch". Some helpful suggestions were received during the April meeting at Hitchin and these are being used in the hunt. Further suggestions would be most welcome.

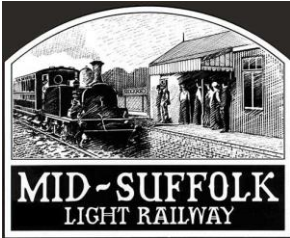
The heritage lines really get their 2024 programmes going this month. A check on their websites shows plenty of activity and, also, many events selling out well in advance. That's good news for them but, if you are planning a visit it makes sense to check availability before you travel.

And finally, another reminder about badges at our meetings - If you don't yet have a lanyard badge (and feel you have been overlooked) then let me (or Dave Elsdon, Paul Holloway or John Dossett) know and we will get one ready for your next visit. It could be that there is already one waiting for you – there should be a list at the registration desk so that you can check. If you already have a lanyard-type badge we would now prefer you to retain it – AND try to remember to wear it when attending meetings!

Steve Lacey

New Member

We welcome back Howard Green, of St Albans, as a member of the RCTS and of the Hitchin & Welwyn Garden City branch. Howard was a member some years ago and has decided to rejoin. It was good to see Howard at the recent Hitchin meetings.



Mid Suffolk Light Railway

Two Special Events in May

Steam Railway Day - with Eastern Counties Motor Club Visit

12 May 2024



A Steam Railway Day with plenty of added interest provided by visitors from the Eastern Counties Motor Club, with some 40-plus special vehicles arriving from 11.00 am onwards.

The ECMC is the first of a number of vehicle clubs who will be visiting the MSLR this summer.

Middy in the 1940s

26 May 2024 - 27 May 2024

“Middy in the 1940s” brings history alive and makes a great day out for families and enthusiasts alike – an exhibition of how it was in those extraordinary end-of-war days. Including, of course, steam train rides in veteran Great Eastern Railway 4-wheel coaches. Both the MSLR resident steam locomotives will be in steam – guest loco 1910-built Andrew Barclay 0-4-0ST no.1219 ‘Caledonia Works’ and the 1906 Cockerill vertical boiler Belgian tram.



The celebration will include a wide range of re-enactors, displays of memorabilia and a long list of military and vintage vehicles - plus on Sunday 26th May (weather permitting), there will be a fly-past by one of the Battle of Britain Memorial Flight's historic aircraft. There will also be 1940s style live music on both days from Sarah Mai.

This is an entertaining and enjoyable event and you can stay as long as you like and ride the trains as many times as you like.

Displays will include:

The Home Guard

Soil Cinderellas Women's Land Army display

WVS "Make do & Mend"

George's Boys USAAF airforce re-enactors

Norfolk Forties Society re-enactors

Home Guard Firearms Civil Defenders Re-enactment Group

A wide selection of WW2 era military and civilian vehicles.

Trade Stands – Assorted military memorabilia – 40's clothes, crockery, etc.

Battle of Britain Memorial Flight flypast (26th only)

Live 1940's style music both days with Sarah Mai

And, of course, trains will be running and all the Middy facilities will be open.

Plus, the Eastern Counties Bus Preservation Group will be operating their FREE shuttle service from Stowmarket Station to the "Middy" Station during both days.

The **EASTERN COUNTIES** **Bus Preservation Group**

Event tickets will be on sale through the Middy website and will also be available on the day at the Ticket Office. Adults: £14.00, children under 16 £8.00, families (2 + 2) £36.00

Open 10.30 a.m. – 4.30 p.m.

More information: [Visit Us & What's on - Mid-Suffolk Light Railway Museum \(mslr.org.uk\)](http://midsuffolklightmuseum.org.uk)

(Material courtesy of the MSLR)

The May Puzzle – Martin Elms

This month, the first letter of the answer to the following questions will spell out the name of a luxury train from the past:

1. Station south east of Inverness
2. Name of locomotive 6960
3. Locomotive depot with code 40B
4. Manufacturer of diesel engines used in many smaller shunters
5. George ? locomotive superintendent of the LMS from 1923 to 1925
6. Station between Westerfield and Felixstowe
7. Name of locomotive D832
8. Tunnel near Amberley

9. ? Castle Railway
10. ? and Wymondham M&GN station
11. Watertroughs between Knebworth and Stevenage
12. Princes Marie ? locomotive 46206
13. Locomotive depot with code 83C

As usual, best of luck – my solutions are on page 19.

Martin Elms



Steam Gala Weekend

4th, 5th & 6th May



The home fleet of steam locomotives, along with star visiting locomotives 2999 *Lady of Legend* and 45690 *Leander*, undertaking the last steamings of its current boiler certificate, come out to be put through their paces over some of the most challenging gradients in preservation.

Accompanying locomotives from the “home” fleet will be:

- Great Western Railway Hall class locomotive 4953 *Pitchford Hall*
- Great Western Railway prairie locomotive, L150 (5521) in LT maroon livery
- Hawthorn Leslie 0-6-0 saddle tank, number 3437 *Isabel*

An intensive service will operate. Services will additionally run until late evening on Saturday.

Train bars will be also be open, serving a selection of draught beers, as well as a range of wines, lagers and soft drinks.

All trains will be running in conjunction with the EOR fleet of vintage London buses, which will provide connections with Epping Underground and Shenfield National Rail station.

(Reproduced courtesy of the EOR)



Leander's Farewell

11th & 12th May

The final weekend in the EOR "Festival of Steam" trilogy of events.

This weekend will see LMS Jubilee 45690 *Leander* working its final services on its current boiler certificate - Join the EOR for a farewell weekend. It is expected that *Leander* will be joined by another of the EOR home fleet of locomotives.



All trains will be running in conjunction with the EOR fleet of vintage London buses, which will provide connections with Epping Underground and Shenfield National Rail stations.

The Penny Salon gallery at Ongar will be showing a photographic exhibition entitled "Monochrome Memories - Everyday to artform". Admission is free.

For full details of this and other EOR events, visit their website:

[Festival of Steam | Epping Ongar Railway \(eorrailway.co.uk\)](http://eorrailway.co.uk)

(Reproduced courtesy of the EOR)

De Havilland MRS Exhibition – Report

20th April 2024



A bright sunny, but chilly, day saw a good turnout of the general public for the De Havilland Model Railway Society 2024 exhibition in Welwyn Garden City. The RCTS stand, manned by Dave Elsdon, Paul Holloway and John Dossett, was in a prominent position just inside the entrance and quite a few of our pre-owned books (and a new RCTS publication) were sold. With a relatively modest fee being paid for the stand, we gained a useful addition to Branch funds and had plenty of people stopping by for a browse and a chat.

Back in Time

– a short story by Martin Elms

I walked along “Station Road” in thick fog, towards the entrance to Westbourne station, in great expectation that the fog would lift. I hoped to photograph a special Pullman train, hauled by a Class 47, due to call at Westbourne at two o’clock to change drivers.

I had left my home at Royston earlier that morning, driving to visit a favourite Aunt and Uncle near Devizes. A few leisurely days were planned, including freight train spotting around Westbury and a search of the former Somerset and Dorset line in a splendid rural environment. Another treat to look forward to included sampling my aunt’s delicious home cooking. Together with her sister, my mother, they were famous in the family for their fine cuisine!

The journey went well, except for a few crazy drivers I unfortunately encountered. A few miles from Westbourne, I found myself suddenly driving into dense fog. I became a little frustrated with the extended journey time which would be caused by the fog. Misleading signposts added to frustration towards the end of my journey. I was directed to a car park which was on the far side of town from the railway station. This resulted in a roundabout walk and I was relieved to eventually reach Westbourne Station.

Walking up the entrance stairs into the quiet station, I saw a young railwayman who glanced at me, appearing to be interested in my camera which was hanging on the strap around my neck. Looking at me and my camera he made what seemed an obvious statement:

“Come to see the special?” Before I could answer he added “It’s due to stop here at two but was about fifteen minutes late passing Reading.” I must have looked weary after the drive from Royston, with the road indiscipline I had witnessed and the strain of completing the trip in dense fog, because the young railman provided a warm welcome and made a good suggestion:

“The station buffet is not up to much. If I were you I would go along that footpath on the right, past the old loco depot, into town to the local café which has a bakers next door for a cuppa. You must have one of the baker’s home-made sausage rolls. They are scrummy.”

He pointed to the right – to a path adjacent to some obviously disused railway buildings.

Thanking him and promising to return at two, I set off along the path through the now slowly clearing fog. After a few yards walking along the path, I saw a door on my right, in one of the buildings, was open. I was surprised and a little shocked as a railwayman in shirt sleeves emptied a bucket of soapy water in my direction. I was almost soaked by the energy he used to empty the bucket close to my lower legs.

“Blimey mate, I’m really sorry about that - should have looked first” he said. He was profoundly apologetic, in a friendly west country dialect “Please come in here and we can have a cuppa to make up for my carelessness”. Initially, I politely declined to accept his invitation. However, he insisted upon me accepting the invitation and I soon found myself in what was obviously a train drivers’ messroom.

The messroom was furnished with a large, sparkling clean, grey Formica covered table and about a dozen orange chairs neatly arranged around it. The remainder of the room including the red tiled floor was also extremely clean, almost new in appearance The plaster lined walls, painted in grey, were also spotlessly clean. The room looked and smelt like a hospital clinic! Even the notices and posters were arranged neatly in straight lines, equal distances apart. This area was obviously well cared for by the staff. I formed the opinion a lot of people would have been appreciative of the cleanliness and general tidiness of the room.

The railman went to the far corner, which was the cooking and tea-making area. This was superbly clean, with wall-mounted cupboards containing the crockery neat and tidy.

“By the way, my name is Charlie Grey. I’m a senior driver here. I am spare-man today, so on cleaning and housekeeping duties” he said cheerfully. He looked over his shoulder with a smile towards me as he continued his role as tea boy. He went to a grey steel locker, one of twenty along the far wall, and beckoned me over. As he opened the door, he showed me the photographs attached inside the door; “That’s my wife Sandra. She, like me, is now fifty-two. That’s my son Robert, who is still at school. He’s thirteen and says he wants to be a driver like me. Everybody calls him Bob” he said proudly.

I looked at their cheerful smiling faces and made an appropriate comment. He was obviously extremely proud of them.

We sat at a table. Charlie told me that the depot was now a stabling point, being a sub depot of Westbury. He was one of the few drivers left. He went on to say it was to close soon, being replaced by a signing-on point, provided on the station. He asked me about my journey and my proposed walk to the café. Surprisingly, he volunteered to get some of the famous sausage rolls for us. Before I could stop him, he put on a driver’s jacket and disappeared through the door into the alley. He returned almost immediately with two bags He put one into his locker. “Cakes for Sandra and Robert” he said with a smile.

From the other bag we enjoyed a convivial snack. Charlie refused my offer to pay. Conversation about the future for railways followed. I formed the opinion that Charlie was talking of past events as if they were recent or even in the future. I found the conversation very confusing.

Glancing at the large electric clock above the sink unit I was startled to see it showing two o'clock. I thanked Charlie profusely and after a firm handshake, he walked with me into the alley. The fog had dispersed, and I hurried to the station.

I was pleased conditions were good for taking photos of the Pullman, which was hauled by an immaculately clean 47456. The drivers had just changed over. I walked along the platform looking at the luxurious coaches. The well upholstered interior with passengers enjoying a meal, staring at me through the exceptionally clean windows. This standard of train presentation was remarkable.

With a great deal of whistling on the platform, in preparation for departure, and with the Class 47 horn sounding, the train pulled away. It quickly picked up speed and disappeared in a westerly direction towards the next stop, at Bath. It was timetabled to terminate at Cheltenham. An overnight stop for the passengers in a hotel, of the style the Pullman train was offering, awaited the passengers.

As I turned to leave the station, I almost collided with a driver leaving a door marked "Private Staff only" I apologised and noticed this man bore a strong resemblance to Charlie. I could see that he noticed my camera. He then began to speak with an accent similar to Charlie Grey. With a friendly conversational nature, he told me that he had driven the special from Paddington to Westbourne and was now going home. I told him that my car was parked on the far side of town and was surprised, but delighted, when he offered me a lift with him to my car in that distant car park.

Walking to his car, he explained the use of the buildings that we were passing on the way to his car in the staff car park. He explained that they were formerly part of the loco depot, then had been altered into the diesel stabling point. These had been closed ten years ago and left the railway with a severe problem because they had listed building status. No decision had been made on their future and lack of money to maintain them resulted in deterioration of a serious nature. Producing a key, he opened the nearest door to us. He offered to show me how dilapidated the buildings had become.

I was shocked to enter the mess room. It was in a terrible condition having been extensively vandalised. An atmosphere of damp, foul odours and an extensive volume of rubbish covered in a layer of pigeon droppings from roosting birds. They had gained entry through the damaged roof. This surely couldn't be the immaculate room I had left only half an hour before.

I stumbled around in disbelief and noticed the broken clock lying on the filthy and damaged table. It had stopped at two o'clock. The formerly clean grey coloured lockers were scattered haphazardly on the floor. The majority were broken with damaged doors wide open. The driver, tutting at the condition of the room, turned to me and said "My late dad, Charlie Grey, was a driver here for some forty-odd years until it closed. He and his colleagues kept this room immaculate."

He added "I am his son Robert, although everybody calls me Bob."

I was left with a feeling of complete shock.

Martin Elms



Nene Valley – “East Coast Giants”

25th, 26th & 27th May

Visit the Nene Valley Railway to celebrate the Giants of the East Coast with 60163 *Tornado* and Deltic 55013 *Black Watch*.

Mk1 coaching stock in use

Five Tornado/Deltic services per day, with the last train double headed

Licensed Buffet Cars

Wansford Cafe serving hot/cold food and refreshments from 08:30

Wansford Shop and Second-Hand Book Shop open

Shed Tours at Wansford

Ale on Rail



Named at Doncaster Works on July 21st 1961 before introduction to traffic, D9009 maintained the ‘racehorse’ tradition of the LNER by commemorating the winner of the 1949 Ascot Gold Cup. Based at Finsbury Park in North London, *Alycidon* was one of eight ‘racehorse’ Deltics stabled there.

In May 1981, she moved to York after the closure of Finsbury Park and was one of four Deltics prepared to work a series of farewell rail-tours during their final six months of operation. Her final outing in BR service was on January 2nd 1982 as standby locomotive for the ‘Deltic Scotsman Farewell’. Whilst at the NVR D9009 will be appearing as 55013 *Black Watch*.



In 1990 a group of people came together to share an extraordinary ambition – to build a brand-new Peppercorn A1 Pacific. They formed The A1 Steam Locomotive Trust and, after 19 years of incredible effort, locomotive No 60163 *Tornado* moved under its own power for the first time in 2008.

The A1s were designed by Arthur H Peppercorn (29th January 1889 – 3rd March 1951), the last Chief Mechanical Engineer of the London & North Eastern Railway (LNER). They were the last in a line of famous express passenger steam locomotives for the East Coast Main Line, which included the Stirling Singles, the Ivatt Atlantics and the Gresley Pacifics.

The original 49 Peppercorn Class A1s were ordered by the LNER and built at Doncaster and Darlington for British Railways (BR) in 1948/9, after the nationalisation of the railways. As designed, they were ideally suited for the post-war world of poor maintenance and heavy trains, with their 50 sq.ft grate, allowing them to use lower-grade coal than their predecessors. The final five were even equipped with roller bearings enabling them to go for an average of 118,000 miles between heavy repairs, making the A1s the cheapest to run of all British steam locomotives in the same category. They were also the most reliable of all the express passenger steam locomotives owned by British Railways.

Tickets for this event: Adult Rover £25.00 Child Rover £15.00

For further details and bookings visit:

[East Coast Giants](http://EastCoastGiants.com) | [Nene Valley Railway Ltd \(nvr.org.uk\)](http://NeneValleyRailwayLtd.com)

(Reproduced courtesy NVR)



Chinnor Independent Line - Relaying Progress

The first 60ft track panels on the Chinnor and Princes Risborough Railway's (C&PRR) Independent Line into Princes Risborough have been laid, using the Railway's track relaying machine (TRM), a twin-jibbed rail crane.



With the first four track panels laid on 01 March 2024, the TRM prepares to withdraw.

(Photo by Barry Marsh.)

Since 2018, when it opened a rebuilt 4th platform alongside Princes Risborough's Network Rail / Chiltern Railways station, C&PRR trains have accessed the layout there via a half-mile diversion over a NR siding; but only when it is not otherwise needed! Known as the Thame Branch Siding, it is part of the remains of the old line from Princes Risborough to Oxford via Thame. Adjacent to it were the remains of the former GWR branch to Chinnor and Watlington, but after final closure (on cessation of a daily coal train for Chinnor cement works) in 1989, the track had become derelict.

C&PRR has now lifted most of the old track, removed the trees and flattened the base ready for new track to be laid. Some of the rail is re-useable, but most of the sleepers not. A few are 'siding quality'. Its volunteers are now pressing on with relaying. Last year the Princes Risborough to Aylesbury branch was closed for a period to allow it to be diverted onto a new embankment and bridge over the HS2 track, and NR kindly donated some of the concrete sleepers made redundant as a result. They are old bullhead types, so fit the recovered rail. (The rail off the Aylesbury branch was cut up to get it off the HS2 site quickly.)

60ft panels are being assembled in small batches on top of existing track nearby, which makes getting the sleeper spacing right straightforward, then the TRM carries each panel (at approximately 10 tonnes) to its final position. One rail is then de-keyed, allowing the panel to be curved to suit, then re-keyed. Obviously there's more to it than that, with cutting and broaching to be done, but that is the principle.

(Reproduced courtesy of the C&PRR)

The May Presentations (1)

Memories of a Gorleston Spotter - Part 2

- Chris Wright



Class B17/6 No 61664 'Liverpool' leaves Yarmouth
with the 15.14 departure to Liverpool Street in April 1957
Photo by E. Alger, Colour-Rail

14th May, at Hitchin

In October 2023, in Part 1 (titled "Steam in the 1960s") Chris, a native of Gorleston-on-Sea, talked about his early spotting ventures in Norfolk; the end of steam in East Anglia; how he spent many school holidays from 1959 spotting in Hitchin at Benslow bridge; and the many trips he took from Hitchin, in the company of local spotters in pursuit of steam.

Now, in Part 2, Chris will describe spotting in Hitchin 1962 to 1965, and the many trips he took from Hitchin, in the company of local spotter pals, in pursuit of steam elsewhere.

He will also talk about his final forays chasing steam across the Midlands and further north 1965 to 1967.

The May Presentations (2)

Railtours and Specials – Part 2

- John Day



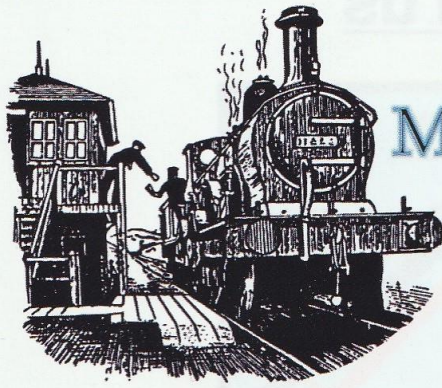
47749 'City of Truro' working 5Q72 Derby to Wembley Inter City Depot
towing Greater Anglia 720132 & 720133 on delivery, at South Kenton on 16th June 2023

28th May, at Digswell, Welwyn

Following on from the May 2023 presentation “Railtours, Specials and Unusual Workings” this second presentation, on the same theme, looks at archive material that didn’t make the cut last time plus additional new material. A lot seems to have happened in the last year with some interesting Railtours and unusual workings.! Hopefully something to enthuse everyone.!

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



South West Herts
Model Railway Society
42nd Model Railway
Exhibition
Watford Location!

Saturday
11th May 2024
10am-4:30pm

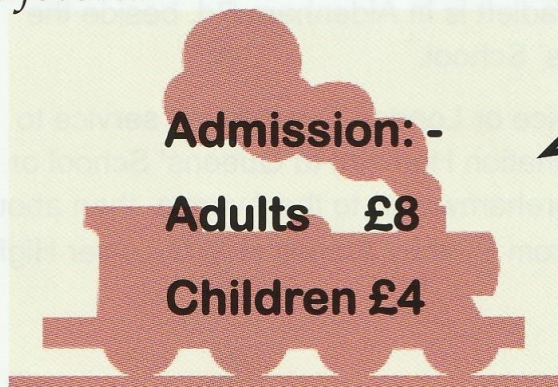
Queens' School,
Aldenham Road
Bushey WD23 2TY

*20+ model railway layouts, 3 halls, variety of
scales and model locations*

Trade and Society stands

Children's quiz sheet

Cafeteria



**Accompanied
Children under 15
FREE!**
(Max. 2Ch to 1Ad)

www.southwesthertsmrs.org.uk

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Wheelchair accessible

Workshop Wanderings – Steve Lacey

News from the Nene Valley Railway

This feature will return next month.

Puzzle Solution

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

1. Boat of Garten.
2. Raveningham Hall.
3. Immingham.
4. Gardner.
5. Hughes.
6. Trimley.
7. Onslaught.
8. North Stoke.
9. Bishops.
10. Edmondthorpe.
11. Langley.
12. Louise.
13. Exeter.

Solution: BRIGHTON BELLE

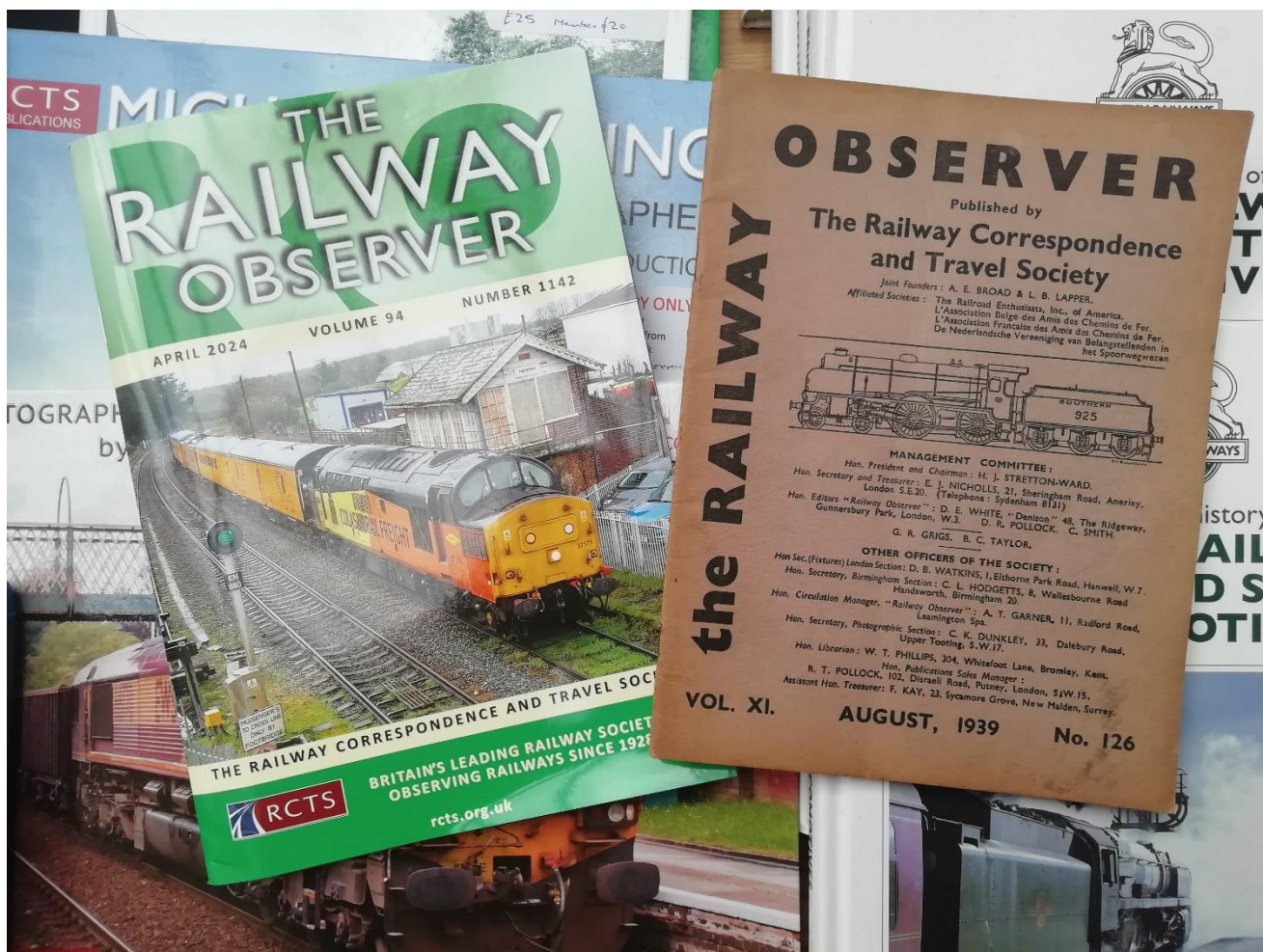
Martin Elms

From the Album



Weybourne SB – North Norfolk Railway – August 2023
(Photo: John Dossett)

Old & New - How the "Railway Observer" has changed



RO Issue 126 was recently handed to our Secretary

Become A Presenter

Your Branch Secretary, Dave Elsdon, has started to produce the 2025 programme of Branch Presentations. This will no doubt feature some familiar faces but it is also an opportunity for new faces and new subjects. If you, or someone you know, would like to make a presentation in 2025 please get in touch with Dave – either at Branch Meetings, by email to Hitchin@rcts.org.uk, or by phone 01438 714277.

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) and John Dossett (Newsletter Editor). The Railway Correspondence & Travel Society is a Charitable Incorporated Organisation Registered with the Charities Commission.