

# Railway Ramblings

Issue 170

September 2024

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



*Chinnor & Princes Risborough Railway  
Small Prairie 4555 runs round her train at Princes Risborough Station*

*Hitchin & Welwyn Garden City Branch Annual Outing  
11 August 2024*

(Photo: Tom Gladwin)

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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 email advising the details of the change.

## During September 2024

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

10<sup>th</sup> September **A Driver's Eye View – 48 Years on the Railway**

*Andy Grimmett*

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

24<sup>th</sup> September **Through Kirton Tunnel, Sheffield to Cleethorpes**

*Stephen Gay*

## During October 2024

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

8<sup>th</sup> October **Mandarin Madness – Solo Travels in China**

*David Longman*

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

29<sup>th</sup> October **Travels Around the Ukraine by Steam**

*Michael Smyth*

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



## Chairman's Platform

Thanks to the efforts of the people at the Chinnor & Princes Risborough Railway our branch outing on 11 August was a really good day-out with plenty of “behind the scenes” access. The weather was glorious – perhaps even a bit too hot for some of us! Our Editor has put together a largely pictorial report and this is on pages 11 to 14.

This month, September, we restart regular monthly meetings at both Hitchin and Digswell. We have a regular annual visitor, Stephen Gay, at Digswell and a “new face” Andy Grimmett, at Hitchin. I hope to see many of you there. Especially for the September and October meetings, if you want to sign in a friend as a guest, at the members’ donation rate, they will be very welcome. At reception simply sign your guest in below your own registration. (The normal rate will apply to other non-members).

In this issue of *Railway Ramblings* we have the last of Martin Elms’ short stories. Martin started writing these for us during the Covid-19 restrictions and I know that many of you have really enjoyed reading them. On behalf of all readers, I would like to thank Martin and hope that, one day, we may see some more.

After allowing me to “rest” for a month, the editor insisted that I continue with my Workshop Ramblings, so you also find that ongoing saga in this issue.

I finish with my now standard 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!

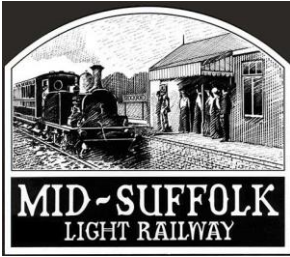
*Steve Lacey*

## Presentations Offered by Neighbouring Branches

Make the most of your RCTS membership. Why not attend a presentation offered by a neighbouring RCTS branch (Cambridge, Milton Keynes, South Essex, and Watford) The details are available in the *Railway Observer* and on the RCTS website.

## 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

Everything Goes – 4 Locos in Action



For the last summer open-day of 2024 the Middy is staging a four loco movement day – two steam and two diesel. Locomotives. On the move will be the Cockerill tram and the guest Andrew Barclay *Caledonia Works*, together with the MSLR's own Ruston & Hornsby 165DS and the Fowler Shredded Wheat 0-4-0 shunter. If you haven't seen them in action before, each one will be getting a good work out before the end of the summer season.



All the Middy facilities will be open for a memorable day out.

For details of this (and all other events) go to the Middy website:

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

*(Material courtesy of the MSLR)*



# First Steam Gala

13, 14 & 15 September



Image: courtesy of Dinmore Manor Locomotive Ltd

It is the Chinnor & Princes Risborough Railway's 30th Anniversary Year of running passenger trains and they are delighted to announce there will be a Steam Gala on Friday, Saturday & Sunday - 13, 14, 15 September 2024. There will be three locomotives in steam.

7820 *Dinmore Manor* is on hire courtesy of Dinmore Manor Locomotive Ltd and the Gloucestershire Warwickshire Railway. Not only will *Dinmore Manor* be the first tender locomotive to visit the line for a significant period of time, but they're pretty sure *Dinmore Manor* will be the first ever *Manor* Class to work to Chinnor!

Caledonian Railway No. 419 (55189) is on hire, courtesy of SRPS and the Bo'ness and Kinneil Railway, and is definitely a first working on the line!

The third steamer is 4555 GWR Small Prairie, on hire from the Dartmouth Steam Railway for the main summer season. She was specially repainted from her Great Western livery to the British Railways lined green livery in time for her arrival at the C&PRR!

Due to the high cost of providing two additional steam locomotives, including extra hire, transport and fuel charges, the Standard Day prices and concessionary rates do not apply.

For more information, please call on 07979 055366 (10.00 - 16.00 hours) or contact by email at [bookings@chinnorrailway.co.uk](mailto:bookings@chinnorrailway.co.uk).

(Reproduced courtesy of the C&PRR)

# Reflections and Observations - Tom Gladwin

## Chinnor & Princes Risborough Railway and Chiltern Railways

Although family circumstances now restricting my attendance at branch meetings, I was delighted to be able to join the branch visit to the Chinnor and Princes Risborough Railway (C&PR Rly) on 11<sup>th</sup> August and uplifted to be so warmly greeted by friends of many years. Thank you all very much indeed.

I was further fortunate that Julian, my son, enabled a further visit to the C&PRR on Thursday 22<sup>nd</sup>. We enjoyed two trips behind the Small Prairie, 4555, on hire from the Dartmouth Steam Railway.

At Princes Risborough we were surprised to find that most of the half-mile of track, which will enable the C&PRR to run over its own line into Princes Risborough station, instead of the Network Rail siding it currently uses, had been positioned. It awaits to be ballasted and connected. Much had been achieved since our visit on the 11<sup>th</sup> August.



RCTS special preparing to depart from Chinnor on 27<sup>th</sup> June, 2007

I recalled the visit we made on 27<sup>th</sup> June, 2007, when the railway kindly ran a dedicated train for our branch. Was this the last time a train carried the RCTS headboard?



On another occasion that Janet and I visited the railway (15<sup>th</sup> May, 2011) we discovered that some of the lineside fence posts by the crossing at Horsenden Lane, close to the junction with the former line to Thame and Oxford, seemed to comprise former broad-gauge track (see photograph).

Passing the crossing during our visit on 11<sup>th</sup> August I noted they were no longer there.

The Princes Risborough to Watlington line opened in 1872. In 1883 the line was purchased by the GWR and the track relaid. Were the fenceposts remnants of the earlier track? If so, I hope the railway has retained them as part of its collection of historic artefacts.

Among my favoured and regular outings with Doug White - late resident of Digswell, former editor of the *Railway Observer* and co-author of *Welwyn's Railways*, and latterly with Dave

Elsdon - were days spent at Banbury. We drove to Princes Risborough, parked, and travelled by train to and from Banbury by the direct route through Bicester, joining the Birmingham to Paddington line at Aynho Junction, before continuing to Banbury. The journey time was about 35 minutes.

Since the introduction of Chiltern Railways' services from Marylebone to Oxford there is no longer a direct service to Banbury. Instead, there is an hourly service, with a journey time of 49 minutes, requiring a change at Haddenham and Thame Parkway. On enquiry at the booking office, I was told it was better to travel to Oxford and change there; extending the journey time to over an hour!

## LOCAL OBSERVATIONS.

Just over the Herts boundary, in Essex, is Roydon Station. In a delightfully quiet rural setting, it is an excellent place to sit awhile and enjoy the railway scene. Dave Elsdon and I did just that, for two hours, on Wednesday 21<sup>st</sup> August. On weekdays there are an average of 18-20 movements per hour. Regular passenger services between Liverpool Street and Cambridge North and Stratford and Bishops Stortford, and between Liverpool Street and Stansted Airport, are worked by Class 720/1 and 720/5, and Class 745/1 units, respectively. During our visit we noted two of the 745/0 units, 745002 and 745004, acquired specifically for the Liverpool Street to Norwich inter-city services, working Stansted expresses.

On Friday 23<sup>rd</sup> August I noted a six-car Rail Adventure HST set, with power cars 43468 and 43480. stabled in the sidings at Welwyn Garden City. The following day a Grand Central Class 180 unit, 180108 *William Shakespeare*, was also stabled there. Both were still there on Monday 26<sup>th</sup> August.

Tom Gladwin  
August 2024

# Seen From a Train? - a short story by Martin Elms

A warm coach of the 07:13 from Royston to Kings Cross was most welcome on this frosty half-light morning in mid-January. I moved to Royston in December, transferring to a new job at Finsbury Park had brought me here. All my journeys to and from work had, so far, been in darkness. This prevented me viewing the scenery from the train in the Royston area. I appreciated I would see more soon, with earlier daylight at the start of the journey to look forward to. I was acquainted with the railway infrastructure because of working for British Railways in a capacity which enabled me to be familiar track-wise at any part on route to Finsbury Park

The train sliding doors closed and we departed on time. In the half-light I watched, with some amusement, the electric current being collected by the train's pantograph. It sparked furiously, with the bright blue reflecting off the houses near the line, which were mainly still in darkness. I imagined I was travelling in my own emergency vehicle complete with warning lights!

Leaving the built-up area of Royston, the train accelerated westwards towards our first stop, Ashwell. Once clear of the streetlights I noticed that the daylight was noticeably stronger. It was now possible to see the outline of trees in the adjacent fields. The shapes of vehicles with headlights shining brightly identified the parallel A505 road.

The train passed over Litlington half-barrier level crossing, with a blaze of red flashing lights and yodel alarms audible to me. After the level crossing, I was aware of an electrical neutral section where the power supply to the train unit was momentarily switched off, as it passed between adjacent electrical supply sections. As predicted, there was a click from under the train and the lights dimmed as we left one section.

But the expected second click, which indicated that the electric supply had been reinstated, didn't happen. The lights, with exception of emergency lighting, were off. There was an uncanny silence as the train, which was now powerless, drifted along. I knew that it was "uphill" to Ashwell and that the train without any power on the rising gradient would stop.

As the train slowed down, I glanced out of the window. With the train interior almost unlit, it was possible to see clearly a field parallel to the lineside, about fifty yards away. In the rapidly increasing daylight, I was shocked to see a thatched farmhouse with the roof burning furiously. The smoke from it was billowing eastwards between the railway and road. Fascinated but also fearful of witnessing this I continued to watch. I was completely absorbed at the serious situation unfolding.

The train had now stopped. This provided me with a grandstand view. I heard the background announcement of the train driver advising us the delay to the service could be substantial. The subsequent groans from the customers did not surprise me. Strangely however I appeared to be the only passenger absorbed in the dramatic fire drama. The other passengers were either trying to read newspapers in the poor emergency lighting, sleeping or just staring around with bored expressions.

I continued to watch as one and shortly later a second fire engine appeared at the scene. With blue lights flashing, I could see about ten firemen wearing distinctive yellow leggings and yellow helmets. The fire crew appeared really very quickly to extinguish the now large fire. Arc lights were erected, which reflected on the metal ladders pitched to the roof. Several

firemen on the ladders were making a tremendous effort to pull the thatch away and thus create a fire-break to stop the fire spreading. Burning straw was falling on the ground where other fire crew with hoses were extinguishing it. A third fire engine and an ambulance arrived and they were joined by about four police cars. Other vehicles, which I could not identify, arrived at the scene. The fire appeared to me to be gradually getting under what I believed to be control. However, despite the efforts of the ladder-bound fireman, the whole roof had been destroyed. The building structural stone walls did however appear to be intact.

Suddenly the train lights illuminated the carriage. It was reassuring to hear humming, familiar and encouraging sounds from underneath. This indicated to me the train was “back working” The driver informed us that to ensure no more failures the service would have to terminate at Baldock. The despair and groans were what I expected to hear. We were advised that we would have to leave the train and join the following service. We were further assured by the driver that, as a consequence of our train being stationary for some time, the next train would be right behind us. We moved forward leaving the site of the dramatic fire. I lost sight of the incident as we entered a cutting before Ashwell station. The train continued to Baldock, our unfortunate terminating station.

The following train was, as expected, busy. It was packed after our 07:13 service from Royston passengers joined. With the number of travellers from two trains it was an uncomfortable journey. To my irritation this train did not call at Finsbury Park. As a result, I arrived at work, extremely late, travelling via Kings Cross!

When I travelled home that evening it was dark. Having to sit on the other side of the full train, compared with my outward journey, I did not have an opportunity to see the site of the fire I had witnessed in the morning.

The next day I was curious to see the scene of the previous day’s event. I ensured that I sat on the near-side of the train for an unobstructed view. We passed Litlington Crossing and it was pleasing to hear a double click and be reassured the electric supply was working correctly. The train accelerated towards Ashwell.

I was amazed to see no sign whatsoever of the fire scene. The house was not visible. With or without a roof - I expected to see more. The only building visible was a solitary pub. Only sheep were visible, quietly grazing in otherwise deserted fields.

For the rest of the week, I pondered over the fire I had seen.

On Saturday I decided to visit the local library. I was looking for any information regarding the area of the fire and the building. I was positive what I had seen from the train on Monday morning was a very serious incident. With the help of a young librarian, I located an Ordnance Survey map of the area, dated 1935. It indicated a farmhouse at the exact location I had calculated from the pub and the railway cutting. It was titled “Folly Farm” and identified as a ruin. I also found a library book of local history. This included an article of a fire at “Folly Farm” in 1930. The information included a rather blurred black and white photo of Royston’s fire engine and crew at the scene after the fire had been extinguished.

There was further information that the farmhouse had been left abandoned after the fire. It was later demolished, with the stone used to construct a new barn at nearby Kelshall. The land was ploughed over and turned into a grazing pasture for the local sheep.

Leaning on my elbows and cupping my jaw I stared at the photo intently. It portrayed an old, presumably red-coloured, fire engine. The firemen included some with large walrus-type

moustaches. They were dressed in black, wearing brass helmets. Wooden ladders were visible in the background. They were still pitched against the stone walled remains of the roofless farmhouse.

My observed incident four days ago was a 1986 repeat of this same drama of 1930.

*Martin Elms*



## What's On, and When? And – that *Tornado* Visit

For the main 2024 season, the NVR will generally be running Steam services every First and Third Weekend of the Month, and Heritage Diesel services every Second and Fourth weekend of the month. Please check with them which service is operating before you visit, as they may have to make changes at short notice for operational reasons.



### 60163 TORNADO

New Steam for the Main Line

The A1 Steam Locomotive Trust has had to again postpone the visit of *Tornado* but recognise that this is the result of external factors over which they have no control. NVR are sorry for the inconvenience that this will cause to their booked customers.

They have now announced that *Tornado* will be coming to the NVR from 17th October to 27th October. Booked customers will be contacted shortly with ticket options.



And, something to look forward to!

*(Reproduced courtesy NVR)*

# Branch Outing 2024

## A Visit to the Chinnor & Princes Risborough Railway

On 11<sup>th</sup> August, under a blue sky, our group of 25 met at Chinnor station for our branch annual outing. This was a visit planned to include “behind the scenes” as well as a day out on this delightful little heritage line.

Quite conspicuous amongst the crowd of visitors, as many of us had donned hi-vis tops, we took the 10:45 steam-hauled service to Princes Risborough (PR). This was a five-coach train – trying to fit into a platform only long enough for four – and we had a block of reserved seats. A few minutes late, although this was the first service of the day, we set off. Motive power was the GWR small prairie 4555, freshly repainted in BR livery.



4555 collecting the passenger stock from Chinnor yard. The crossing is the public access from the car park to the platform and station buildings.

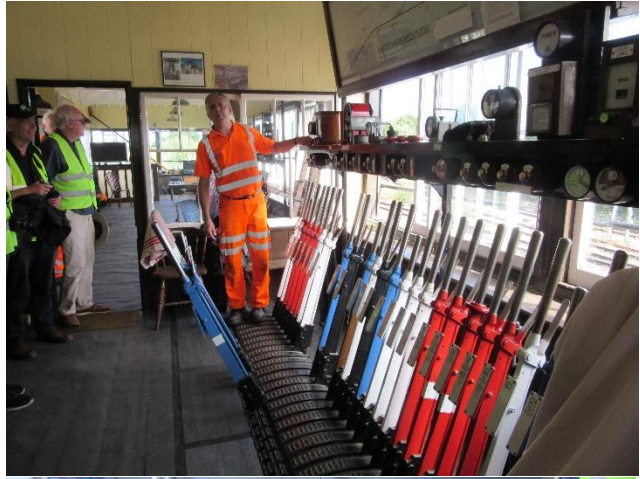


Arriving at Princes Risborough, those visiting PR North signal box had track-side access to photograph 4555 as she ran around her train ready for the departure back to Chinnor.

The picture of 4555, on the front cover, doing this run round, was taken by Tom Gladwin.

While those choosing not to visit the signal box returned to Chinnor the suitably-attired group met Peter Scouse, who was to be our guide for the rest of the day, and continued along the track-side path to the box.

Princes Risborough North Signal Box (which houses a frame fitted for 126 levers) is claimed to be the largest GWR designed box still functioning.



After climbing the stairway, we had an informative and enthusiastic demonstration by some of the volunteers who have already achieved so much in restoring this box. The plan, now underway, is to install an internal stairway and create a simulation area (apart from the section of levers which actually control trains on the C&PRR itself).

Signal box tour over, we made our way back to PR station for the next (diesel-hauled) service to Chinnor – to join the rest of our group for lunch. To their delight, a couple of the party travelled in the diesel loco – noisy or what!



3727 arriving in platform 4 at Princes Risborough, then running around the train to form the, somewhat late, service to Chinnor.

By now, mainly because of the number of passengers and the limitations of the small station at Chinnor, services were running rather late (“In BR fashion”), our afternoon tour of the yard and restoration shed were rescheduled. Nonetheless, led by the ever-enthusiastic Peter Scouse, the group were treated to a very full tour, including useable stock, vehicles looking for a new home, those currently under restoration and, sadly, “the grave yard” of vehicles unlikely to see any future use.



After the heat outdoors, the relative cool of the restoration shed was most welcome. The brake van shown under restoration was due to have its entire woodwork replaced. Also in this shed was a beautifully restored coach (almost impossible to obtain a “good” photograph in its current location).



After the yard visit the group “did their own thing” with many opting for a further return trip to Princes Risborough before journeying home.



C&PRR is a small heritage line, run entirely by volunteers (who number around 900 in total!). Our request for a visit (as compared to simply a group booking) was quite a challenge for them to organise – health & safety requirements alone are daunting – but my personal opinion is that they did a great job, resulting in a special outing for us.

*John Dossett*

*(Article & photographs - John Dossett)*

# The September Presentations (1)

A Driver's Eye View – 48 Years on the Railway

- Andy Grimmett



37047 on Engineers train, in the Stratford area August 1995



31290 on 6Z32 CME-ETE vans at Colchester April 1993

10<sup>th</sup> September, at Hitchin

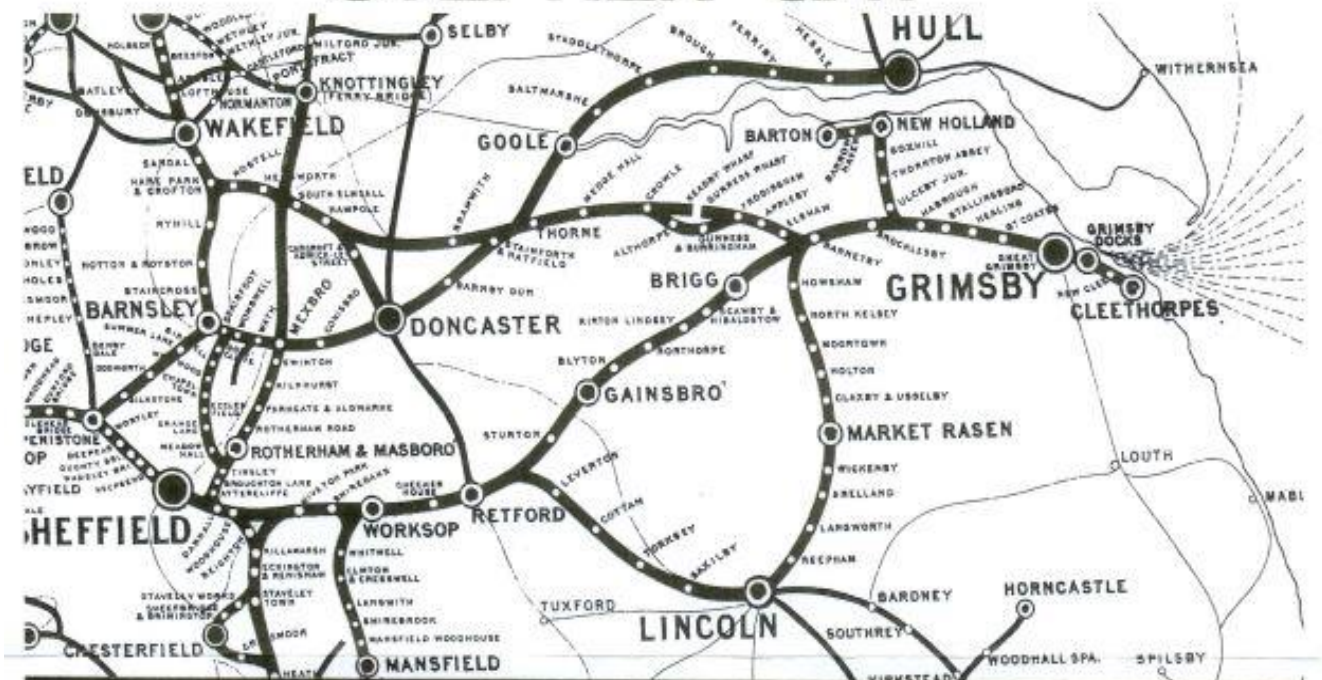
My presentation looks mainly at the engineering side of my life on the railway, showing some of the areas I had to work at, plus a look at some of the various vehicles and equipment used, relative to the permanent way, spanning over 48 years in railway service at both Stratford MPD and Ilford Car Sheds.

*Andy Grimmett*

## The September Presentations (2)

# THROUGH KIRTON TUNNEL

A RAILWAY JOURNEY FROM SHEFFIELD TO CLEETHORPES  
AN ILLUSTRATED SLIDE SHOW PRESENTATION BY  
**STEPHEN GAY**



24<sup>th</sup> September, at Digswell, Welwyn



# Autumn Diesel Gala

20, 21 & 22 September



The diesel fleet come to the fore for three Autumn days of fantastic action.

The home fleet, along with some interesting visiting locomotives come out to be put through their paces over some of the most challenging gradients in preservation.

Featuring:

- Up to 6 locomotives in action!
- Visiting locomotive, 50021 *Rodney*, newly restored to operation, in large logo blue livery.
- Further visiting locomotive to be announced.
- Home fleet including, 20227, 47635, Class 03 D2170 and 08114.
- Blue locomotives on blue and grey coaching stock.

As usual, EOR will be running a three train intensive service throughout the weekend, with late running "Real Ale Trains" on Saturday. All trains will be running in conjunction with the fleet of vintage buses, which will be operating between Ongar, North Weald, Epping Underground and Shenfield National Rail stations.

The on-train bars will be also be open, serving a selection of real ales, as well as a range of wines, lagers and soft drinks, and, on the Saturday evening, they will be running the “Real Ale Train”.

### Saturday Evening Real Ale Train and Fish and Chip supper

Services on the Saturday will run into the evening with the popular “Real Ale Trains”. Diesel Gala All Day Rover tickets are valid on the evening services.

### Cab rides and Brake Van Rides

For those who would like to see the line from the unique vantage point of a loco cab, then EOR will be offering their popular cab rides. Also on offer are brake van rides and a chance to drive one of the shunting locomotives, within station limits at North Weald. (An additional fare applies for cab rides, brake van rides and driver experience). Tickets for these can't be pre-booked but will be available on a first come first served basis on the day from the ticket office at North Weald, or, for cab rides, by speaking to the driver of your chosen cab ride locomotive.

### LNER Café at North Weald and the Buffet Stop at Ongar

These catering outlets will be open all day. Hot snacks and other light refreshments and hot and cold drinks are available at the LNER Café at North Weald, including breakfast rolls until 11.30; the “Buffet Stop” at Ongar will be offering hot and cold drinks and other light refreshments.



For more details, on all events, visit the EOR website: [Upcoming Events \(eorailway.co.uk\)](http://eorailway.co.uk)

*(Reproduced courtesy of the EOR)*

# Workshop Wanderings

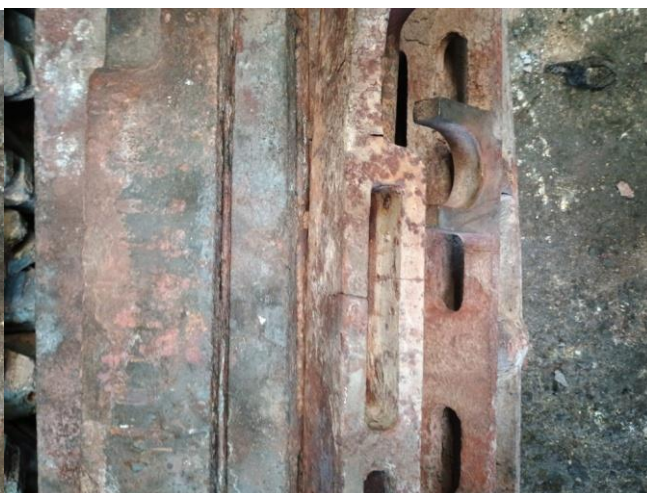
*Steve Lacey reports from behind the scenes at the Nene Valley Railway - and his other recent activities.*

Quite a lot has happened since my last bulletin from the front line! When I wrote my piece in July, 34081 92 Squadron had returned broken from Swanage and we had blanked off the blown superheater tube, temporarily repaired the grate cross member and expected to be back in service soon. However, despite having gained approval for simply blanking off the offending superheater tube, someone had contacted the boiler inspector, who, without seeing the locomotive, decided that this was not acceptable and that all 32 superheater tubes would need to be replaced, a cool £36.000! Strangely enough, these are not available off the shelf at Halfords! We have therefore ordered a replacement set which are being manufactured as I write, with a delivery date of the middle of September.

A further blow occurred when, as we removed the broken and temporarily patched grate, further cracking was noted in other grate elements. As we were already out of traffic, we decided to bite the bullet and replace the whole lot to try and ensure reliable running on our return to traffic.



Broken main grate support.



Hair line cracks found in other elements.



Removing all these grate elements is back breaking work, all done through the fire hole door by a chain of "willing" volunteers. Good news for me is my girth prevents entry into fire box!

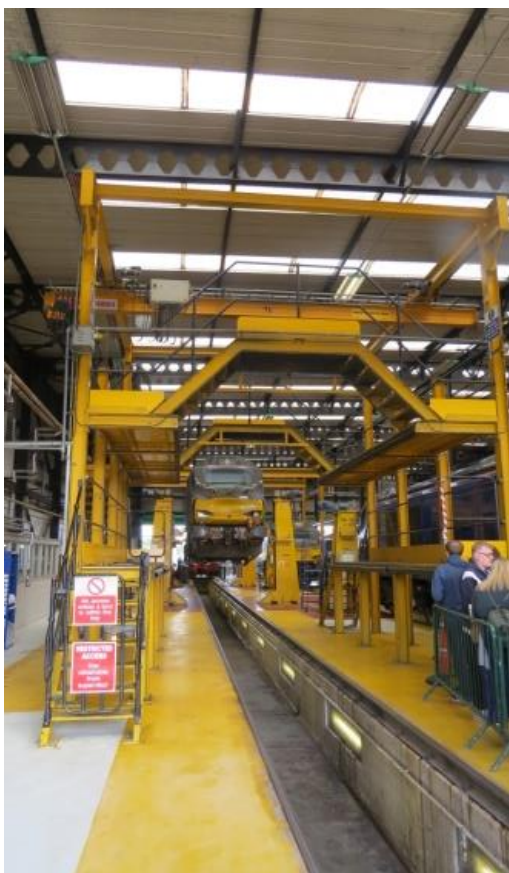
Once again, replacements were not available so, at further expense, a complete new set of castings was ordered with a delivery date of mid-September. Looks like September will be a bit busy! Strangely, the cracked castings did not break, even when hit with a very large hammer, no wonder breakage is so difficult to predict!

By now you will all have heard that *Tornado's* visit to the NVR was again put back (to Autumn half-term) as the overhaul had overrun yet again. It's not just the old girls like *92 Squadron* that behave like divas!

With my RCTS hat on, I attended the DRS open day on 6th July at Carlisle Kingmoor depot, with a recruiting stand for the Society. With an aging membership, we have been deliberately trying to target younger members to ensure the survival of the RCTS. With help from members from all over the country we managed to recruit nine new members and sold eight new books.



I had 2 gazebo's with sides, 3 tables + tableclothes, book shelf, display boards, pop up banner 10 boxes of books , 2 suitcases , oh and my wife in the car, cosy!



68 016 was elevated on servicing jacks - and, despite not having had a drop to drink, this was also visible!

In July our branch ran a stand at Letchworth Model Railway Exhibition (confusingly held in Hitchin!) manned by David Elsdon, John Dossett, Paul Holloway and myself. We managed

to sell a good number of books, making our treasurer and my wife both very happy! We only managed to sign up one new member .....but it all helps.

Carol and I joined the August outing to the Chinnor and Risborough Railway, so ably organised by John Dossett (the editor of this newsletter). As an extra, we were also treated to a visit to the huge signal box at Princes Risborough and the yard and works at Chinnor. My thanks go to John for his hard work in arranging the visit. Can you challenge John with ideas for next year's outing?

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