

# Railway Ramblings

Issue 174

January 2025

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



*92 Squadron working 2025 Santa Specials  
at her new home on The East Lancashire Railway*

*(Photo: Chris Ainsough)*

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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 January 2025

At Hitchin (14:00 – 16:30, doors open from 13:30) - FREE ADMISSION

14<sup>th</sup> January **North from Kings Cross – Photographs from the RCTS Archive**

*David Jackman*

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

28<sup>th</sup> January **Memories of a Gorleston Spotter (Part 1)**

*Chris Wright*

## During February 2025

At Hitchin (14:00 – 16:30, doors open from 13:30) – FREE ADMISSION

11<sup>th</sup> February **The Last Decade at Hitchin**

*Richard Allen*

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

25<sup>th</sup> February **Remembering My Lines**

*Colin Brading*

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.

The Hitchin meetings will be held at St Mark's Church Hall, St Marks Close, Lancaster Avenue (off Bedford Road) SG5 1RU **Note:** these are now afternoon meetings starting at 14:00.

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

## 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.



## Chairman's Platform

It was good to see so many of you at the December meetings. I hope you enjoyed the “festive nibbles” – on behalf of you all, my thanks to those that sorted the catering arrangements.

Best Wishes for 2025. By the time you read this the Christmas festivities will be behind us and the New Year will either be imminent (or past). I hope that you have been making the most of the opportunities to enjoy yourselves with family and friends. The downsides of this time of year are the short daylight hours and the cold weather – I urge you to keep safe, and keep warm & well. New Year Resolutions? – even if you have no others, I should urge you to attend our branch meetings whenever you can!

With a change of venue (and timing) for the Hitchin meetings we hope that the first (January) meeting will attract many of you. A reminder that Hitchin meetings will now be in the afternoon and held at St Mark's Church Hall. You will find the details on the next two pages. For the January and February 2025 meetings at Hitchin we will not be requesting donations from attendees AND all the pre-loved books on the book stall will be at half the marked price. But do remember it will be an afternoon meeting!

To be fair to those who attend at Digswell, we extend the pre-loved books offer to their January and February meetings as well.

Our catering volunteers have recently offered tea/coffee to those arriving soon after “doors open” for meetings. This seems to be well received and we will continue trial with this. There are just two conditions – you need to return cups to the catering point before the presentation starts, and please try to leave the biscuits to the mid-session break!

Thanks to the work of Dave Elsdon, our Branch Secretary, we have a full and exciting programme for 2025. You will find details for the whole of 2025 in last November's issue of *Railway Ramblings* (which can be viewed on the RCTS website – access is available to members and non-members). Printed programmes are also now available for you to pick-up at Branch meetings.

It is now over a year since we started providing our frequent attendees to branch meetings with a lanyard-type name badge. The aim of the badges has been to help “put names to faces” and, also, make it easier for the “regulars” to help newcomers feel more welcome. Personally, I feel that our experience with badges has been helping to improve 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. These are available to our non-members as well as members. 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.

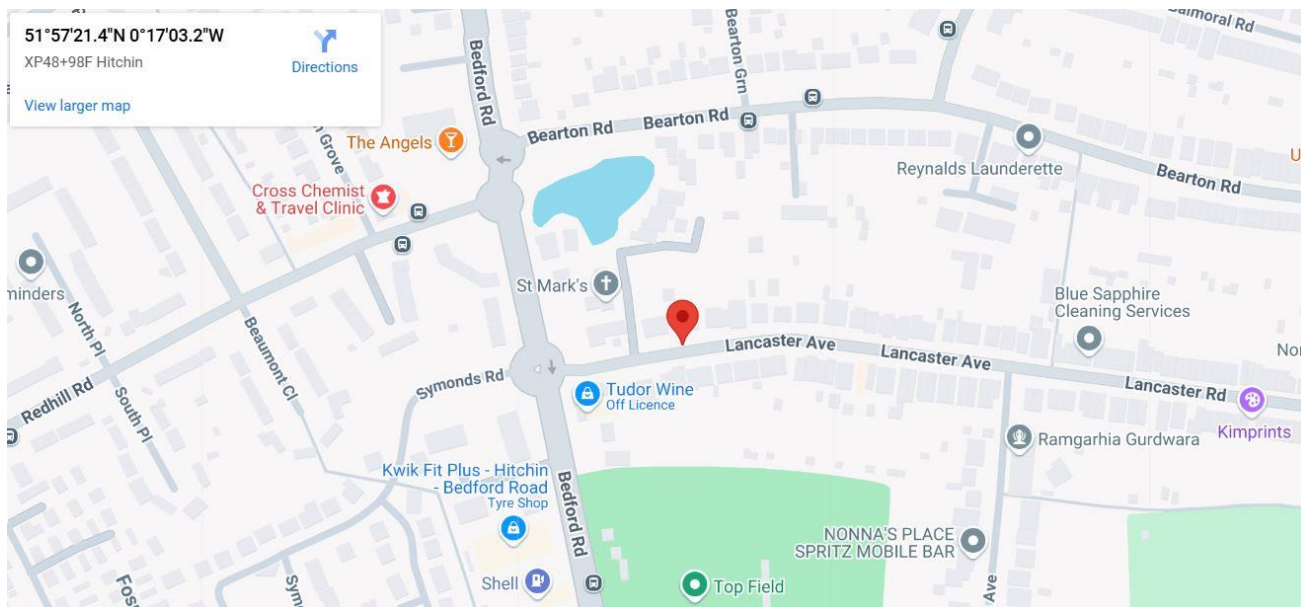
And finally - Over the next couple of months we are more than likely going to see a return to really cold weather – during which we will, as usual, try to run our scheduled programme BUT please keep an eye on your emails if you are intending to attend the meetings as messages will be sent to everyone on the email distribution list if weather conditions are such that it seems imprudent to hold a meeting.

Steve Lacey

# Hitchin Meetings

## – Important Changes Starting in January 2025

Starting with the meeting on 14 January 2025 the RCTS Hitchin & Welwyn Garden City branch meetings scheduled to be held in Hitchin will be at St Mark's Church Hall, St Marks Close, Lancaster Avenue (off Bedford Road) SG5 1RU and will become afternoon meetings starting at 14:00.



There is a car park which should suffice on most occasions, with additional parking available in Lancaster Avenue and other nearby roads. ("The Angel's Reply", in the adjacent Bedford Road also allows the church the use of their overflow car park).

Numerous bus routes run along Bedford Road, with stops close to St Mark's church.

Hitchin Station is one mile away.



The church hall is fully accessible, without internal changes of level, and the hall itself is modern with an adjacent well-equipped kitchen.



Please remember that these will be AFTERNOON meetings.

# New Members

We welcome Derick Price, of Bedwell, Stevenage, and Paul Hutchings, of Kempston, to the RCTS and to the Hitchin & Welwyn Garden City Branch.

# The January Puzzle – Martin Elms

A Western theme this month. The first letter of the answer to the following questions will spell a Western location :

1. Station on the Helston Branch
2. ? St Davids
3. Bristol Channel seaside resort
4 The only remaining original broad-gauge locomotive
5. Station on withered arm west of Yeoford
6. Plymouth station - Plymouth ?


7. .? Junction east of Taunton
8. Station north of Marsh Mills
9. North Devon town served by G.W. and L.S.W.R.
10. . ? St Mary south of Sidmouth
11. River crossed by the Royal Albert Bridge


Best of luck.

My answer to each of the questions and solution to the puzzle are on page 9.

Wishing you all a Happy New Year.

*Martin Elms*

# The January Presentations (1)

North from Kings Cross - Photographs from the RCTS Archive - David Jackman



Class B1 No. 61272 on the up 'Butlins Holiday Express' at Hitchin 2/7/60 (Courtney Haydon)



Class 55 No. D9014 'The Duke Of Wellington's Regiment' at Kings Cross 21/1/67 (Mike Burnett)

14<sup>th</sup> January, at Hitchin

An afternoon presentation starting at 14:00

David Jackman will present a photographic review of the southern ECML as seen through the lens of the society's photographic archive. This will feature both steam and diesel eras - not completely forgetting the electric era - with the odd deviation along the way.

# The January Presentations (2)

## Memories of a Gorleston Spotter (Part 1)

- Chris Wright



28<sup>th</sup> January, at Digswell

From the presenter:

Chris Wright grew up in the 1950s and 60s in the Norfolk seaside town of Gorleston-on-Sea. His talk covers memories of early days spotting in Norfolk: on holidays with the family, and numerous school holiday stays with relatives in Hitchin between 1959 and 1965, where he became an honorary member of the local spotting fraternity, and with whom he did many trips in pursuit of steam as it receded from the East of England. His talk is in two parts, the first on Tuesday 28th January 2025 and the second on Tuesday 28th October 2025

*Chris Wright.*

## Exhibition Volunteers

We are still looking for members who would be prepared to occasionally assist in manning our RCTS stand at exhibitions. This is not particular arduous and, of course, gives you free admission to the relevant exhibition. We are not expecting anyone to commit to doing this on a regular basis. If you are interested then talk to me, or Steve Lacey, at one of our meetings.

*Dave Elsdon*

# 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)

## Local Heritage Lines

Regular reports about events on the Mid-Suffolk Light Railway, the Epping Ongar Railway, the Chinnor & Princes Risborough Railway, and the Nene Valley Railway will restart in a few months time, as they start their 2025 operating programmes.

## Solution to the January Puzzle (page 6)

1. Nancegollan.
2. Exeter.
3. Weston Super Mare.
4. Tiny.
5. Okehampton.
6. North (Road).
7. Athelney.
8. Bickleigh.
9. Barnstable.
10. Ottery.
11. Tamar.

Solution - NEWTON ABBOT, and a Happy New Year to you all.

*Martin Elms*

## Pullman Predicament at Potters Bar

Recently *Steam Days*, a magazine which some of you no doubt read, has been trying to date an incident which occurred at Potters Bar. In the hope that a reader of *Railway Ramblings* may have a record of this, Mortons Media, the magazine publisher, and John Carter, the author & photographer of the article, have given permission for us to publish the following extracts. It is an interesting tale which happened in "our patch" in the summer of 1960 – but when exactly?

Apologies that the reproduction of the article is certainly not of the quality/clarity that I would normally expect to publish but, as they say, you have to work with what you are given.

If you know when this incident occurred please let me know.

*John Dossett*  
*Editor*

*Email: [hitchinnewsletter@rcts.org.uk](mailto:hitchinnewsletter@rcts.org.uk)*

# Pullman predicament at Potters Bar

...when the starter became the main course



**THE YORKSHIRE PULLMAN**  
(Limited Train)  
**WEEKDAYS**  
(Single Working, 1st August)

	AM	PM		AM	PM
London (King's Cross) dep	8 20	5 20	Harrogate ... ..	dep 10 7	10 17
Doncaster .. .. .	8 3	5 13	Bradford (Exchange) ..	10 15	10 47
Goole .. .. .	8 37	5 45	Leeds (Central) .. .. .	10 45	11 17
Leeds .. .. .	8 57	6 5	Hullfield (Wulgate) .. ..	11 5	11 37
Hull .. .. .	9 15	6 23	Hull .. .. .	10 42	11 5
Widifield (Wulgate) ..	8 41	5 58	Goole .. .. .	11 3	11 30
Leeds (Central) .. .. .	8 3	7 13			
Bradford (Exchange) ..	8 31	7 34	Doncaster .. .. .	11 42	12 17
Harrogate .. .. .	8 45	7 53	London (King's Cross) arr	2 17	3 11

8 Saver tickets                      8 Services only  
 FARES AND SUPPLEMENTS SERVED AT EVERY STATION  
 SUPPLEMENTARY FARES (for each Single Journey)  
 Children under 14 years of age half price

With new Pullman stock changes coming and diesel provision a periodic woe for steam enthusiasts, a summer 1960 evening saw **John Carter** venture out to the East Coast main line to photograph the old order on both the Tees-Tyne Pullman and the Yorkshire Pullman. In the event, unexpected events unfolded at Potters Bar. All photographs by the author.

Blessed with an opportunity to photograph on a glorious summer evening, Potters Bar was chosen. It was just off the Great North Road (A1), which passed over the twin Potters Bar tunnels (1214 yards), about three quarters of a mile south of the station; the station itself is 12½ miles from King's Cross. To say that quadrupling on the Great Northern Section was a lengthy affair is an understatement, as it started in the 1880s, was ongoing in LNER days, and work on the section extension south from Potters Bar to near New Barnet was started in September 1953 but not in service

until summer 1959. Now in use, it opened up photographic potential, and with the longer daylight hours, an evening visit meant that trains were lit on their west side, and their smokebox. A bonus to all this is the gradient of 1-in-200 north from just before Wood Green to Potters Bar, so ordinarily there would be good exhaust too from locos heading heavy trains away from London. Seeing two steam-hauled Pullmans heading north from King's Cross just 30 minutes apart was a real draw by summer 1960, as dieselisation had already been tried and would be back, the two courses of photographic dining being the Tees-Tyne and then the Yorkshire Pullman. Having arrived in time for the first of these, photographer John Carter captures what should have been the second, train IN24, his vantage point being near the Bridge House pub in Mutton Lane, between the tunnels and station of Potters Bar. Adorned with a headboard, the loco is Top Shed A3 Pacific No. 60059 *Tracery*. Named after the winner of the 1912 St Leger, a flat race for thoroughbreds at Doncaster, the 4-6-2 harks back to December 1925 when new as an A1, being rebuilt to A3 form in 1942. Other than in wartime and during the fuel crisis of 1947, the Yorkshire Pullman name graced the network from 1925 through to 1978 (with a later reprieve too), but arguably its heritage goes back to 1923 when the LNER experimented with a number of London-Yorkshire Pullman trains. It is seen here in 11-coach form, the amber and cream-liveried stock complete with roof-boards.

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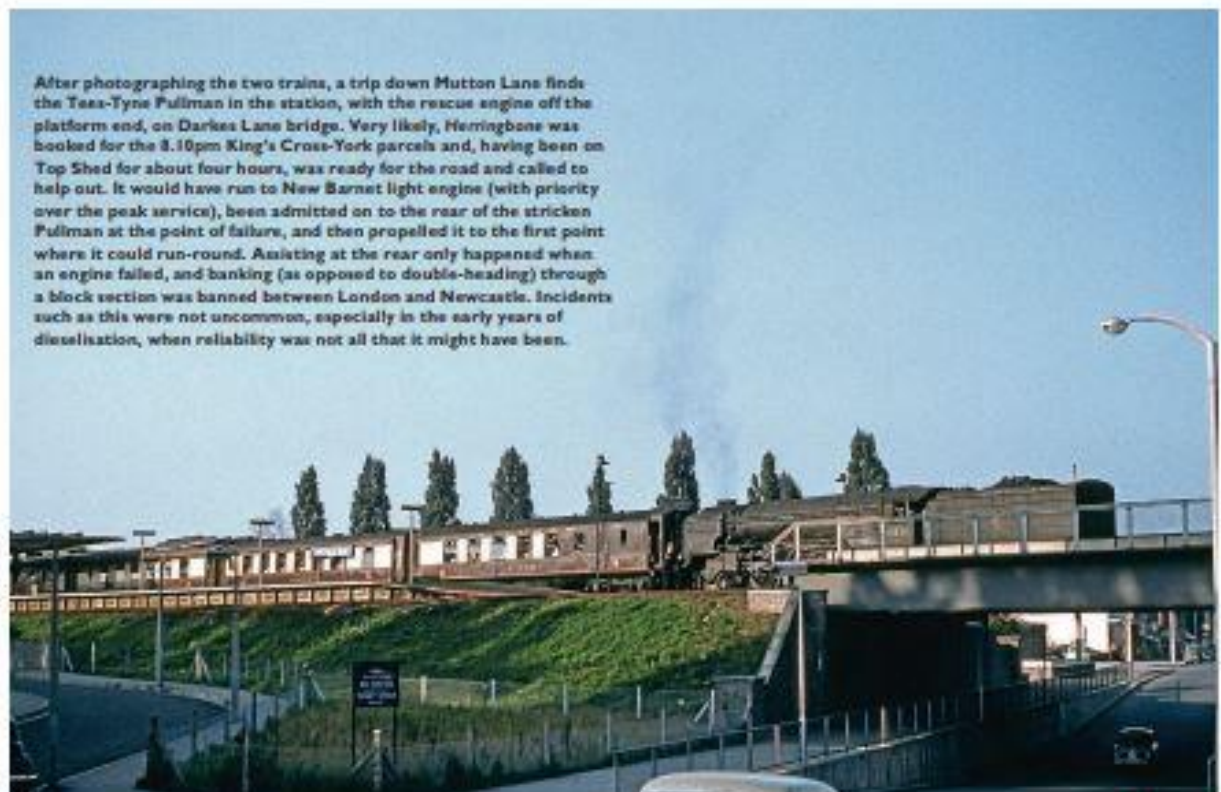
The Yorkshire Pullman summary from the summer 1960 BR (Eastern Region) timetable – June 13-September 11. As is evident, north of Doncaster the train had portions, the first heading off to Hull, and another for Bradford, from Leeds, with Harrogate the full distance for the main train. R. N. Smith Collection

The lines are paired here by direction, the Up tunnel being on the west side, and Down on the east, with the slow lines on the outside of the formation and, importantly for evening photography, the fast lines at the centre, so with low sunlight a factor, the expected steam-hauled trains, not least two Pullman duties, had greater time away from the lengthening shadows of the walled cutting, but as a four-track railway, the expanse is wide, hence the location choice.

It was some time in the late summer of 1960 that I was photographing from the road bridge at Potters Bar and there was a curious lack of trains on the Down fast. My first suspicion that something was wrong was the appearance of the Yorkshire Pullman on the Down slow – not on the line that I was expecting, and frustratingly, not on the best track for a photograph; it was hauled by Gresley A3 Pacific No. 60059 *Tracery*. At the time, this service was booked to leave King's Cross at 5.20pm, 30 minutes after the Tees-Tyne Pullman, which I was yet to see. It seemed that all was not running to plan, so I waited.



After a dearth of anything on the Down fast, the Tees-Tyne Pullman finally appears now that the sunlight is off the tracks, arriving very slowly behind Gresley A4 Pacific No. 60030 Golden Fleece. John recalled: "As the train passed me, I realised that it was being banked by A1/3 No. 60524 Herringbone, and No. 60630 was doing no work at all." There are no crossovers between New Barnet and Potters Bar (three miles 45 chains station-to-station), so it appears that No. 60630 on train 1A75 had failed on the Down fast line north of New Barnet. With the Pullman at a stand, everything behind had to travel over the Down slow line and take their turn with the traffic that was already booked to use it. As it happened, in the wake of the Tees-Tyne Pullman, there was a gap of about 24 minutes in services booked over the slow line, and so delays were likely minimal.



After photographing the two trains, a trip down Mutton Lane finds the Tees-Tyne Pullman in the station, with the rescue engine off the platform end, on Darke Lane bridge. Very likely, Herringbone was booked for the 8.10pm King's Cross-York parcels and, having been on Top Shed for about four hours, was ready for the road and called to help out. It would have run to New Barnet light engine (with priority over the peak service), been admitted on to the rear of the stricken Pullman at the point of failure, and then propelled it to the first point where it could run-round. Assisting at the rear only happened when an engine failed, and banking (as opposed to double-heading) through a block section was banned between London and Newcastle. Incidents such as this were not uncommon, especially in the early years of dieselisation, when reliability was not all that it might have been.



Frustratingly, I can't place the exact date of this outing, but a few avenues of research have helped: the usual times of the trains in relation to the angle of the sun/shadows across the weeks of summer; trawling through contemporary accounts in the railway press to see if anything was reported (without

success); considering the whereabouts of the locomotives seen on the evening in question; plus my own arrangements at the time. Starting with the last on that list, I am pretty sure that it was a Monday-Friday as I used the family car to reach Potters Bar, which was not usually available at weekends. Also, it looks like the Tees-Tyne Pullman formation seen was that booked for a Friday. In addition, I was away during September 2-26, 1960, so it must pre-date that. In terms of motive power, even the diesel presence on commuter services gives a clue of sorts, as it was changing from the Birmingham Railway Carriage & Wagon Works-built Type 2 Bo-Bo locos that were being sent away to Scotland. However, the activity – or rather, inactivity – of the three steam locomotives in the sequence does help, as from April 2 through to May 25, 1960, at least one of the trio was in Doncaster Works for attention, and, incredibly, from April 13 for 10 days, all three were!

Overall, all this pontification gets us down to a timeframe of May 25 to September 1, 1960, and nearer to the latter when the angle of the sun is taken into account. That said, on such a beautiful summer evening, it seems hard to believe that there wasn't a like-minded soul who was also at the lineside somewhere else on the GN Section, or even further north, and as the plot unfolds, perhaps you might recall a Pacific sighting of note, and, crucially, have a date. Henceforth, much of what we do know will be told through the captions.

#### Tees-Tyne times

As all-Pullman services go, the Tees-Tyne was a latecomer, starting on September 27,

1948, initially with a 9am departure from Newcastle, a Darlington call, and reaching King's Cross at 2.16pm; the return working was at 5.30pm. Aimed at the North East business fraternity, the initial service had third class cars Nos. 58, 62, 166, 148, first class coaches *Eunice*, *Ursula* and *Octavia*, plus *The Hadrian Bar*, a celebrated vehicle. The latter was still in Tees-Tyne use in summer 1960 (perhaps there were some free drinks given out on the night of these photographs, as compensation for two lengthy unscheduled stops, the initial wait for rescue, and then the shunt at Potters Bar) but not for much longer. Of 1928 build, *The Hadrian Bar* went to the Southern Region for Southampton boat train work, and an incoming replacement with the same name was provided as part of the BR Mk I-based Pullmans introduced to the Tees-Tyne service from January 1961. Beyond the summer of 1960, the East Coast main line suffered, to quote *Trains Illustrated* from October 1960, 'deceleration, right, left and centre' – the Lp Tees-Tyne Pullman was slowed by 11 minutes, and even then, punctuality was a huge issue, as it was across the board. The service had been dieselised as early as the winter 1958/59 timetable, but steam had clawed its way back within a year.

Although *Golden Fleece* had rather let the side down, on the plus side it could be said that the first Pullman to leave King's Cross, the expected starter, provided me with an unexpected flurry of interesting photographs as the main course for the evening's activity. What was true, without doubt, is that steam haulage on these Pullman trains was in a swansong period and that in 1962, with *Deltics* by then

Having taken a shot of No. 60524 and with the ensemble stopped, John went along the footpath to the north end of the station, officially Potters Bar & South Mimms. Increasingly, there were plenty of curious passengers around the loco, but this shot was captured before the flood – it was obvious that the streamliner was going no further. A Top Shed engine at this time, and for three previous spells across the 1942-57 period, No. 60030 was new as LNER No. 4495 *Great Snipe* on August 30, 1937, but became *Golden Fleece* just two weeks later as part of the new West Riding Limited streamlined service, the loco's name inspired by the wool and textile industry of that area. Double-chimney fitted from May 1958, the A4 was most recently in Doncaster Works for a casual/light repair for the 25 days through to April 27, 1960. Interestingly, it was not back in works until October 15, 1960, so a depot repair most likely solved the Potters Bar problem.





Eventually, the A2 ran-round the train and was coupled to the A4, giving the impression of a double-header; one wonders what the commuters on the suburban train thought! The reality was that a double-header was prohibited from crossing Welwyn viaduct, so the A4 had to be removed. The transition to diesel power was transitory in some places and given that the BRC&W Type 1 Bo-Bo locos were all but gone from the GN Section by this time, the diesel in view is No. D5310, D5318 or D5319 – all were transferred from Finsbury Park to Haymarket at the beginning of October 1968. The train is made up of articulated stock and difficult to identify, but likely the 5.26pm King's Cross-Cambridge, 5.18pm Moorgate-Brookmans Park, or 5.48pm King's Cross-Baldock, all SX. To the left is Potters Bar signalbox, the staff there having a prime view; it and the station buildings date from 1955 as part of the quadrupling.



added to the motive power repertoire, such scenes were just a memory. Ultimately, the Tees-Tyne Pullman ended in Deltic hands, the last trains running on April 30, 1976.

The external condition of Thompson A2/3 No. 60524 Herringbone belies the fact that of the Pacifics included here, it was the most recent escapee from Doncaster Works, and indeed after a general repair, so on its May 21 release it would have looked splendid, but such is the life of a loco primarily in a goods role. Completed at Doncaster on September 26, 1947, Herringbone was new to York shed and, as yet (excluding eight months at Neville Hill in 1948), York prevailed; its later career would take in three Scottish sheds. The shunt was to deposit Golden Fleece in the Up side goods yard.

With the A2/3 returned to the train, Herringbone departs, complete with Tees-Tyne Pullman headboard, leaving a sad-looking A4 in the yard. Unless there was a good reason to the contrary, No. 60524 would work through to Newcastle, but with two miles of 1-in-200 almost up to Welwyn viaduct, and then 1½ miles of the same to Woolmer Green 'box, an East Coast controller from the era said of this trip: "My guess is that by the time the train got to Woolmer Green, the King's Cross crew were wishing they had somehow kept No. 60030 going!" He went on to say that "it was no accident that the LNER's most modern Pacifics were banished to the backwaters of Peterborough, York and Dundee." Overall, it was a most interesting evening, but a good deal of time had slipped by, so goodness knows when the Tees-Tyne Pullman arrived in Newcastle!



## Workshop Wanderings – Steve Lacey

As many of you will now know, *92 Squadron* has moved permanently to the East Lancashire Railway at Bury. My apologies for keeping this news secret, but due to the sensitive nature of the negotiations, I was sworn to secrecy! So if you recently found my answers to questions about *92 Squadron* evasive you now know why!



*92 Squadron* about to leave Nene Valley Railway on Tuesday 10th December. Please note the quartered buffers .....I couldn't let her leave with rusty buffers could I?

The decision to move was not taken lightly, but is in the best interests of the locomotive, as there was no prospect of shed space at the NVR to accommodate our next overhaul. The East Lancs has offered to run her until her boiler certificate runs out, with paid-steaming to add to our overhaul fund. They will then overhaul her, any shortfall being paid by free steaming thereafter. This means no rusting away in a lonely siding at the end of her ticket.

After 15 years, it will leave a big hole in my life, but not as much as those who have been with her since before her purchase from the Barry scrap yard in September 1973! We are however, united in our common purpose to see her continue to run.



Glory days – *92 Squadron* masquerading as 34111 for the centenary of the Royal Auxiliary Air Force with Royal head code discs, as The Duke of Gloucester was on the footplate.....note more clean buffers!

Following completion of our repairs at the NVR we had not steam tested her but the ELR were happy enough to take her untested due to the reputation of our team for good workmanship! On arrival at the ELR (10th Dec) she was unloaded and the very next day had a warming fire in her and a steam test the next day (Thursday 12th Dec). She passed her steam test with flying colours, had her official boiler inspection on Tuesday 17th - and was immediately put to work on the Christmas Lunch dining train on the Wednesday 18th and Thursday 19th - and has been used on their Santa Specials! The ELR certainly don't hang about!

For those not familiar with the ELR, it runs from a mainline connection to the Calder Valley Line at Heywood on the outskirts of Greater Manchester, North for twelve and a half miles to Rawtenstall, through some scenic countryside with some challenging gradients, three tunnels and two viaducts! The part from Heywood to Bury is not usually used for passenger operations, most services running between Bury Bolton Street and Rawtenstall.. One of the intermediate stations is known as Ramsbottom, a source of considerable amusement to my son, when he was aged 10!

Apart from the promise to overhaul *92 Squadron* at the end of her boiler ticket, one of the attractions was that they already have a "spam can" in the form of 34092 *City of Wells*. As they refer to this loco as "92", perhaps we will have to start calling *92 Squadron* "81" to avoid confusion! As many of you know the West Country's and Battle of Britain's were the same

design, it was just that they were initially called West Country's after the places served by the Southern Railway, until they ran out of places and moved on to things associated with the Battle of Britain! One difference between the 2 loco's is that *City of Wells* is fitted with a Giesel ejector whereas our loco has a conventional chimney. *City of Wells* therefore has a harsh exhaust (she is nicknamed the volcano) whereas our loco has a soft exhaust. Also, *City of Wells* is in "Brunswick Green" livery, whereas *92 Squadron* is resplendent in pure Southern Railway Malachite green!

I will still be going up to the NVR as I intend to continue working with the Education group, teaching children about the railways and how to stay safe around them. However, my wife Carol has already resigned herself to short breaks in Bury!

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.*