

Railway Ramblings

Issue 183

October 2025

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



47832 passing Watton-at-Stone on Friday 19 September, 2025.
It was running from Newark to Harringay Sidings on a West Coast Railway movement.

(Photo: Tom Gladwin)

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 October 2025

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

14th October **The Last Four Years of Steam**

George Howe

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

28th October **Memories of a Gorleston Spotter (Part 2)**

Chris Wright

During November 2025

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

11th November **25 Years of Early Diesels 1959-1984**

David Cross

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

25th November **The Changing Scene on the WCML Southern Section
1930s to the present day**

Rob Freeman

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 are held at St Mark's Church Hall, St Marks Close, Lancaster Avenue (off Bedford Road) SG5 1UR

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, Peterborough, South Essex, and Watford) The details are available in the *Railway Observer* and on the RCTS website.



Chairman's Platform

As I briefly commented in last month's issue, *The Great Gathering*, in August, was very memorable. Now, with less time-pressure I have used my *Workshop Wanderings* for this month to report more about the RCTS stand at this spectacular event.

On that note, I have been writing regular *Workshop Wanderings* articles now for many months and have, until recently, focussed primarily on what has been happening at the Nene Valley Railway workshops. However, now that my beloved 34081 92 *Squadron* 34081 is no longer there I am not such a frequent visitor and am spending more time elsewhere (mainly on behalf of our Society). I think my regular reports will probably need a new title – any (polite) appropriate suggestions?

Our Editor is always looking for new contributions for this newsletter and much appreciates those from our “regulars” but it would be good to see photos and/or articles from more of you. Could you be a new contributor? Either talk with John at one of our meetings or contact him at John.Dossett@btinternet.com

Our September meetings got us off to a good start after the summer “break” and I hope to see even more of you over the rest of 2025. Don't forget that our meetings, apart from offering the monthly presentations and the chance to chat with others over a tea or coffee, also offer the opportunity to buy some previously owned books – and as some of you already know, we have recently had quite a lot of rare new additions kindly donated to us.

Finally, there are no articles this month about local heritage lines. These will return but we can expect them to be primarily about special events marking Halloween and the Christmas Season! There are not that many shopping days to Christmas!

Steve Lacey

New Member

We welcome Sue Watson, from Royston, to the RCTS and to the Hitchin & Welwyn Garden City Branch.

Lanyard Badges – Reminder

If you are a fairly regular attendee (including non-members) you probably have a lanyard name badge – and it is good to see many of you remembering to wear it at meetings. However, there are some who seem to regularly forget to bring theirs with them to meetings. Please do try to always remember to bring yours! (For those who struggle to remember to bring their badges you have the option of leaving your badge in the box between meetings!)

Badges are issued to members and non-members alike. It could even 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 have not got a badge and feel “forgotten” then please let me (or Dave Elsdon, Paul Holloway or John Dossett) know and John will endeavour to get one prepared for your next visit.

Freight Through Watton-at-Stone – Tom Gladwin

Julian and I recently enjoyed visiting Watton-at-Stone to observe and photograph the middle of the day freight movements.



66414, double-heading with 66563, passing Watton-at-Stone on 4E24, the 12:47 London Gateway to Leeds, on Thursday 7 August 2025

Following the move of Maersk's shipping from Felixstowe to London Gateway there are now up to 47 locomotive-hauled daily movements through Watton-at-Stone. Mostly freight, these also include departmental/engineering trains and the occasional empty coaching stock movement. Twenty-six are night-time movements passing between 21:00 and 07:00. Details of each day's movements can, of course, be obtained on www.realtimetrains.co.uk

Twenty-eight freight movements are to/from the ports at London Gateway (13), Felixstowe (11), Tilbury (3), and Dagenham (1). I had a long conversation with an engineer who advised that these numbers are expected to increase, and some aspects of the infrastructure may need to be upgraded to cope with heavier trains.

Perhaps it was no coincidence that recently re-gearred 66689 *Evening Star* was on 6L37, the 1330 Hoo to Whitemoor, on Wednesday 13 August, 2025. Formerly 66779 this was the last Class 66 to be built.

Tom Gladwin.

West Country Wanderings - Devon and Cornwall, September 2024 (Part 3) – Hugh Driscoll

In Parts 1 & 2, Hugh related how he spent the first two, of three, days he spent in Devon and Cornwall last September, indulging in three of his favourite pastimes: walking, sea-swimming and railways. He now concludes with what happened on his third and final day.

Day 3

Wednesday 11 started bright and clear, thankfully. An early start from Dawlish Warren saw me arriving at Totnes station, with enough time to take breakfast in the former signal box café, then have a quick walk around the town.



*Wednesday morning's view
from a Class 165 unit over
the recently rebuilt sea wall,
heading to Newton Abbot,
then Totnes.*



*A good spot for breakfast.
Totnes signal box café.*

After consuming far too much food, I walked over the railway footbridge and along the footpath to the southern terminus of the South Devon Railway, at Totnes Riverside station.



Examples of vintage railwayana on the footpath at the London end of the down platform, Totnes.

The South Devon railway is one of my favourite heritage lines. It is not the longest, but its stations have very good exhibits and facilities. Their locomotives and rolling stock are also relatively accessible. The scenery is spectacular.



The River Dart, looking north from the footbridge between Totnes main line and Totnes Riverside stations, which is adjacent to the main line bridge.

Having purchased a return ticket at Totnes Riverside, I boarded the first train of the morning to Buckfastleigh. Our locomotive was GWR Pannier Tank 6412, a member of the 6400 Class.

6412 was built at Swindon in 1934 and entered preservation directly from BR in 1964. It hauled the first preserved train on the South Devon Railway in 1969.

It has since been resident on other preserved lines but returned to the SDR in 2009. After overhaul at Buckfastleigh, it returned to steam in early 2015. It was to be withdrawn from service at the end of 2024 for its ten-year overhaul.

Several locos were standing in the yard at Buckfastleigh, as follows:

Class 25/3 no. 25262. This loco was built at Derby works in 1966 as D7612. Its first allocation was to Scotland, and it was fitted with tablet catchers to work the single lines there. The tablet catcher recesses are still evident on the left-hand sides of the cabs.

It was renumbered to 25 901 in 1985 as part of a dedicated fleet for ICI salt traffic. This loco was withdrawn in March 1987 but was recorded working beyond this date. It is believed that it was the last class 25 to work under BR ownership.



*Class 25/3
25262.*

Ex-GWR Pannier Tank 5700 class, no. 5786. Built at Swindon works in 1930, it was sold by BR to London Transport in 1958 where it was renumbered to L92. It was purchased into preservation in 1969. Its boiler ticket expired in 2023 and it is awaiting overhaul.



*5700 Class Pannier
Tank 5786.*

Class 33/0 no. 33 002. This is the oldest surviving “Crompton”, the former D6501. It was built by the Birmingham Railway Carriage and Wagon Company in Smethwick and entered service in 1960. It was named “Sea King” in 1991 and withdrawn from BR service in 1997. After some years in storage, it arrived at the SDR in 2005, where it was restored to running order.



*Class 33/0. 33002
“Sea King”*

Class 04 D2246. This Class 04 was built by Drewry in 1956, when it entered service with BR. It was withdrawn in 1968 and sold to the NCB. In 1994 its work ceased and it was stored in Sheffield. It was purchased for use by the SDR in 2001 and had a full overhaul in 2024, as can be seen by its condition in the photo below.



Class 04 D2246



A “chocolate box” view of Buckfastleigh station from its footbridge. 6412 has just run round and has been recoupled to its train.

Back at Totnes Riverside, I had time to take a snap of ex-GWR Small Prairie tank, 5500 Class no. 5526. This loco was built at Swindon in 1928, withdrawn in 1962 and sold to Woodhams, Barry. It was rescued from there in 1985 and finally returned to traffic on the SDR in 2003.



Small Prairie 5526 at Totnes Riverside.

I walked back to Totnes main line station and caught a GWR train to Teignmouth. On arrival there, I had a stroll through town to the coast and picked up the coast path, heading north-east in the direction of Dawlish.

This route took me along the sea wall next to the main line, until the railway enters Parson’s Tunnel. The coast path descends from the sea wall onto the beach, passes under the railway in a stream culvert and climbs up the cliffs to Holcombe.



The coast path climbing up to Holcombe on the south side of Parson's Tunnel. A GWR Class 158 passes in the down direction.

After about a mile, the coast path descends towards Dawlish above Kennaway Tunnel. It then crosses the railway on a footbridge, at the south end of Dawlish Beach. Turning back southwards around the headland, I had a good swim at Coryton's Cove. The railway runs along the back of this cove, between Kennaway and Coryton tunnels.



Looking north from the footbridge at the south end of Dawlish Beach. A GWR Class 800 unit passes on a down train. Nose door problems?

I had been keeping an eye on the progress of the Parkandillack/Treviscoe to Exeter Riverside china clay train, which then continues to the Potteries at Stoke-on-Trent (Cliffe Vale). This train had been recessed in the Up Refuge Siding at Par for a few hours.

After a stroll around Dawlish, I continued along the coast path on the sea wall towards Dawlish Warren. The china clay train passed me at 17:20, just south of Langstone Rock. The train consisted of seven JIA hopper wagons hauled by DB Class 66, no. 66 244.

JIA wagons replaced the PBA Clay Tiger wagons on trains to the Potteries in 2004, and then the CDA wagons on internal Cornish traffic in 2023. The last CDAs ran in September of that year.



66 244 heads up seven JIA wagons towards Langstone Rock on its way to Exeter Riverside Yard.

Once the train arrived at Riverside Yard, the loco ran light back to St Blazey. This passed Dawlish Warren station at 18:05.



66 244 running light on the Down Main (left). A pair of GWR Class 150s were standing on the Down Platform Loop (right)

A great three days in Devon and Cornwall.

I was up early the following morning, Thursday 12th. I caught the 07:18 from Dawlish Warren to Exeter St. Davids. I changed trains there and caught a Paddington service. After making my way to Kings Cross via the Elizabeth Line and Thameslink, I arrived back at Welwyn North at 11:00. Is that a record?

Hugh Driscoll

More Notes From Watton-at-Stone – Tom Gladwin

A daily path is provided for an Azuma. I am advised this is a driver testing/training provision.



800202 passing Watton-at-Stone, on the down run, on Thursday 28 August, 2025.

An Azuma is scheduled as follows;

Kings Cross plat. 6	dep.	1019
Finsbury Park	arr.	1026
	dep.	1043
Watton-at-Stone	pass	1110
Stevenage plat. 4	arr.	1118
	dep.	1125
Watton-at-Stone	pass	1131
Holloway S. sig K326	arr.	1200
	dep.	1217
Kings Cross plat 3	arr.	1223

On Friday 29 August, 2025, *realtimetrains* showed a train, starting as a 158/168/170/175 DMU, running from Old Dalby to Bounds Green. Our excitement at the prospect of something unusual was muted on reading the appendage by the Peterborough entry, “pathed as Class 80x on electric from here”.

At 15:24 800207 passed through Watton-at-Stone (see picture on next page) running 119 minutes late.

Does anybody know what it was doing at Old Dalby?



Between 1059 and 2107 on Friday 29 August, 2025, 153376, one of the five Class 153's adapted by Network Rail, for infrastructure monitoring, ran from Ferme Park to Welwyn Garden City and back, and then two journeys, to and from Letchworth and Stevenage respectively, via Watton-at-Stone. It can just be seen in the following picture when it was stabled in Platform 1 at Hertford North from 18:03 to 18:41.





I don't recall seeing a picture of a Class 717 in *Railway Ramblings* so here is one of 717022 arriving at Watton-at-Stone, en-route from Stevenage to Moorgate on Thursday 7 August, 2025. Now an important part of our local railway history, these dual-voltage versions of the Siemens City Desiros were brought into service on the Moorgate services from March 2019. They replaced the 1976-7 built Class 313s. Some of these latter units went to Southern where they were refurbished. British built at York, the last was withdrawn in 2023 after 47 years in service!

Tom Gladwin

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

The October Presentations (1)

The Last Four Years of Steam

- George Howe



14th October

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

Information regarding this presentation is not currently available. However, we can expect that George will give another of his well detailed and personal accounts.

The photo above is from one of his previous presentations to the branch.

Details will be sent out to readers in advance of the presentation.

The October Presentations (2)

Memories of a Gorleston Spotter (Part 2)

- Chris Wright



28th October

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

In part two of his talk, 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.

Back Issues of Railway Ramblings

If you want to view back issues of Railway Ramblings, you can find those from recent months on Hitchin & Welwyn Garden City branch pages of the RCTS website www.RCTS.org.uk. These are available to members and non-members. Earlier issues are available by contacting the Editor John.Dossett@btinternet.com

The October Puzzle – Martin Elms

This month it's an LMS flavour.

The first letter of each answer should spell a London Midland station or feature.

1. Name of the highest station in England	
2. Locomotive depot with code 8A	
3. Station on S & D Joint Railway	
4. ? on Trent	
5. Station near Guiseley	

6. Name of locomotive 45668	
7. Station south of Wellingborough	
8. Surname of Midland locomotive superintendent Richard Mounford ?	
9. Locomotive depot with code 15C	
10. Station and tunnel on Settle and Carlisle Line	
11 . Name of locomotive 46251 City of ?	
12. Station at end of branch line from Coaley	

Best of luck.

My answer to each of the questions and solution to the puzzle are on page 24.

Martin Elms

The Drain Train

Top-and-tailed by ex-Harry Needle locomotives 20901 and 20905, Balfour Beatty's "Drain Train" was again stabled in Welwyn Garden City throughout the week commencing 27 July. 2025. Often located there, it is hired by Network Rail to clear drains and gullies.

Tom Gladwin.

Workshop Wanderings – Steve Lacey

Steve's regular reports return:

Hard luck, I am back again! Having been given a month off by John after a hard August I will take up the challenge again. The highlight of early-August was of course *The Greatest Gathering* at the Derby works of Alstom in Litchurch Lane. They celebrated 200 years of Railways in Britain with a huge collection of vehicles (over 120) from the early days of railways to the latest classes of traction. I had been lucky enough to obtain a stand for the RCTS, free of charge, for the 3 days of the event. I was able to set up on Thursday 31 July, having loaded the car on the Wednesday. We had two tables and despite having been told to take our own tables and chairs, when I arrived on site, 2 tables were already there! This was great news as we were able to set these up behind our stand enabling me to have the new stock spare books at table height, saving a lot of bending down! By that stage I had already found it impossible to get everything and my wife and luggage into one car, so Carol “volunteered” to drive our other car.

We were situated in “U Shop”, about as far from the main gate as you could get and right in the middle of the shed, which was long enough to contain a 6-car unit! Just as well I had taken the sack barrow, as a lot of stock moving was involved. All my fellow traders were a little nervous of the amount of footfall we would get, but having the Class 99 on the far end of our shed meant that our fears were unfounded! With 12,500 tickets sold out for each of the 3 days, the place was packed. I would love to show you lots of lovely pictures of the exhibits taken before the crowds flocked in obscuring the view, but I was too busy with the stand. The main purpose for us was to recruit new members, hopefully of a “younger age group”. Our positioning so far from the main gate actually helped with this, as few of the “halt and lame” made it that far. In order to tempt people to join us “The Management of the RCTS” had agreed a special show offer for new members only (extended to subsequent shows) of £5 for the digital membership and £25 printed through to Dec 2026, PLUS a free copy of the brand new publication *Observing the Railway 2024* (OTR) retailing at £25! Just one problem, when I had the posters printed, the books had not arrived in the UK from the printers in the Czech Republic! They actually arrived on British soil that week arriving at Booklaw on the Wednesday! I also needed refills of my stock of other books. Fortunately, Ian Cotter, a local member, had volunteered to help at the event and was happy to collect the new stock from Booklaw on Monday when they were open. In order to collect the offer books on the Thursday, when Booklaw are closed, Ian and my wife Carol had to drive to the Booklaw “Warehouse”, which turned out to be a stables in the grounds of Newstead Abbey, about 10 miles from Derby. We were sent a sketch map of how to get there from the main road and a picture of a pile of 8 boxes of books in the doorway of a stable! Carol and Ian returned about 4 hours later, having seen all parts of the surrounding city of Nottingham! But at least we now had the books!

In order to stand out from the crowd, I placed two of my sound-fitted O-gauge locomotives on top of the bookshelves, on rolling roads, to provide some sound and movement. I chose one steam and one diesel from my fleet to try and attract all tastes (a two-tone green Class 47 and of course 34081 *92 Squadron*, though in BR green, rather than Malachite). I rigged it so that children could choose to sound the two-tone diesel horn, or the steam whistle. We then pounced on the parents to sign them up as members! Over the course of the 3 days we

signed up 45 new members, sold 33 new RCTS books, a further 5 shop soiled and of course 46 of the *OTR 2024* free offer books (we were unable to sign up one of those who got a free book, as despite ticking the 16=25 age box on the form, his DoB revealed him to be a really tall nearly-15-year-old!).



The RCTS stand. The blue machinery in the background is the automated welding rig for aluminium EMU bodies.

I also had the pleasure of meeting William Wilson the author of "LNER Investment During the Inter-war Years", which much to my surprise had flown off the shelves at Alley Pally. We agreed a better and more accurate title would have been, "An Illustrated History of"!



David Cross and William Wilson - and - some random bloke in bright clothing!

After the event David Cross took a selection of books back with him, much to Carol's relief, for further events at Doncaster and Kirby Stephen.

However, the respite did not last long, as on Saturday 13 September the RCTS had an event at Ruddington, on the northern section of the Great Central Railway, so on the Friday I was back on the road. "Our" RCTS locomotive, GB Railfreight's 69003 "*The Railway Observer*", was run onto the GCR from Network Rail to be posed with the first decorated sample of Bachmann's model of this loco. I got to hold it (very carefully!) before it went off to another model railway show. It is a beautifully detailed model which is very heavy and likely to have an equally hefty price tag, especially the ones with all the bells and whistles. During the day we were lucky with the weather, until the last train of the day, when it tipped it down! Despite this the stall did reasonably well recruiting another 5 new members and selling 4 new RCTS books.



"Little and Large".. Picture courtesy of David Cross

Ruddington is about halfway to Bury, so I made an early start next morning, driving to Bury Bolton Street East Lancs Railway, the new home toyou guessed it 92 *Squadron*! Sadly 92 is out of action with a couple of leaking tubes, loose rivets on frame spacers, but most of all, a broken centre cylinder piston ring. To fix all this, really means a boiler lift and with less

than 2 years left on the boiler ticket, the committee has decided to go into an early overhaul at Riley's, after they finish their winter maintenance program at Easter 2026. This should enable us to be back out earning money on the ELR, before *City of Wells* comes at the end of her ticket. I had hoped to get a glimpse inside the workshop where 92 currently resides, but it was locked and everyone was fully occupied by their very impressive Railway 200 gala.



"Tanks for the memory" Pug and fuel oil tank at Bury Bolton Street.

Never mind, I will be back there on 17-19 October for their Autumn Steam Gala, when we have been promised another *92 Squadron* fund raising stand on the platform, but this time with 92 on display in the adjacent platformthough sadly not in steam. As well as the stand, we will be doing footplate tours and shaking a bucket!

From this event Carol and I will then travel across the north of England to Darlington for the members Weekend, Carol is thrilled, I really know how to treat a woman!

Meanwhile at the Nene Valley Railway I have helped with another school group on Wednesday 17 September, this time explaining to them about the restoration of *92 Squadron*, with brief video clips of the last overhaul. In the NVR workshop work on converting the CCT into a generator van is progressing well. While I was away, Austerity Tank No 15 arrived on 9 September, on long-term loan. The owner took it away again on 17 September "to complete some repairs from its recent overhaul and will return to the NVR when repairs complete".....Hmm.

Steve Lacey

An Elizabeth Line Experience – Tom Gladwin

On Thursday 21 August 2025, my son Julian and I decided to make a journey on the Elizabeth Line. Taking advantage of free parking, we travelled from Watton-at-Stone to Finsbury Park and thence to Farringdon. There we descended to the depths of Level 6 and boarded an eastbound train to Abbey Wood. From there we went to West Drayton and back to West Ealing where we took the short journey up the branch to Greenford and back.



At West Ealing we were surprised when 47593 came off the Greenford Branch hauling a passenger train with twelve coaches on, and 61306 *Mayflower* at the rear (see next page). (Both photos taken by Julian Gladwin).

This we discovered was Steam Dreams *The Spirit of Summer Lunch* tour of the Chilterns, It was interestingly pathed as follows.

Paddington	dep.	1019	
Didcot	pass	1124	
Oxford	pass	1203	
Bicester Village	pass	1218	
Princes Risborough	arr.	1240	
	Dep.	1245	
South Ruislip	pass	1320	
(Northholt Junction)			
Greenford E. Junction		1344	train reversed
West Ealing	pass	1356	
Paddington	arr.	1411	



The train could have continued to Paddington with 61306 leading by simply turning onto the Greenford Branch at Greenford West Junction. So why the reversal? It enabled 61306 to return to Southall from Paddington for servicing without having to run round the train, and return to take the evening excursion to Oxford without having to be turned.

The timetable section shown in **red** is no longer a passenger line. Formerly part of the Great Western Railway (GW) route to Birmingham, it joined the Great Central (GC) at Northholt Junction, where it became the GW & GC Joint Line. Over sixty years ago I travelled the route on one of the last steam-hauled expresses from Paddington. My companions that day were three RCTS stalwarts; Bill Clarke, Charles Gordon-Stuart, and Doug White from Digswell who was editor of the *Railway Observer* and co-author of *Welwyn's Railways*.

Returning to Farringdon we caught the 16:56 from Farringdon and enjoyed the 20-minute non-stop run from Finsbury Park to Stevenage from where we returned to Watton-at-Stone. Another great day out on the railway network.

Tom Gladwin.

Exhibitions in October

Information from the organisers:

Sat 4th - Sun 5th - Shildon Model Railway Club - 38th Annual Autumn Exhibition

Locomotion NRM Museum, Off Dale Road, Shildon, Durham

Come and visit the 38th Annual Autumn Exhibition. The only FREE Exhibition in the country. Yes it is FREE. Lots of Free Parking and Disabled Friendly. It also has a well-stocked Cafe with Costa Coffee on sale. We will have over 25 Layouts with over 20 Traders with a various selection of Locos, and various scenic materials for models. You can also get teas, coffees and drinks at reasonable prices from the Shildon Model Railway Club refreshment room at the far end, left hand side of the Building.

Expecting 25+ layouts and 20+ traders.

Sat 11th - Sun 12th - Hornby Magazine - The Great Electric Train Show

Arena MK, Stadium Way, Milton Keynes, Buckinghamshire

More than 30 layouts and 40 traders taking part. Arena MK at Milton Keynes will once again host the show, offering a large space and a more enjoyable experience for all who attend. A free bus service will operate between the railway station and Arena MK throughout the day.

Expecting 30+ layouts and 40+ traders.

Solution to the October Puzzle (page17)

1. **D**ent. 2. **E**dge Hill. 3. **R**adstock. 4. **B**urton. 5. **Y**eadon. 6. **M**adden. 7. **I**rchester.
8. **D**eeley. 9. **L**eicester. 10. **A**rmathwaile. 11. **N**ottingham. 12. **D**ursley.

Answer : DERBY MIDLAND

Martin Elms

Finally

A light-hearted contribution submitted by Richard Varley:

THE CLASS 66 POLITICAL PARTY

the manifesto:



The Class 66 Party – Built to Haul, Not to Waffle

- Policy Delivery: On time, under load, no derailments.
- Cabinet Composition: Six traction motors, zero lobbyists.
- Foreign Policy: Quietly reliable, with a Canadian build and a British work ethic.
- Energy Strategy: Diesel-powered realism until electrification catches up.
- Public Engagement: Horn blasts only when necessary.

And unlike certain leaders, it doesn't need a motorcade—it is the motorcade.

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