

Railway Ramblings

Issue 192

July 2026

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



The Blue Pullman, 43058 *Loch Eil* leading, passing Welwyn North on Sunday 17 May with a weekend excursion returning from Penzance to York

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 July 2026

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

14th July **A Plug for Brunel**

Colin Brading

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

28th July **A Tale of Three Countries**

Geoff May

During August 2026

There are no normal branch meetings during August. The next meeting at Hitchin will be on 8 September and the next at Digswell on 29 September.

However, on Sunday 16 August there will be a branch visit to Mangapps Railway & Museum.

This visit is open to family & friends, but note, children will not be allowed into the areas not normally open to the general public.

Details for this visit are on page 4.

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 RCTS 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



Chairman's Platform

Summer is here! We shiver for a few days, then we shelter from the scorching heat, then we get soaked. No wonder the weather gets talked about so much. Please look after yourselves in this weather.

However, I can still reliably look forward to our branch meetings and especially the 16 August outing to Mangapps. We previously visited in 2018 and those who went had a most enjoyable day. Since then John Jolly, the railway owner, has given a presentation to our branch (June 2023) and we know from that just how much has been added since our earlier visit. I know we already have quite a few names on the visit list but, as far as I know, we are not limited in how many can go. If you want to participate please let John Dossett know, if you haven't done so already. This is also an opportunity to invite family & friends to join in what should be a really good day out.

On a more general note, we would welcome feedback especially about our meetings. We all know that overall we have a very broad range of railway interests and we try to reflect that in what we do. Especially from those who never or rarely come to meetings, it would be good to hear what if anything you would like to see included in our future programmes that might entice you to join in.

Two anniversaries are coming up – firstly, in November 2026, the 25th Anniversary of the opening of our branch at Hitchin (we were a spin-off from Watford branch). We are arranging a commemorative lunch on 3 November in Hitchin, at “The Orange Tree”. Some details about this are on p18. Please note this will have limited numbers - and places must be booked in advance.

Secondly, in 2028, the RCTS will be marking 100 years existence and apart from any national events we will be looking to have our own branch event – if you have any suggestions on what we could do, this is the time to let me know.

Finally, a reminder to those of you coming to meetings at Digswell that building works on the church hall are now well underway and will continue through to November 2026 I cannot say that meetings there have not been affected but they are safe. If you have any concerns about coming please contact our Branch Secretary (Dave Elsdon) on 01438 714277. In each issue of *Railway Ramblings* we will try to keep you up-to-date with progress (see p14 in this issue).

Steve Lacey

Lanyard Badges

The general consensus is that since their introduction our branch lanyard name-badges have been a great help in generating a positive atmosphere at meetings.

If you already have a badge please remember to bring it with you and wear it at meetings. A few new ones have been issued recently but I am sure that there are now quite a few fairly regular attenders who do not have badges. If this applies to you please ask John Dossett (or any of the other committee members) and we will willingly produce one for you to collect on your next visit.

A reminder that these badges are available to members and non-members.

The August Outing – 16 August 2026

Mangapps Railway and Museum



2018 Visit

As previously advised, the August outing this year is to Mangapps Railway and Museum, which we last visited in 2018. Since then we had a presentation from the owner, John Jolly, at Digswell in June 2023 and, from that, we know that his collection has been substantially increased in more recent years.

The visit will start at 11:30 (when Mangapps opens). There is adequate on-site parking. Only hot drinks and snacks are available to purchase on the site but you can take your own, or take a short trip into the town of Burnham-on-Crouch.

This branch visit is open to members and non-members alike and is at the subsidised rate of £10 per adult, £5 per child (for advance bookings). Our visit will include a tour of the yard and other facilities not usually open to the general public. (Note: Children are not permitted in areas not open to the general public).

For a preview of what is there to be seen go to the Mangapps website (at [Mangapps Railway Museum Home Page](#)).

If you wish to participate then please contact me – either in person at branch meetings, by email (John.Dossett@btinternet.com) or phone (01438 714325). Let me know as soon as possible and advise me if you will be accompanied by family and/or friends. Payment should be made in cash at our July meetings, by cheque at the meetings payable to RCTS Hitchin Branch, or bank transfer to sort code 40-24-20 account no. 81518003 account name RCTS Branch. No payment will be accepted after the 28 July meeting at Digswell.

John Dossett

Great Western on the Great Eastern: The Epping Ongar Railway “Western Workhorses” Spring Steam Gala, 17-19 April 2026

The Epping Ongar Railway held its Western Workhorses Spring Steam Gala in April. Three Great Western locomotives ran an intensive service between North Weald and Ongar stations, with occasional trains topped and tailed to Epping Forest.

The Great Western locomotives used on these services were as follows:

- Small Prairie 4144, built at Swindon in 1946. Based at the Didcot Railway Centre.
- Hall Class 4953 *Pitchford Hall*, built at Swindon in 1929. Based at the Epping Ongar Railway.
- Hall Class 6989 *Wightwick Hall*, built at Swindon in 1948. Based at the Buckinghamshire Railway Centre. This locomotive was used in the filming of the 2025 Harry Potter TV series and still carries the red livery applied for this purpose. As a result, it was hugely popular with the Harry Potter fan base. Hopefully this has helped to raise extra funds for the EOR as a result.

All photos - Hugh Driscoll.



6989 prior to departure from Platform 1 of North Weald station to Ongar



6989 prepares to leave Platform 2 of North Weald station on a later departure to Ongar.



4953 prepares to leave Platform 1 of North Weald station towards Ongar.



4953 departs North Weald towards Ongar, passing under the station footbridge.



4144 sets back towards the stops after uncoupling from its train at Ongar, before running round.



4144 runs round its train at Ongar.



4144 leaves North Weald's Platform 2, heading towards Epping Forest.



Great Eastern firepower in Ongar station ticket office.



Routemaster (Lengthened) RML 900, one of the fleet of buses used to provide connections between North Weald, Epping and Shenfield stations.



The “Supercar”, created in 1991 to advertise the London One Day Travelcard, was exhibited in front of North Weald station building. It was constructed using the front end and chassis from a 1973 Daimler Fleetline bus (DMS1515), with a replica section of a 1973 stock Underground vehicle and a replica cab end of a class 321 Driving Trailer.

Hugh Driscoll

Book Sales at Branch Meetings

New RCTS Books

These will continue to be available at branch meetings, by ordering from the Branch Chairman. This saves you the cost of postage. Discounts are usually available to RCTS members.

Pre-Owned Books

New additions can still be received and will be on offer for no less than four branch meetings after receipt, after which any remaining books will be given to worthy causes.



Suffolk Craft Fair Day

19 July 2026



A range of stalls by local craft specialists will show off the skills in the area and provide the opportunity to find something special.

As well as regular steam train rides all of the usual facilities will be open, including the Museum, Restoration Shed, Tea Room and the Middy Bar.

The duty locomotive will be the Peckett 0-4-0 ST 'May'.

(Information and photographs reproduced courtesy of the MSLR)

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 July Puzzle – Martin Elms

This month it is a Southern flavour

The first letter of each answer should spell a southern location.

1. Station south of Liss	
2. ? viaduct south of Balcombe	
3. Name of locomotive 30920	
4. Locomotive depot with code 74D	
5. ? junction station for Sandgate	
6. Summit near Ilfracombe	
7. Station near Sevenoaks	
8. Name of locomotive 30791 Sir ?	
9. Locomotive depot with code 75E	
10. Name of locomotive 34065	

11. Preserved Isle of Wight station	
12. SE&CR Locomotive works	
13. P.Way depot near Southampton	
14. Army camp station for Salisbury Plain	
15. Name of locomotive 35008 ? Line	
16. Station south of Barnstaple	
17. Locomotive depot with code 74B	

Best of luck.

My answer to each of the questions and solution to the puzzle are on page 18.

Martin Elms

How It All Began, Part 3 - Derek Boothby

“Chinley and Marsh Lane”

Last month, in Part 2 “How It All Began”, I described how family holidays and school excursions started to broaden my railway experiences. This time, in Part 3, a new bicycle gives me personal freedom.

One year I received a shiny new bicycle for Christmas. Once I had mastered the art of propelling it along the road without falling off I was able to join a group of slightly older lads on cycle rides. On some of these occasions we went train spotting in the locality. Now I could get to the Midland line between Derby and Manchester which we could see in the distance from our living room window as it made it's way down the other side of the valley. The first such visit was to Gowhole marshalling yard where a footbridge spanned the yard and running lines. It was not a good spotting place though, because the pairs of running lines separated and passed either side of the yard, so it was quite easy to miss something.



When I started taking photographs I preferred to go alone. The best place which I visited most frequently was Chinley North Junction where the line to Sheffield via the Hope Valley branched away eastwards and conveniently beside the road between Chinley and Chapel-en-le- Frith.

Later I discovered a footbridge across the line north of Chinley station which I used occasionally. The main attraction was the up 'Palatine'. This left Manchester Central at 2.25 and the first stop was Chinley at 2.55. After further stops at Millers Dale, Matlock Derby and Leicester it was due in London St. Pancras at 6.15. In my 1960 LMR summer timetable the fare from Manchester to London was shown as thirty-four shillings and six pence. The motive power on 'The Palatine' when I started spotting was mainly 'Jubilees', or occasionally Class 5s (LMS or Standard), but these were soon replaced by rebuilt 'Royal Scots' and then 'Britannias'. All these were replaced on the west coast by electrification.



A lane leads from the main road in Furness Vale over the level crossing by the station and to New Mills where it is known as Marsh Lane. About half way is a road overbridge which is a good vantage point. To the north can be seen New Mills junction and it's signal box where the direct line to Manchester and the original line via Marple separate.

The photo (on the previous page) was taken from the bridge in Marsh Lane, an 8F on a train of ICI bogies returning empty to the quarry at Tunstead.



Marsh Lane and an 8F is running light towards Manchester. It is likely to have come from Gowhole marshalling yard and is returning home.



Marsh Lane again and a WD 2-8-0 is heading south along the slow line.

Next time I purchase a new camera with money given to me for my 21st birthday and it's off to Derby Works.

I noticed a slight error in my article published last month. The photo of the Stanier 0-4-4T was taken at Lancaster. The text is correct but the caption to the photograph incorrectly gave Morecambe as the location

Derek Boothby

Meetings at Digswell - Update

The work to rebuild the Digswell Village Church Hall continues and is expected to last throughout most of the rest of 2026. Those who have already attended our meetings there know that the situation is not ideal and we have encountered a few "issues". However, the church authorities have been largely successful in providing us with temporary accommodation in what is the main body of the church and we are grateful to them for that.

The demolition stage seems to have been completed and the reconstruction is well underway. The new main entrance is taking shape and the remodelling of the old hall is progressing.

For anyone interested in the detail of what is being built the most authoritative source should be the WHBC website. On their "Planning Applications" section look for application 6/2025/0777/FULL and chose "documents".

John Dossett



Best of British – *Tornado* & *Alycidon*

Various Dates in July



Celebrate the very best of British railway engineering as LNER Class A1 No. 60163 *Tornado* and British Rail Class 55 Deltic No. 55009 *Alycidon* visit the Nene Valley Railway for a special programme of passenger services and driving experiences.

These two iconic locomotives will be based at Wansford Station in early July, offering a unique opportunity to see and travel behind the most iconic locomotives ever to operate on the East Coast Main Lines.

Tornado Passenger Services - 4th & 5th July

Join us for intensive passenger services hauled by *Tornado*, one of Britain's most famous steam locomotives.

Tornado Driving Experience - 10th July

Tornado and Deltic Passenger Services - 11th & 12th July

Join the NVR for intensive passenger services hauled by *Tornado* and Deltic No 55009 *Alycidon*, one of Britain's most famous steam locomotives.

Deltic No 55009 *Alycidon* Driving Experience - 6th, 7th 13th & 14th July 2026

For full details of timetables and ticket prices visit:

[Best of British with 60163 *Tornado* and Deltic No 55009 *Alycidon* | Nene Valley Railway Ltd](#)

(Reproduced courtesy of the NVR)



Visit to GBRf Peterborough, 13 May 2026

– Report by David Holdstock

I left Datchworth at 08.10 aiming for an eta of 10.00, bearing in mind the work going on at the Black Cat . I had forgotten about the rush hour traffic at the Roaring Meg and Gunnels-wood Road roundabouts and did not get on the A1M Stevenage South until 08.35 (should have taken 10 minutes) . Foot hard down , only a pause at the lights at the Black Cat and on to Peterborough directed by my sat-nav , arrived at 09.35.

I might have been the first person to arrive and met up with others as they came in. I was all in yellow high-vis etc but was advised that this was the wrong colour for the railway and it should have been orange , David Cross very kindly lent me an orange jacket from the back of his car which resolved the problem. Laura from GBRf came out meet us at 10.30, we had a roll-call and then had to register individually on their computer and were photographed.

We were then introduced to the team leader (I can't remember his name) who then took us to see the service maintenance shed where a Class 66 was being worked on and there were two more outside in the queue. The standard of cleanliness was quite amazing and were allowed in to see what was going on. Throughout the visit Health and Safety was paramount with crossings and crossings gates where appropriate. We were taken to a live track where a 66 was waiting on tick over with what must have been half a mile of container wagons . The first walkway was concrete but very soon it changed to ballast. We walked the full length of the train which seemed a bit pointless but on an adjacent track behind there was a Class 99..... There had been two on the track, one had just gone out. The other was there for driver training. We got up and personal with it and there were photographs taken which I understand will appear in the RO shortly . There were about five drivers and one supervisor in the cab. The weather then changed from being cool but overcast to drizzle and we returned to the main building.

A Class 08 was driven out for us to look at, which was a hired-in for shunting. We were then handed over to the driver training section where there were two simulators . It would seem that a Class 66 hit a land slide in Scotland some time ago and was written off , the contents were cannibalized and the two cabs were brought to Peterborough to be used as simulators.

We were divided into two groups and then changed over. In the first group I managed to drive a 66 slowly with green signal lights, somewhere north of Kings Cross. After the groups changed over I was driving a 66 at speed from Brookmans Park north through Hatfield and Welwyn Garden City towards Stevenage . The two senior drivers/trainers were putting pipes on the track a fridge and other obstructions! As I was approaching the Digswell viaduct a failed AZUMA was parked on the turn-in points from the four-track to two-track to go through to Welwyn North, my instructor pressed the emergency stop but to no avail —bits of AZUMA every where. Much to the enjoyment and laughter of all concerned.

We were then returned to the main building for about 13:00 where we thanked those concerned and left. Home 15:30. A very good/excellent morning out. My thanks to those concerned in arranging this visit.

David Holdstock

Dejection and Elation!

Notes from Watton-at-Stone and Hitchin – Tom Gladwin

Sadly, I was unable to be at Watton-at-Stone on the morning of Tuesday 2 June when 99007, hauling 73201, 73109, and 73966 from Peterborough to Tonbridge, passed at 10:44. Running light, it returned at 18:17 heading back to Peterborough. Was this the first Class 99 locomotive to pass along the East Coast Main Line through Hertfordshire?

Joy returned the following day, 3 June, when Julian and I spent some four hours at Hitchin. During that time, we observed ten freight movements. Nine were hauled by Class 66's, and the Hoo to Whitemoor by 69004 (see below).



The highlight for me was the only Class 66 I had yet to see. This being 66752 which appeared on the Barrington to Willesden waste train.



The first of the 66's built in Indiana it carries the state's nickname *The Hoosier State*.

Three Class 91's, 107, 111 and 124, passed on Leeds and Bradford Services.

We were surprised to note that some through services towards Royston, Cambridge and Kings Lynn, are still routed along the old curve, which crosses the up-mainline, instead of via the fly-over.

Many changes of driver take place at Hitchin. Some of these are on through services which stop solely for this purpose.

Tom Gladwin

Commemorative Lunch – Book Now

Hitchin, 3 November 2026

Our branch marks 25 years of meetings at Hitchin (Welwyn was later) in November this year. Your committee have decided that there will be a commemorative lunch to mark this milestone - and that this will be a members-only lunch at Hitchin.

"The Orange Tree", 100 Stevenage Rd, Hitchin SG4 9DR has been booked – with a 12:30 lunch. There will be just a nominal charge of £10 (excluding drinks) for a main course plus dessert. A wide choice from the lunchtime menu will be available (choices will need to be made nearer the time as their menu is changing at the end of July). Numbers will be limited so you will need to book your place and make your £10 payment in advance.

As Hitchin meetings are usually on a Tuesday afternoon we have organised this lunch for Tuesday 3 November, starting at 12:30.

Names, with membership number, to our Treasurer, Paul Holloway, please.. Places will be allocated on a "first come, first served" basis with a limit on numbers of 50. Payment should be made in cash at our July or September meetings, by cheque at the meetings payable to RCTS Hitchin Branch, or bank transfer to sort code 40-24-20 account no. 81518003 account name RCTS Branch. Once the 50 limit has been reached bookings will close.

Solution to the July Puzzle (page 12)

1. **P**etersfield. 2. **O**use. 3. **R**ugby. 4. **T**onbridge. 5. **S**andling. 6. **M**ortehoe.
7. **O**tford. 8. **U**waine. 9. **T**hree Bridges. 10. **H**urricane. 11. **H**aven Street.
12. **A**shford. 13. **R**edbridge. 14. **B**ulford. 15. **O**rient. 16. **U**mberleigh.
17. **R**amsgate.

Answer PORTSMOUTH HARBOUR

Martin Elms



Signal Box Open Day

16 July 2026



Princes Risborough North Signal Box

Part of the

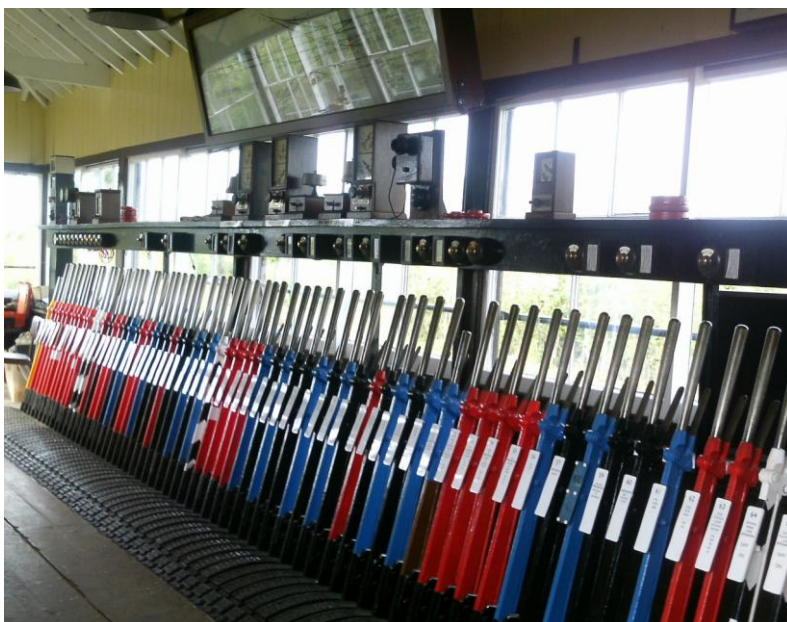


Heritage

Chinnor & Princes Risborough Railway

The Princes Risborough North Signal Box stands just to the north of Princes Risborough station, which is served by mainline Chiltern Railways trains as well as the Chinnor & Princes Risborough heritage railway. Frequent mainline trains call at Princes Risborough from Birmingham (Snow Hill), Birmingham (Moor Street), Oxford, Banbury, Aylesbury, High Wycombe, Beaconsfield, Wembley and London (Marylebone).

This is the largest remaining Great Western design signal box in the country, constructed in 1904 and closed in 1991. From the dereliction that followed it is being restored to a working box controlling the passage of trains on the C&PRR.



If you are interested in visiting to see the extent of the restoration work already completed, note that the box will be open on Saturday July 11th 2026, 10am till 4pm, just drop in. There is a rough path and a steep staircase which may not suit all. Space is limited so if it is busy you may need to queue to enter the box.

There are NO Chinnor and Princes Risborough Railway heritage trains operating at Princes Risborough on Saturday 11 July, as this then allows visitors safe access to the signal box.

(Information and photographs reproduced courtesy of the C&PRR)

The July Presentations (1)

A Plug for Brunel

- Colin Brading



14th July

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

The electrification of Britain's railways is a story of fits and starts, and a brief summary of this history sets the scene for an insider's view of electrifying the Great Western Main Line. That project is now a matter of historical record too, but its legacy is very much with us and provides valuable - but sobering - lessons for the industry and politicians alike. The classic end-of-term report 'must do better' is an apt and rather understated assessment!

Colin's role was in managing a major programme of bridge works to provide the necessary clearances for the overhead wires, and his presentation will include a number of case studies between Didcot and Bristol Parkway to illustrate aspects of that work, the chosen engineering solutions and some of the diverse challenges faced by the team. In an honest reflection, he will describe not only the things that went well but also those that didn't. One wonders what Brunel would have made of it all!

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.

The July Presentations (2)

A Tale of Three Countries - Geoff May



28th July

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

Three separate countries were home to three notable locomotive designs. South Africa, Germany (East and West) and Great Britain are the countries concerned and the SAR Class 25, the DR/DB Class 01 and the SR Bulleid Pacific are the corresponding classes covered. The presentation reveals that although the classes varied considerably from country to country in many of their vital statistics, they all shared the common feature of having significant modifications made within the basic design. Unsurprisingly, the generally successful improvements meant that locomotives from each class were amongst the last steam survivors in their respective countries. The talk is amply illustrated with photographs taken by Geoff in each country.

Workshop Wanderings – Steve Lacey

Once again with my National Exhibitions Officer hat on, I have been on my travels, this time to the “Celebration of Doncaster Works” Open Day. This was to mark the closure of “The Plant”, as it was always known, after 173 years of service. Apparently the works cost a fortune to heat in winter, cool in summer and are worth more as a building site than as a railway works!

Part of the site is listed and there will be a small museum, charting the work undertaken but the rest is designated for housing.....no doubt advertised as “handy for the station”!

As I am exhausted by the trip, the weather and off to Eastbourne with Carol tomorrow to attempt heatstroke while watching a day's tennis at Devonshire Park, this report will mainly be a picture guide to the event!

My trip started on Thursday 18 June, having loaded the car with the stand, I drove up to Doncaster arriving just after 2pm. We had requested an indoor “pitch” with power as there is no guarantee of the weather in the UK, as we have seen in the last month! Fortunately we were sited just inside the door to the workshop, with a large industrial fan producing a pleasant cooling breeze, just as well as the temperature started to rise!



On top of the stand, I had a number of DCC O-gauge models on rolling roads, with diesel and steam sounds, arranged so that children could sound the whistle or horn. Once you have a child's attention, you have an adult audience to pitch too! The object of the stand was to recruit new members and sell society books. I was all on my own on Thursday set-up day and also on Friday, which was for current and ex-employees and their families, all of whom were admitted free. Over the event we managed to recruit 7 new members and sell a number of Society books.



This was the view from our stand of the "shop" we were in, with the "Hornby OO live steam Society" on the left and other traders to the right. At the far end was a selection of The Plants products including a demonstration of a pantograph which was raised and lowered on air pressure, some traction motors, a Hitachi bogie from a GWR Class 802 IET, some other wheel sets including one from a Class 91.

On the Saturday I was joined by David Cross, son of the railway photographer Derek Cross, Derek Stuckey and Alan Hardman from the Sheffield branch and David Tyreman from the North East branch. So, before the Saturday opened to the public I was finally able to see what other exhibits were on show.



08 669 one of Wabtec's works shunters

Another works shunter, 08 924, was powering short rides aboard the inspection saloon *Caroline*.



One of the stars of the event (also a product of The Plant) was *Sir Nigel Gresley*.



This was posed outside the shop where, on arrival, they had lifted the tender to renew a set of bearings. When I took this picture they were still polishing the other side!

Round the corner was another product of The Plant *Flying Scotsman*.



In the shed on the left of the above picture, more mundane but financially more rewarding were 165 039 and 165 022 up on jacks.



Beyond *Flying Scotsman* were a number of diesels lined up 66 773 *Pride of GB Railfreight* and 58 023 from the 58 Loco Group.



The full line-up included an HST set from Rail Adventures, 66 773, 58 023, 37 418, and 37 508.



Turning round there was 37 512 *Thornaby Demon*.



Along the front of the sheds were those outside stalls for whom, fortunately, the weather had turned out to be fine.



Within these sheds were lines of new/ refurbished bogies



Finally, I turned the corner, back towards where our stand was - at the extreme end of the right-hand building. At present this also houses the museum of The Plant. The building on the left is now listed as it contains Gresley's office, the Drawing Officeand, oh yes, the toilet especially installed for the Late Queen's visit in the 50's!



After the exhibition closed David Cross and I packed everything back in the car and I drove home, arriving back at 21.20, got a Chinese take-away and then promptly fell asleep in my chair!

Steve Lacey

Newsletter Distribution

This e-newsletter, *Railway Ramblings*, is now distributed by the Editor (John Dossett). 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. John's email address is John.Dossett@btinternet.com

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