



Issue 39

17th December 2020

Dear all,

A year ago we would not have believed that the next 12 months would turn into one of the strangest years that the club has ever seen since its opening all those years ago.

Christmas is a time of year to meet up with family and friends and enjoy some quality time together. This year I would ask for us all to take a moment to think of the several thousands of people this year, including some of our own members, who will be spending their first Christmas without their loved ones. Celebrate and remember the good times spent with our absent friends and loved ones.

This 39th edition of the Wharfedale news is the final edition before Christmas and I would like to thank everyone who has put in an article over the past 39 editions of Wharfedale. Luckily for David in Australia, in his area, they will hopefully be able to sit back and enjoy their Christmas in a bit more of a relaxed atmosphere than we can over here but do all enjoy the festive season.

This edition is a bit longer than normal as we have added a few extra quizzes to keep the brain working over Christmas, I have also added a couple of Picture Puzzles that I have pinched from our G Scale Newsletter.

I write these notes on our 54th wedding anniversary so I am again back onto cooking duties this evening so must wind it up now.

Wharfedale Issue 40 will be out on the 7th January 2021 so in the meantime have a great Christmas and New Year and look forward to all being able to meet up again as soon as possible next year.

Keep safe,
Mike W.

Brief club house NEWS

There is very little change taken place since last week but Norman and Hazel Payne have advised the committee that they would like to pass on to the club Norman's 5 inch model MLV locomotive on the understanding that all the time he can still climb on a truck he can still enter it in the running schedule book and drive it himself. The committee has accepted this offer with grateful thanks and wish Norman a speedy recovery and look forward to seeing him driving it when we can get back to operating the line again. Ten of these MLV units were built for the boat trains from Victoria to Dover and Folkestone. The units were fitted with batteries to allow them to operate over the short distances of non-electrified line along the quayside and were withdrawn from service by 1992 with the end of the boat train service.

Thanks to the security team as always

On behalf of the Committee I would like to wish you all a



and a much happier and active New Year.

Mike W. My Early Years. (With digressions) Part 3.

Life in Balcombe was slow to change, we had moved out of the Butchers shop by 1952 and moved to the new 'Newlands' council estate just above Balcombe Station which in those days looked decidedly different to what it does now. It was extended I seem to recollect when they rebuilt Gatwick Airport and the old concrete platforms were re-laid at Balcombe extending the platform to take longer trains. Even though we were always told at Haywards Heath or Three Bridges to get in the front half of the train when it was a long one because it was rarely a corridor train in those days so people use to shout out and start to open the doors so that the train had to move forward so they could get off!! During my butcher delivery days I did have the responsibility of delivering meat to our local stars which included Paul Scofield and his wife Joy who lived in the big house on the corner of Oldlands Avenue and Haywards Heath road. He died in 2008 and Joy died 4 years later and although his memorial service was held in Westminster Abby they are both buried in St Mary's Church Balcombe. Another of my deliveries was to Arthur Watkins who lived in Stockcroft Road in the house on the left just round the corner as you go up from the village centre. He was Secretary of the British Board of Film Censors from 1948 until 1956 and was the man that signed the censor certificates giving it a 'U' rating etc. and on films made around that time you will see his name on the certificate.

The last but lesser known to the general public was Lord McCorquodale who lived in Balcombe House which is just off the village centre. A descendant of the founder of McCorquodale & Company LTD. which was taken over by Robert Maxwell in a hostile takeover in the 1980's. In this case my contact was always the cook.



Balcombe House which is now a wedding venue.

I guess those of us that were around will always remember the "BIG FREEZE" of 1963.



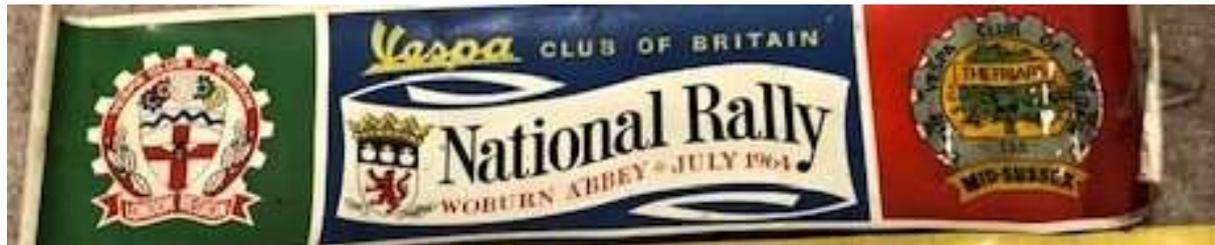
Not claimed to be the worst but the longest freeze we had endured for a very long time and it did bring out the villagers every weekend to enjoy the snow and ice. Balcombe lake froze over and stayed frozen for close on two months and all sorts of skates were found in the sheds, I remember finding some that you clamped on a pair of boots and learnt how to move across the ice. By the end we were playing a kind of hockey with sticks and a tennis ball and the climax was when we managed to get a mini car onto the ice doing spins and all sorts of sliding antics. It did hit the transport and communications but we all found ways to get on with life in spite of the difficulties and for those of us that enjoyed sledging and Skating we had a great time.



The Sea at Bognor Regis

With the increased growth of cars on the roads, road public transport from the village had started to reduce. We had originally had two bus routes to Balcombe, a single decker bus via Borde Hill and a double decker route via Cuckfield. The Borde Hill single decker service, being unsuitable for the higher driving speeds of buses disappeared. Although I had cycled most days to work when I was an apprentice, (no spare money) I had started to go by train as it was quicker but still had to bus from Three Bridges or walk to the Metal Box

factory which was just off Manor Royal as it was an established Engineering factory before Metal Box took it over which was before Manor Royal was built. Much to my mother's horror I bought my first second hand scooter, a Vespa 125 with a top speed of about 40 mph downhill and with a strong wind behind you. I joined the Vespa Club of Great Britain, Mid Sussex Branch 135 who met in a wooden shed in the grounds of the Friars Oak at Hassocks. My final bike was a 150 GS Vespa which could go considerably faster. We toured the country and I still have some memorabilia.



National Rally in the grounds of Woburn Abbey 1964

This was the era of the Mods and Rockers but we were the good boys who wore motor cycle gear and crash hats and kept well away from Brighton on Easter Monday.

During this time I had finished my Apprenticeship and started to realise what the can making industry was all about. It is a 24 x 7 industry which was only closed for Christmas day and Boxing Day in my time and that was when they wanted all the suppliers to do their annual maintenance. Today the industry is huge and is very sound in this day of recycling with every part of the container recyclable. The claim is that the average household in the UK uses over 600 aluminium cans each year which is a figure that seems hard to believe. However, over 9.5 billion drink cans are shipped in the UK each year with a total of around 60 billion being filled in Europe made from either steel or aluminium.

It is claimed that the USA recycles over 100,000 cans per Minute!

It is also estimated that the world beer and soft drink consumption uses about 180 billion aluminium cans every year which equates to about 6700 cans every second which is enough to go around the world end to end every 17 hours.

On top of that what about food cans you say?

To be continued:-

Mike. W.

Mike P's musings No.37

Today, I'm writing just a short update on building activity around the club area and in the park.

The new housing estate, (at least that's what I'm assuming it will be), developing at the back of our railway on the old council depot site, is progressing rapidly. The previous narrow entrance to the depot has now been bypassed and the developers have cut a larger access through the hedge, opposite Ashton House nursing home at the end of the lane, (just up from the park entrance to our club). I've sent Mike a couple of photos to show the location and the extent of activities.



I walk past it on a couple of days each week on my way to town, as my short cut through the woods has become so muddy from the rains of late.

Also, today, there were a couple of guys working over by the lower end of our short railway tunnel, putting in support for the edge of the path at the end of the pergola. I include another picture for Mike.



It only remains for me to wish all club members a “Happy Christmas” and hope that next year brings us all peace and normality again!



Stay safe
Mike P.

By John Richardson.

Gland Packing!

This anecdote takes place in 1969, by which time I had been promoted from cadet to 5th engineer, which had tripled my salary – and by heck I earned it on this trip!



We are aboard another steam turbine tanker of 41,000 tons (deadweight) called the Esso Durham, which had been state of the art when built in 1958 but for some reason still had an old fashioned tail shaft (the final section of propeller shaft) about 18" diameter running in lignum vitae bearings, with a simple stuffing box and soft packing (modern ships have the shaft running in white metal bearings with oil lubrication and rubber lip seals to keep the water out). Lignum vitae is a very hard and dense wood (so dense that it does not even float!) and which requires no lubrication other than sea water when used as a bearing,

On the 'Durham', the stuffing box had leaked right from the day I joined and it gradually got worse. Every so often we would pull up the gland nuts to tighten the packing and reduce the leak, but the shaft itself was worn (lignum vitae will wear down the steel shaft rather than the other way round) and it would usually be leaking again as badly as ever within a few hours. Eventually, we had pulled up the packing as far as it would go, after which the leak escalated rapidly, so that soon it was coming in fast enough to fill a bucket in seconds. This meant we were continually having to pump the shaft compartment bilges out – sometimes for an hour or two at a time. Eventually, our overworked reciprocating bilge pump threw its hand in, so now we were really in trouble.

At this point I should perhaps explain that unlike vessels with the engines amidships, where the shaft tunnel really is a tunnel, just wide enough for the shaft and a walkway down one side, on tankers, the shaft compartment can be quite a large space. On the Durham, it was about 50 feet wide at the for'd end, tapering down to around 6 feet wide by the stern gland and contained amongst other things, one main boiler feed pump (steam turbine driven) and two electric oil pumps supplying the fuel for the boilers.

We had other pumps we could use on the bilge system – the general service pump for one, but this was a centrifugal type pump, which are notoriously difficult to get started unless there is a positive head of water on them. This one was pretty clapped out anyway and however much we primed and fiddled, it would never hold a suction for long. Meanwhile, the water in the shaft compartment was steadily getting deeper and if the fuel oil pumps got wet we would be finished, so we were frantically wrapping up the motors in rubber sheeting to keep the splashes off. Finally, to stop the water getting any higher we were forced to let it overflow through the watertight door into the engine room. This could only be a temporary measure but it gave us some more time to plan what to do and stopped the level from rising still further and swamping the oil pumps.

Eventually we decided that we would have to stop at sea and attempt to repack the stuffing box around the shaft. We had just come down through the Bay of Biscay in a westerly gale as this little drama was unfolding and were somewhere off the north west tip of Spain. After consulting with the bridge, they informed us that we had about three hours to do the job or we would be driven ashore. This we thought would be just enough time and we duly stopped the engine and hove to. To help get the water pressure off the stuffing box, the deck department ballasted the ship well down by the head in an attempt to get the propeller shaft above sea level and reduce the leakage. As soon as we were stopped, the ship drifted around until she was beam on to the waves, which made her roll quite heavily. This caused all the bilge water in the shaft compartment, which was by now some six feet deep, to thunder about from side to side with the roll of the ship, so that at times, the tank top on the uphill side would be nearly dry while the other would be under ten feet of water!

The chequer plate walkways were raised above the tank top by about six feet and were held down onto their angle iron bearers by countersunk brass screws – about 3/8th Whitworth thread I would guess. As the water crashed up

against these plates from the underside, these screws began to shear off – rather like a cartoon character who has eaten so much that his shirt buttons start ping-pong-ing off. Quite a few were missing anyway and eventually a couple of the plates themselves worked free and dropped down to the tank top. I was wading down the walkway with a handful of pump spares and could not see that there was a gap in the plates in front of me and promptly fell through it into the freezing and dirty water! The 2nd engineer was right behind me when this happened and when he saw me suddenly disappear from view he was able to grab me by the neck of my boiler suit and soon had me out again. Amazingly, I still had hold of the spare parts in my hand which relieved him greatly! I have to admit though, that by this time I was badly frightened and was none too sure whether or not we were going to get out of this particular scrape.

The first thing we did was to replace two of the stuffing box gland studs with longer ones, so that whatever else happened, we would always have two nuts on to be able to pull the gland back into place if the water pressure proved to be too high. This done, we took off all the other nuts and started steadily unscrewing the two on the long studs. The water pressure obligingly pushed the gland up along them until it was clear of the stuffing box. A bit further still and the remains of the old gland packing were also pushed out, so we didn't have to waste time fishing around with packing extractors removing it. Now that there was no packing at all, every time a wave passed across the stern of the ship, a solid jet of cold water shot out all round the shaft.

The next stage of the game was to fit the new lengths of packing, which we had previously cut to size, into the stuffing box. This packing was about 2 inch square in section and resembled a very greasy square rope. It took four of us to repack that wretched gland and two (which included me, as I was already soaking wet) had to stand in the bilge to either side of the shaft while we were doing it. We were above our waists in the water and within a few minutes were shivering and shaking with the cold. At first, every time we managed to get a length of packing in, the next wave of water pressure would promptly spit it back out again and we were getting nowhere. Somebody then suggested we try shoving it in with broom handles which would get it further down the stuffing box and give us a bit more purchase. This idea seemed to work and after waiting for a suitable gap between the spurts of water, we finally managed to get the first piece in. Then it was a case of holding on like grim death to keep it there until the next wave had passed and we could insert another – and so on. I can't remember how many pieces had to be put in, but we had to be sure that

the stuffing box was completely filled if we were not to have wasted our time and the more we put in, the harder it got to shove it down the hole. Eventually, the 3rd engineer, who was on the opposite side to me, reckoned he could feel that the packing had reached the end of the stuffing box, so we could start nipping up the two nuts to bring the gland back down the long studs. The last couple of inches were particularly tricky, as we could no longer bring our broom handles to bear on the packing and had to use them on the gland itself to quickly take up this final gap before the packing had a chance to get shoved out again. As soon as we had all the nuts on we were safe and immediately phoned the bridge to get them to start pumping out the ballast so we could get going again – they reckoned another half hour and we would have been on the beach!

We didn't tighten up the gland immediately to completely stop the leak, in case the friction overheated it and undid all our good work, but after we had been running for about twenty minutes to give it time to settle, we very gently started nipping it up until the leak was down to a couple of pints a minute. We were more than happy with that, as this would be enough to keep the packing lubricated and cooled, while the quantity coming in was negligible compared to what it had been before. By this time also, the 4th engineer and his junior had repaired the bilge pump and we were finally able to get rid of the water and breathe a sigh of relief. There was quite a party in the bar that night to celebrate our escape I can tell you!

John R.

Andrew Ellis. The final exam for a Trainee Train Driver

As part of my role as a Competence Development Manager (Drivers) apparently soon to revert to Driver Standards Manager, I have the pleasure of carrying out the passing out (final exam process) for Trainee Train Drivers. The exam itself lasts a week but there is a process of regular assessments from when they begin training at the school about a year beforehand. I begin to have an involvement when they come to the depot to meet their managers and Driver Instructor (DI).

After they have completed 175 hours driving with their DI, I carry out a one day assessment to identify areas they need to concentrate on. We tend to be super critical to nip in the bud any bad habits that may be creeping in.

We also carry out an assessment at 225 hours to demonstrate their improvement and usually to ask rules based questions to ease our workload on the final exam but also to give them an idea of how they need to think. Many candidates panic and start to think too deeply, digging themselves a hole.

After more time driving with a DI and once the DI is happy that any issues have been resolved (we have regular chats with DIs to check on the candidate's progress), their Line Manager books them in for the final exam.

Before this can begin a folder of evidence is checked (yes there is still a lot of paper) and this is scanned into the Competence Management system in the candidate's file (and this will follow them through their career).

On the first day we carry out a rules exam. This is the candidate's opportunity to explain their understanding of the Train Driver's rule book. A paper copy of this is approximately 3 inches thick in A5 format, although it contains a lot more diagrams and pictures than the old rulebooks did. We use slide shows, animations and describe situations to obtain the answers we need. Sometimes we have to ask the question in a different way to help the candidates demonstrate their knowledge. It is a bit different from my rules exam years ago with a stern look from across a desk and a barrage of questions interspersed with "Are you sure!!?".

On the second day we usually arrange to relieve a Driver and take their train empty stock to a depot. This tests the candidate's ability to drive slowly signal to signal (as the train is a low priority and normally follows a passenger train) maintaining concentration. They can also drive around a depot having previously described the hazards to be aware of (trains on the same line ahead, signals on both sides of the line, points with no route indications, shunters instructions etc.).

Nowadays most passenger train Drivers don't need to know how to get their train moving if it breaks down. They can call engineers to talk them through the fault rectification but they do need to know where circuit breakers, air isolation cocks (in case of a burst in the air system) and isolation switches are. They also need to know what rules apply when items of equipment are isolated. For example what is the appropriate speed after isolating the Automatic Warning System depending on whether they have an assisting Driver to travel with them and what is it foggy or snowing. While in a depot we

walk around a train so that they can demonstrate their knowledge and personal track safety.

Over the next two days we arrange to have them coupling and uncoupling trains. This is far more involved for the Driver than in the old slam door train days. There are no pipes to worry about but buttons have to be pressed to isolate electrical and air equipment while also moving the train. We also drive trains over their main route. At Redhill these are Reigate to Victoria and Redhill to Tonbridge. We are looking for the candidate to give a commentary on their actions, observations and thought process (similar to an Advanced Car Driving test). We are looking for an understanding of the risks on that route, for example reading the wrong signal when several are next to one another.

There is a lot of work carried out nowadays on human factors; how people act in certain situations, how we get confused, lose situational awareness. A large part of my job is to encourage Drivers to use mitigations to help avoid these risks in order to avoid incidents, so candidates have to demonstrate their awareness and risk mitigations consistently. For example many Drivers use a running commentary as they drive along to remind them of signal aspects, station stops and the length of train, some point at signals as they call them out. Some follow a checklist at stations. If they were pilots they may have a co-pilot to check everything they do but Train Drivers are all alone so have to be very focussed, particularly with the extra tasks of opening and closing the doors which they have on many trains nowadays.

After each day we review our progress, identifying areas still to be covered. They may not have spoken to the Signaller or may not have made an announcement. We might not have encountered particular situations so I may need to ask questions or describe a scenario.

After several days where they demonstrate best practice both in daylight and the dark, and providing all the criteria in the relevant standard have been met they have a meeting with myself or their owning CDM, their Line Manager, the Area Manager and my Manager. All the documents are checked again and the candidate is interviewed and briefed.

If all goes well the Trainee then becomes a Passed Driver. This is only the beginning though. They are now Post Qualified and have two years of intensive assessments including practical (possibly cab ride) assessments, unannounced On Train Data Recorder (black box) downloads (which show how the train is

driven when a CDM isn't there) and professional conversations, the first being within 1 week of their passing out.

The downloads provide a graph with lines for speed, brake cylinder pressure, AWS bells and horns, door releases, warning horn etc etc. These are essential in the investigation of incidents which is another part of the CDM role but provide us with a monitoring and development tool and has been very useful this year where trying to avoid close proximity is important. Thankfully with Covid testing every week, practical assessments have become possible with various other precautions in place. As you can imagine, situational awareness can't be demonstrated very well using a download, although timings between stopping and releasing the doors (allowing time to carry out checks) and braking as soon as an AWS horn is cancelled (avoiding the chance of forgetting that it was cancelled) and setting the Driver Reminder Appliance (which prevents power being applied at a red signal and so avoids a signal passed at danger) can be seen together with braking technique which can lead to incidents if not carried out correctly.

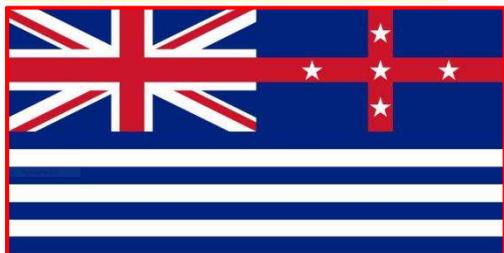
So the new Train Driver is reminded that they still have lots to learn and this is just the beginning. Very often though they have excellent techniques and need positive reinforcement to maintain those skills and avoid bad habits creeping in.

Their Line Manager and the CDM each give them a Drivers key and they go home and celebrate before starting a, hopefully happy and incident free career.

From down under!



News From Afar - 16 Dec.



This week's Edition is going to be short and sweet.

We had a public run last Sunday with 'iffy' weather but luckily no rain just a strange day.

Two birthday parties and a group of 'Geocachers'.
Don't worry, we didn't know what they did either.

Geocaching is a high-tech treasure hunting game that is played throughout the world by adventure seekers equipped with a GPS or smart phone. Played by all types of people, the basic idea is to use a GPS or smart-phone to locate a hidden container – called a geocache.

On our site, they didn't go far, but they seemed to have fun.





Hunt around, find a way to open the box and another clue to the puzzle is inside among other things.



It would have had more effect if it was real, but I am just a nasty bloke.

The day was completed with a group photo and a visit from Santa.

(no pic of Santa - I don't want to spoil it for you or your children)



Wednesday.

A normal working day but not much was achieved due to the weather.

It is our club Christmas party Thursday evening where we invite all of our sponsors and their families for the evening. A good time to get them face to face and have a good chat.

Darryl and Craig also got to grips with trying to complete the cabling for a Christmas Lights evening run this Coming Sunday. I say trying as the weather wasn't cooperating. Showers, heavy at times and this evening a band of thunder storms is going through the area.

The light are multicoloured LED's as you have seen previously, computer controlled. Many metres of Cat 5 cable gets rolled out through five controllers this time I believe. Not so many this year due to time restraints from the Covid regulations and other issues.

As the party and this run are after the last newsletter from your side this year, I will send a quick edition of 'News from Afar' Monday or Tuesday. If I leave it until the New Year the knowledge will have wept out of my grey matter and be lost for ever.

Meanwhile I hope you all have the best Christmas break you can under what must be continuing trying conditions for you. My sister in law at Burgess Hill has had enough of it all so I am sure you have.

Stay well.

David - Canberra - 16th December 2020

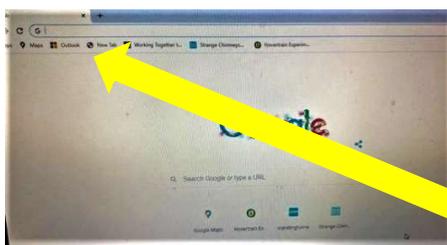
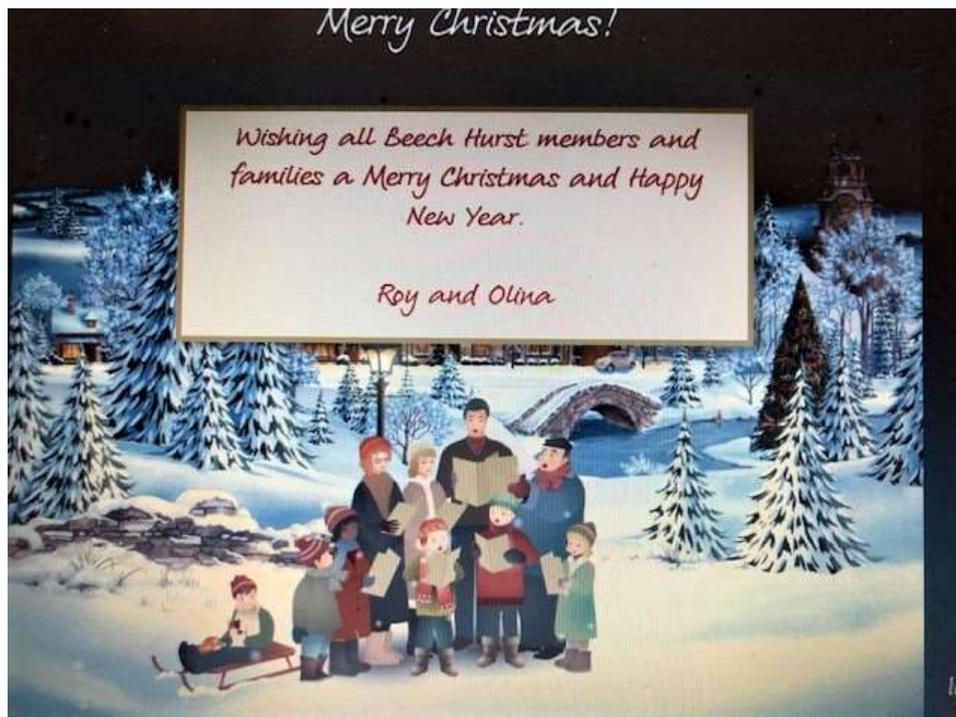


Christmas Card Corner

Roy Preston and Olina Have sent an electronic card and if you copy and paste this in your provider web bar it should play.

https://www.jacquelawson.com/ecard/pickup/rff83efdc46b4c54872208f572640c2a?source=jl999&utm_medium=pickup&utm_source=email&utm_campaign=receivercontent

For those without the technology. This is the last scene.



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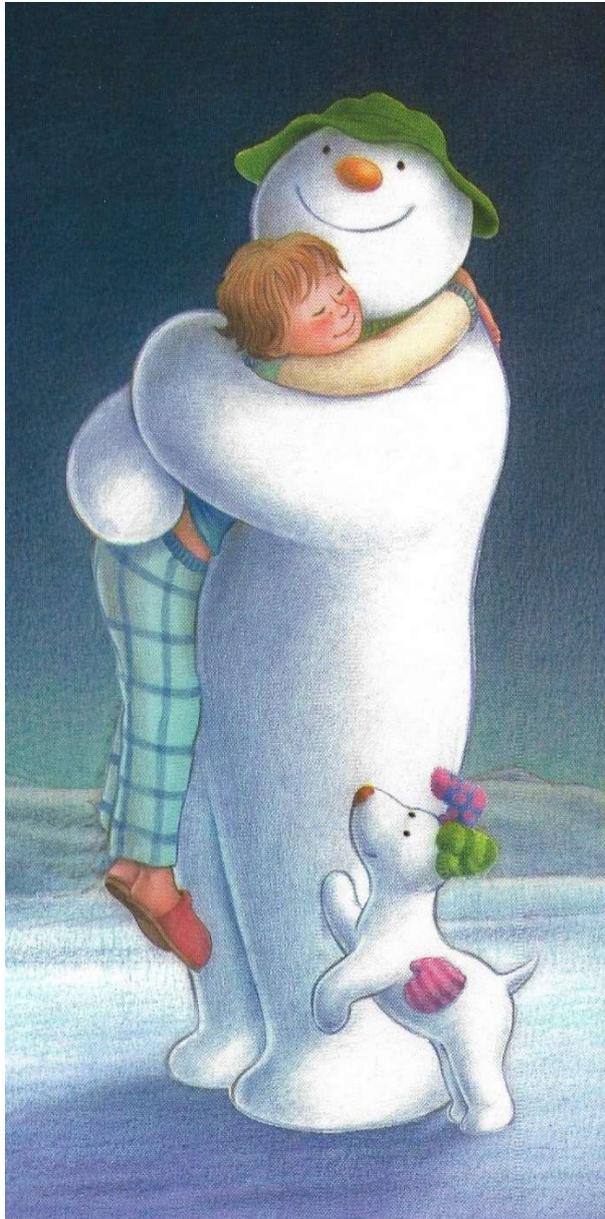


Marian Gange Card.



TO ALL AT
BEECH-HURST
With best wishes for
Christmas and the New Year
FROM
MARIAN GANGE

Val and Fergus Card.



Wishing All My
Friends at Beech
Hurst A Happy
Christmas & A Better
New Year in 2021.
Hoping we can all
meet up again.

Best Wishes.
Val & Fergus.



John and Linda



To All at Beech Hurst

**With Best Wishes
for Christmas
and the New Year**

from
John & Linda

Graham Miller Card.



To all SMLS members
& their families

Have a *Wonderful* Christmas

Best Wishes from
Graham Miller
Treasurer

Andrew Brock Card.



*Happy Christmas to all at Beech Hurst and let's hope
for a better 2021,*

From Andrew B.

Mike and Lorema.



*A Very Happy Christmas and a Happier New Year to
All.*

Mike and Lorema

Puzzle corner.

Lorema's last week's challenge Answers:-

Crossword Quiz

B	E	L	F	A	S	T		R	A	B	B	I
	N		E		P		P		P		A	
S	T	U	D	I	O		R	U	P	E	R	T
	R		E		T		E		L		R	
H	E	A	R	T		C	S	L	E	W	I	S
	E		A		R		L				E	
		A	L	T	I	M	E	T	E	R		
	P				C		Y		P		B	
B	A	N	G	K	O	K		L	I	G	H	T
	E		R		T		N		S		I	
A	L	B	E	R	T		O	S	T	E	N	D
	L		A		A		S		L		D	
E	A	R	T	H		N	E	M	E	S	I	S



Lorema's this week challenges:-.

Names of sweets and chocolates past and present.

1	Wobbly Infants	Jelly Babies
2	Wise Guys	
3	Where refined people live	
4	Edible fasteners	
5	Nine, ten, eleven	
6	Occult perhaps	
7	Home for alcoholic teeth	
8	Fallen fruits	
9	Sport of Princes	
10	Hundred % metal	
11	Tommyrot	
12	Carrier for dairy products	
13	Tartan granite	
14	For being good children	
15	Seen at the races	
16	Miscellaneous black	
17	Aromatic spheres	
18	Royal herbs	
19	Mother's local	
20	Endurance race	
21	Nearly between	
22	Pirates' loot	
23	Bovine peepers	
24	Belly dancers perhaps	
25	All sorts of girls	
26	For a job well done	
27	Sky at night- constellation	
28	Dodging the issue	
29	Dairy spirit	
30	Italians	
31	Cereal puzzle/riddles	
32	Emblem of England	
33	Good-Good	
34	Precious Orchard	



Can you see the mouse in this picture?

What is the Carol?

1	HTHAS	
2	GKWLO	
3	OIRDC	
4	SATWS	
5	OCAFY	
6	TFNTADS	
7	WTKOOA	
8	OLTOB	
9	SNHN	
10	ITBMW	
11	AIAM	
12	DDMOH	
13	ICUTMC	
14	WSWTFBN	
15	THATI	

Spot the difference.



Before the change



Ten changes. (It may need for you to look at it at 200% General)

Christmas Challenge.

1	The name for which traditional festive season accessory is derived from the Anglo Saxon words for “dung on a twig”?	
2	Which mind boggling and very frustrating device named after its inventor, was one of the best-selling Christmas gifts of 1980?	
3	US President and staunch conservationist Theodore Roosevelt banned what in the White House?	
4	Which Hollywood film icon, ranked by the American Film Institute as “the greatest male star” in history, was born on Christmas Day 1899?	
5	Which electronic device in an egg shaped container was the best-selling Christmas toy for children and adults alike in the year 1997?	
6	Christmas Island in the Indian Ocean is a territory of which country?	
7	Which Christmas song did Bing Crosby and David Bowie sing together?	
8	Although she was secretly expecting a necklace, what does the disappointed wife played by Emma Thompson in the film “Love Actually” get from her husband for Christmas?	
9	Which Christmas carol was sung by soldiers on both sides of the trenches during the Christmas Eve ceasefire of 1914?	
10	Which popular Christmas song originally recorded by Judy Garland, was first heard in the 1944 musical “Meet Me in St Louis”?	
11	According to an old wives’ tale, bread baked on which day will never go mouldy?	
12	Which beloved, quiet little man passed away on Christmas Day 1977?	
13	In which European country does a kindly witch named La Befana deliver children’s Christmas presents?	
14	What is the first line to the Christmas song”Let it Snow, Let it Snow, Let it Snow”?	

15	In an old nursery rhyme, who “sat in the corner eating his Christmas pie”?	
16	Which former Hollywood child star and US ambassador once said “I stopped believing in Santa Claus when I was six? Mother took me to see him in a department store and he asked me for my autograph”?	
17	What kind of bread is traditional at German Christmas markets?	
18	Which chart topping Christmas song from Bony M was originally recorded by Harry Belafonte in 1956?	
19	The communist dictatorship of which European country came to a bloody end on Christmas Day 1989?	
20	Which critically acclaimed film about King Henry II takes place over the Christmas holidays in the year 1183?	
21	What was the movie title of Tim Burton’s ghoulish 1993 Christmas tale?	
22	“Do the fairies keep him sober for a day” is a cheeky reference about Santa in the first verse of which popular Christmas song?	
23	In which language does “Kala Christouyenna” mean Merry Christmas? a. Portuguese b. Maltese c. Greek d. Russian	
24	In which European capital city is eel a traditional meal on Christmas Eve? a. Rome b. Paris c. Athens d. Warsaw	
25	Which film takes place in the Nakatomi Plaza on Christmas Eve?	
26	Which famous English writer once said, “I will honour Christmas in my heart, and try to keep it all the year”?	
27	What kind of animal distributes Christmas presents in Syria?	
28	What do Dutch children use instead of a Christmas stocking?	
29	In which fictional land was it always winter but never Christmas?	
30	Which Christmas accessory did the London confectioner Tom Smith invent in 1846?	

Word search. Find 25 Christmas related items

N	A	S	T	U	N	T	S	E	H	C	F
E	X	V	Z	C	R	A	C	K	E	R	S
K	R	E	I	N	D	E	E	R	A	B	Z
C	E	H	G	I	E	L	S	N	Q	R	S
I	G	E	N	I	W	X	K	H	A	A	T
H	N	E	E	R	T	I	L	T	Q	N	H
C	A	R	D	S	N	B	S	Y	A	D	G
A	M	I	N	C	E	P	I	E	S	Y	I
S	U	S	E	J	Q	G	S	M	M	Y	L
X	S	N	O	I	T	A	R	O	C	E	D
J	S	T	N	E	S	E	R	P	G	K	N
E	P	U	D	D	I	N	G	N	S	R	H
S	T	A	B	L	E	R	A	T	K	U	Q
A	F	P	D	O	N	K	E	Y	Y	T	E
B	S	A	X	G	N	I	F	F	U	T	S

My thanks go to all who keep sending me the material.

If you have something for the NEWS please contact me

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