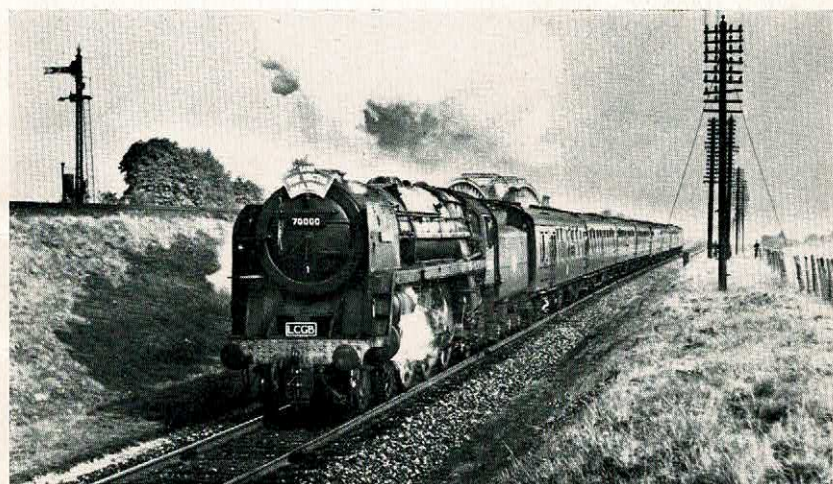


The First Hundred

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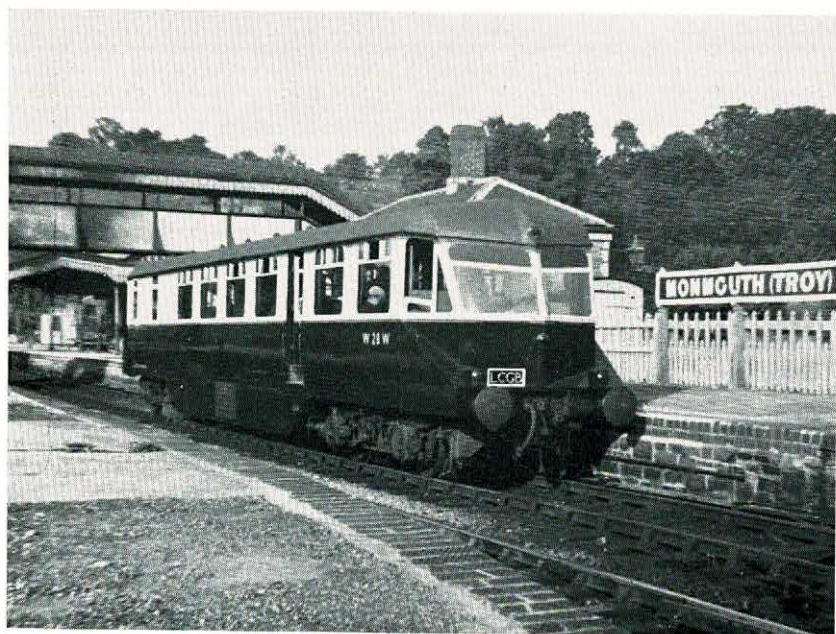
Rail Tours 1953 - 1967

THE LOCOMOTIVE CLUB OF GREAT BRITAIN

MEMORIES OF A HUNDRED CLUB RAIL TOURS 1953 - 1967

When the first Club rail tour was run on 6th September 1953 it was not thought that in February 1967 we would be celebrating the hundredth. In fact only one tour was run in 1953, none at all in 1954 or 1955, two in 1956, one in 1957, three in 1958, two in 1959, two in 1960 and three in 1961. The pace then quickened with ten tours in 1962, twelve in 1963 and thirteen in 1964. This brought the total to 49; 22 tours were run in 1965 and 27 in 1966, the remaining two being the 'Bridport Belle' on 22nd January and the 'South Western Suburban' on 5th February 1967.

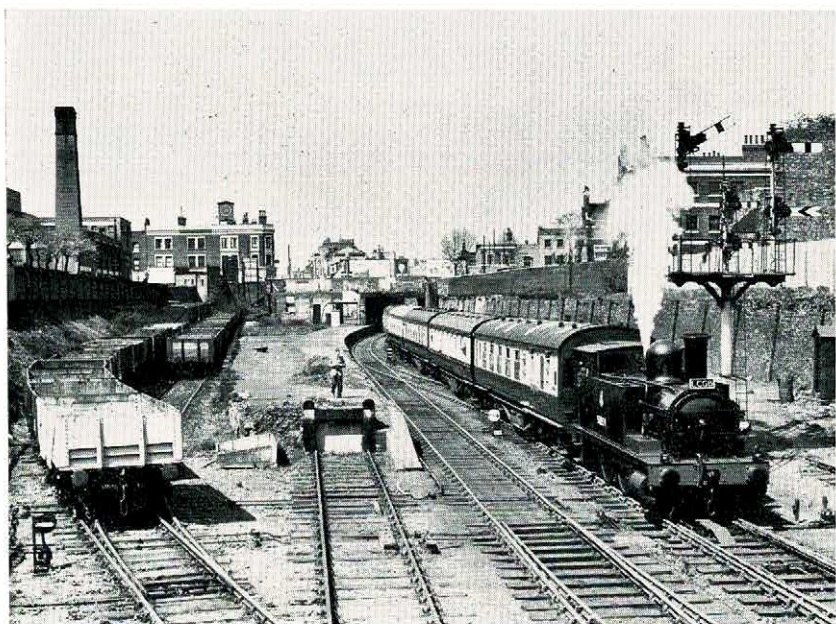
The Club's first rail tour was a tour of lines in the Wye Valley using an ex G.W.R. diesel railcar (diesel traction at that time being almost unique). This could not really be regarded as a successful venture; support could have been much better, but the participants thoroughly enjoyed the tour, although several small things went wrong on the day.



G.W.R. Diesel Rail Car No. W28W at Monmouth (Troy) on the Club's first rail tour 6/9/53.

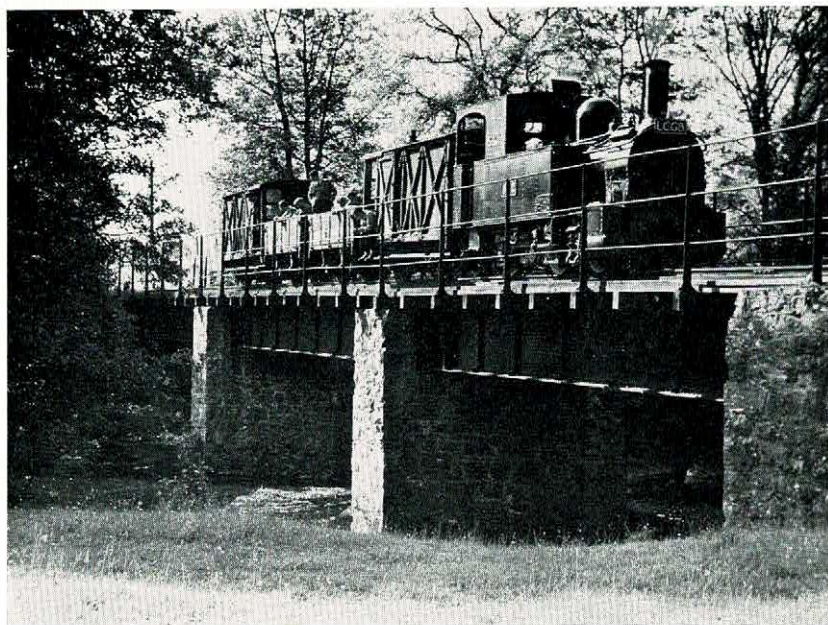
N. A. MACKILLOP

The next venture was the 'Poplar and Edgware' tour in May 1956. This was a London Branch tour and was very complicated, involving the Eastern and London Midland Regions of British Railways and London Transport. It proved a most enjoyable tour, fully booked and blessed with excellent weather throughout. The motive



Poplar and Edgware rail tour running through Poplar Central, headed by North London 0-6-0T No. 58859. 5/5/56.

R. E. VINCENT



Welshpool and Llanfair rail tour on Brynelen viaduct with locomotive No. 822. 23/6/56.

R. E. VINCENT

power highlight was the use of a North London 0-6-0T which hauled the train from Broad Street on the first leg of its journey. These engines at that time were employed on shunting duties in East London, working from Devons Road shed. This tour is believed to have been the only steam passenger train to have traversed the ex Great Northern Edgware Branch since the Second World War.

In June 1956 the Club ran a tour of the various narrow gauge lines in Wales. This included the chartering of a special train on the Welshpool & Llanfair line which, at that time, had been proposed for closure by British Railways.

The 'Southern Counties Limited' on 24th February 1957 was another great success which was fully booked some considerable time before it was due to run. The train left Marylebone in very adverse weather behind a couple of Great Central 0-6-2Ts of class 'N5' and made a circuit of the Wembley Stadium Loop en route to Kew. The 'Brighton' Atlantic then took over for the run via the Mid-Kent Line, Oxted and East Grinstead to Horsted Keynes. (In those days there was still a passenger service between East Grinstead and Lewes via the 'Bluebell Line'). The track between Horsted Keynes and Culver Jn. had, even then, deteriorated to such an extent that the 4-4-2 was not allowed to run over this section and a 'C2X' 0-6-0 was used instead. There was a visit to Brighton Works (then still open) before the train was pulled back to Preston Park for the run along the Coast to Havant. It had now been found, however, that 'Beachy Head' (which had run quite well to Horsted Keynes) had failed and was not able to complete its booked duty. 80152, then the latest engine to be built at Brighton Works, was turned out instead and proved an able deputy. The Hayling Island Branch was visited with the usual motive power before the train continued to Portsmouth Harbour. The return to Waterloo behind the 'Schools' proved a fitting climax to a most memorable tour, with a time of 89 mins 22 secs. to Waterloo.



Southern Counties Limited with Schools No. 30929 "Malvern" leaving Portsmouth Harbour. 24/2/57.
L. KING

The first of our three tours in 1958, the 'North Western Branch Lines,' started from St. Pancras with Midland '2P' 4-4-0 No. 40421 and travelled by the North London Incline en route to the West Coast main line. The itinerary included the branches to Rickmansworth and Aylesbury, in addition to that to Newport Pagnell over which

the tour was hauled by CD 7, one of the 'Ramsbottom' 0-6-0STs then allocated to Wolverton Carriage Works. The other two locomotives of this class were positioned for photography at Wolverton station. A Stanier 0-4-4T was also used for part of this tour and, on the return from Wolverton, speeds in excess of 70 mph were recorded behind the 4-4-0.



Wolverton Works shunter No. CD7 on arrival at Newport Pagnell with the North Western Branch Lines rail tour. 28/6/58.
L. KING

On 19th October the Club ran the 'Rother Valley Limited' which, as its name implies, included a trip over the remaining section of the Kent & East Sussex Railway. On this tour the 'E1' 4-4-0 stalled between Tulse Hill and West Norwood after a signal check and, after some delay, assistance was given by the following electric train. An 'O1' 0-6-0 was used along the Coast between Hastings and Newhaven (via Lewes) and reached a speed of almost 50 mph. The return from Newhaven Harbour behind the 'Schools' was rather disappointing, mainly because the late running caused the booked pathway to be missed.

The first tour in 1959, the 'Burton Area' on 1st March, covered several obscure lines and brewery branches in the Burton area, including several stretches of track with extremely sharp curvature. It was a miracle that permission had been granted for passenger stock to run over some of the lines included in this tour.

On 12th July the 'Eastern Counties Limited' was run. This covered several lines in East Anglia with Great Eastern power throughout. Support for this tour could have been better and it is interesting to speculate what support would be forthcoming if an identical tour could be run today.

The 'Six Counties Limited' on 3rd April was our first tour of 1960; it was also the first passenger run of the last steam locomotive built for British Railways, No. 92220 'Evening Star,' which worked from Paddington to Yarnton via Maidenhead, Princes Risborough and Oxford. This tour is also believed to be the only enthusiasts' train to have traversed the Bicester Military Railway to Arncliffe during the course of a main line tour. One of the immaculate Liverpool Street station pilots, No. 69614, worked the train on its return journey from Bletchley to Broad Street via Dunstable, Hatfield and Finsbury Park. On arrival at Bletchley the Hon. Rail Tours Officer



*Beattie well tank No. 30585 on the Wenford Bridge rail tour. 4/10/58.
Photographer unknown*



*Rother Valley Limited on the K.E.S.R. with Terrier No. 377S the Brighton Works shunter.
19/10/58.
Photographer unknown*



*E4 No. 62785 and J15 No. 65474 at Burnham Market with the Eastern Counties Limited
12/7/59.*

L.C.G.B. KEN NUNN COLLECTION

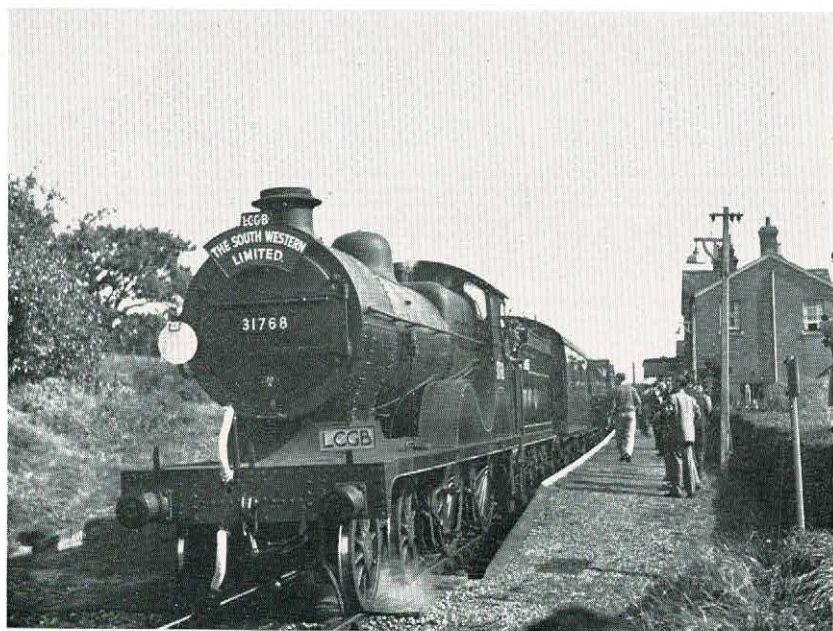


No. 92220 "Evening Star" at Maidenhead the Six Counties Limited. 3/4/60.

C. F. D. BOTTOMS

found that the 'N7' was facing in the wrong direction whereupon it was hurriedly despatched to the Shed to be turned.

The only other tour in 1960 was the 'South Western Limited.' Starting from Cannon Street, this tour covered several lines on the South Western Section and used a wide variety of motive power. The return from Salisbury was behind a 'T9' 4-4-0 which put up a reasonable performance although the train was running out of course.



L Class No. 31768 on the South Western Limited at Ropley. 18/9/60.

L.C.G.B. KEN NUNN COLLECTION

Of the three tours run in 1961, the first, the 'Solent Limited', was notable in being allowed to run from Millbrook, through Southampton New Docks, along the connecting line to the Old Docks, through the latter and out via Southampton Terminus. As far as is known, no other loaded passenger train has ever been allowed to use this route. This tour commenced with a ninety minute run from Waterloo to Portsmouth Harbour with a 'Lord Nelson' 4-6-0. A selection of tank engines was used in Hampshire, including a USA through the Docks, and the tour concluded with a sprightly run from Newbury to Waterloo via Reading, Virginia Water West Curve and Weybridge.

The 'South Eastern Limited' ran on 11th June. In addition to being the last train over the Hawkhurst Branch before its closure, it was the last BR train to run from Robertsbridge to Tenterden Town. En route from Tonbridge to Robertsbridge the train was hauled by an 'H' class 0-4-4T piloting a 'D1' 4-4-0. This proved to be an enjoyable run with a maximum speed of approximately 75 mph near Etchingham. The two 'Terriers' succeeded in stalling on the bank from Rolvenden to Tenterden Town with a load of seven coaches, one more than was usually taken up on such occasions.

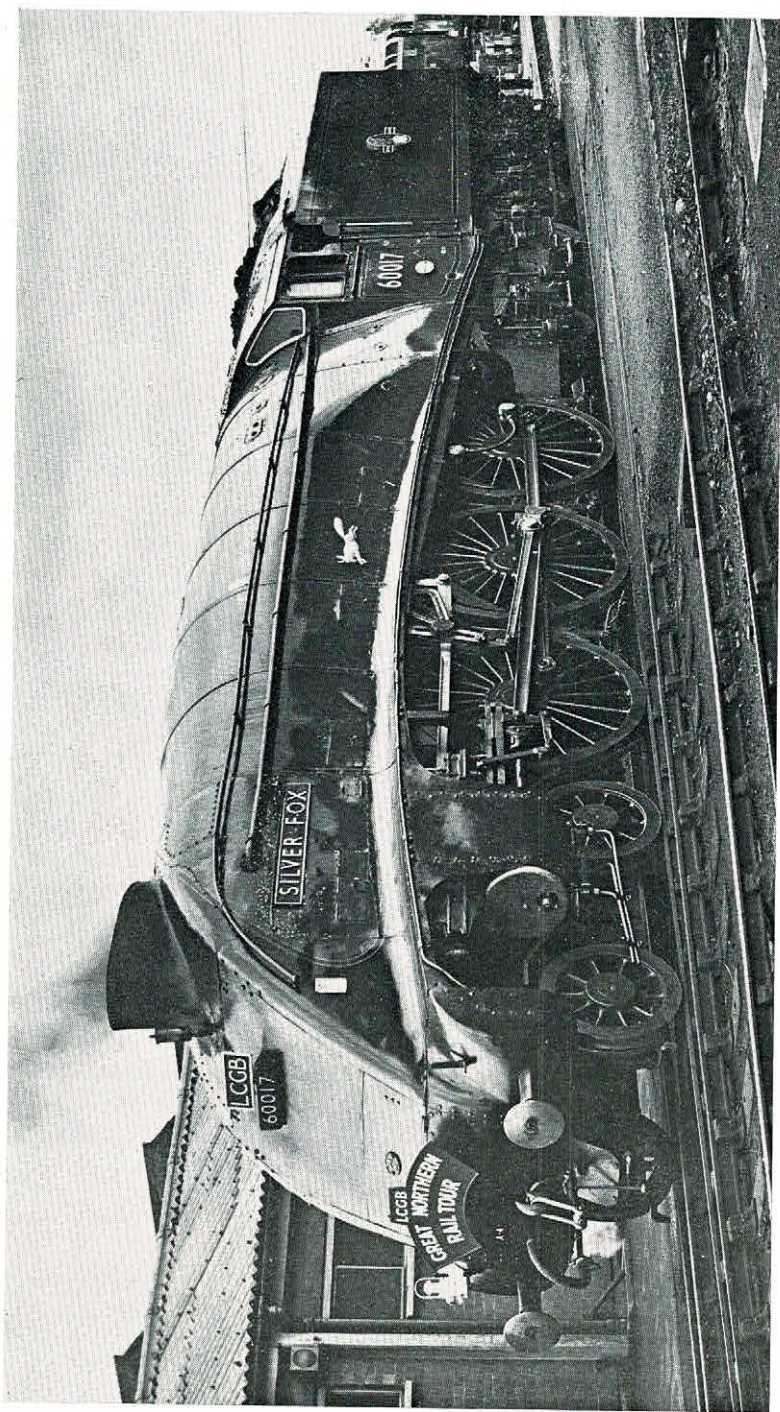
The most notable of the 1962 tours was the 'Kentish Venturer' on 25th February, and this was the last extensive steam tour on the South Eastern Division of the Southern Region. A fast schedule was provided from Victoria to Margate with a 'King Arthur' 4-6-0. The itinerary included the New Romney Branch and the tour concluded with a good run from Appledore to Charing Cross behind 'Schools' 4-4-0 No. 30926 'Repton.' The weather for this tour was appropriate for the time of year with heavy snow at times.



01 No. 31065 and C No. 31592 with the Hawkhurst Branch with the South Eastern Limited. 11/6/61. Photographer unknown



Unrebuilt Patriot No. 45543 on the Midland Limited at Derby Midland. 14/10/62. G. MORGAN



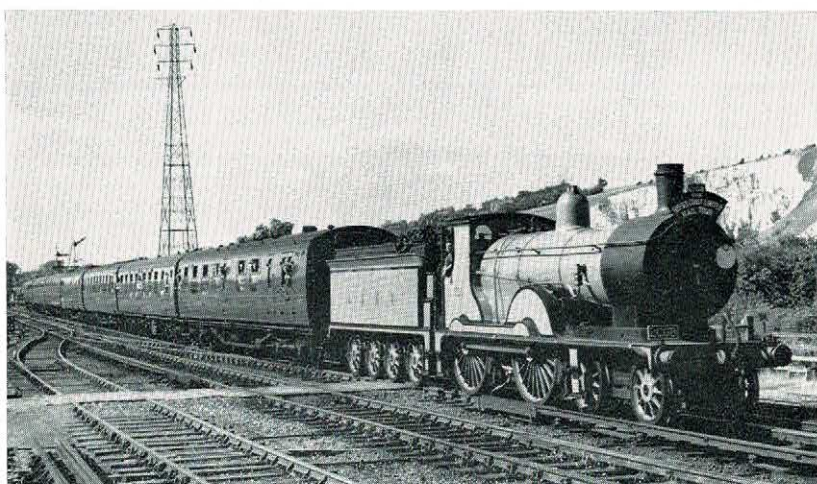
A4 No. 60017 at Doncaster Works before working the Great Northern rail tour. 19/5/62.

BRIAN STEPHENSON

The 'Great Eastern Suburban' tour was the first occasion that the Club had to duplicate a tour. This was due to the restriction on the load imposed by London Transport's signalling system on the Epping and Ongar line, the train being formed of only three coaches on each occasion.

The 'Great Northern' tour on 19th May 1962 was a straightforward run from Kings Cross to Doncaster and return. On the return journey 'A4' 60017 'Silver Fox' reached a speed of approximately 100 mph on the descent from Stoke Summit.

The 'Sussex Coast Limited' on 24th June was run in bright sunshine throughout and was the first occasion that the preserved 'T9' 4-4-0 No. 120 was used on a passenger train after its restoration. It worked from Waterloo to Horsham via the Guildford 'New' line and Cranleigh, also from Haywards Heath to Eastbourne and Eastbourne to London Bridge via the 'Cuckoo Line,' East Grinstead and Oxted. It ran very well but had the assistance of an 'M7' from Eastbourne to Rotherfield. The 'K' class 2-6-0 worked from Pulborough to Bognor and, after turning, on to Haywards Heath, reaching some good speeds en route.



T9 No. 120 on the Sussex Coast Limited at Southerham Junction, 24/6/62.

S. C. NASH

On 8th September the Club ran a 'last train' over the Wenford Bridge line with a Beattie well tank. The train consisted of brake vans including one bogie brake. By this time Great Western 0-6-0PTs had arrived to take over the branch workings. The excellent weather gave ample opportunities to record these engines on their home ground for the last time.

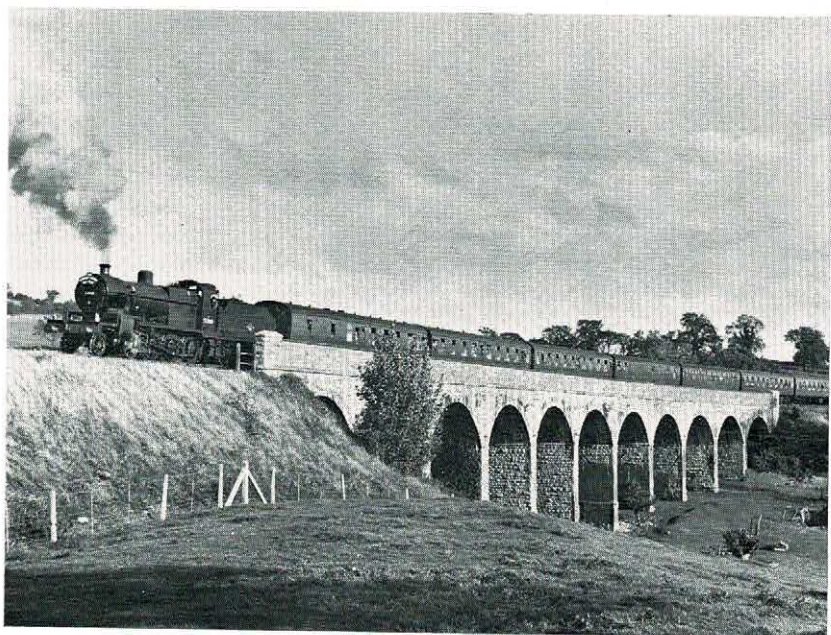
A 'Somerset & Dorset' rail tour was run on 30th September. The 'Battle of Britain' fitted with a Giesel ejector, No. 34064, was used from Waterloo to Broadstone but the performance was rather disappointing. An S.&D. 2-8-0 was used over the Somerset & Dorset main line with a '2251' class 0-6-0 on the Highbridge Branch. This tour was the last passenger train to run through to Burnham-on-Sea but the 0-6-0 lost some time on the return journey. Great Western 2-8-0 No. 4707 was provided to haul the train from Bristol to Paddington but developed a 'hot box' and had to come off at Didcot. A 'County' 4-6-0 was the replacement but did not perform very well.

A 'B16' 4-6-0 came to London to work the 'Midland Limited' on 14th October when 61438 worked down the G.C. line to Nottingham Victoria. It performed reasonably well and was replaced at Nottingham by 64354 which looked as if it had just been through works for a general overhaul rather than an engine due for immediate withdrawal. Later in the same tour 45543 gave us a very fast run from Derby to Northampton via Market Harborough.



8F 2-8-0 No. 48663 on the North West Branch West Leigh rail tour at Kenyon Junction.
15/6/63.

H. L. HOLLAND



S. & D. 2-8-0 No. 53808 on Prestleigh Viaduct with the Somerset and Dorset rail tour.
30/9/62.

S. C. NASH

The North West Branch now come into the picture, running the 'New Barns' tour on 10th November. This tour utilised one of the L & YR 'Pug' 0-4-0STs and covered local lines around Salford, terminating at Agecroft. The tour was so popular that two trips were run.

The final tour of 1962 was the 'King Commemorative' on 17th November. 6018 was the engine provided for the major part of the tour, having no difficulty in keeping a booking of 2 hours 5 minutes to Birmingham. A large part of the return journey was made behind a '2251' class 0-6-0 and this unfortunately lost much time.

In 1963 the North West Branch ran three tours of which the first was the 'Werneth Incline' on 5th January. It had been snowing earlier in the day and, as expected, the Stanier 2-8-0 stalled on the 1 in 27. After several attempts to restart, a W.D. 2-8-0 was summoned to assist and the incline was safely breasted. This made the day for the photographers who were able to alight to photograph the efforts to restart. The line was about to be closed and has now been lifted.

Another great success was the 'West Countryman' on 24th February. The engine selected for the main portion of this tour was none other than No. 60022 'Mallard' which, in the hands of very competent crews from Nine Elms and Salisbury produced an excellent run to Exeter with fast downhill speeds and some good climbing. GW motive power was used from Exeter to Tiverton Junction via the Exe Valley line and a '1400' class 0-4-2T took the majority of participants for a tour of the Culm Valley line in an assortment of passenger coaches and freight brake vans. 'Mallard' then returned the train to Paddington where some consternation was caused when the shunter discovered that the engine, with its corridor tender, had been coupled to the train by means of the 'buckeye.'

The 'B4 Dock Tank' tour was another that had to be duplicated, being run on 9th March and 6th April. The weather on the first occasion was atrocious and the train left Winchester Chesil in a downpour, but on the second occasion, in complete contrast, it was a bright sunny day and photographers were out all along the route. 30096 was the engine selected for the tour, by coincidence the engine since sold to Corral's Ltd. at Southampton. The route lay from Winchester Chesil via Eastleigh and Southampton Terminus to the Ocean Terminal, returning via the same route to Eastleigh Works Yard and, after a visit to the Works and Shed, on to Winchester City. The engine gave a good account of itself on both occasions, being complete master of the schedule.

Between the two 'B4' tours there came a local tour in the Birmingham Area which traversed many short branches and involved many reversals; in order to minimise the time taken over this it was run with a diesel multiple unit as no push-and-pull sets were available at this time. Support for this venture could have been better but the tour was much enjoyed by those present.

On 11th May the Club entered into its first tour to be run jointly with another society, on this occasion the Railway Correspondence & Travel Society. The tour was the 'North Midlands' and the engine from St. Pancras to Derby was unmodified 'West Country' No. 34006 'Bude.' The engine did not perform very well in strange hands, and the tour taught the organisers not to use Bulleid Pacifics unless they are accompanied by somebody who is familiar with them. Much time was lost on the down run, during which time the fireman almost emptied the tender of coal, also on the return from Burton to St. Pancras. The pall of black smoke testified to the mishandling of the engine although the crew, particularly on the return journey, cannot be entirely blamed for this. The driver for the return journey, on arrival at Derby shed, had no idea that he was to work a 'West Country' and had never seen one before, let alone driven one. The bright spot of this tour was the performance of the 'B1' between Derby and Burton, particularly, for the photographers, the stop in glorious sunshine at Ashbourne.

The North West Branch ran the 'West Leigh' brake van tour on 15th June with an '8F' over the West Leigh Branch from Atherton (Bag Lane) and this was followed on 6th July by the Club 'Mallard Commemorative' rail tour. This was run to celebrate the 25th Anniversary of 'Mallard's' World Speed Record but as 'Mallard' itself had been withdrawn from service by this time No. 60007 'Sir Nigel Gresley' was used instead. Nothing exceptional was attempted on the outward journey, routed via Cambridge and the GN/GE Joint Line, but, on the return via the GN main line from York, a fast run was made, with a maximum speed of 102½ mph after Stoke Summit.

The third North West Branch tour of 1963 was the 'South Lancashire Limited' on 21st September. The complicated itinerary included several branches that are now closed or lifted, together with some of the most decrepit track ever to be traversed by passenger rolling stock, Bickershaw Junction to Pennington South.

The now familiar style of printed itinerary was produced for the first time for the 'Thames, Avon and Severn' tour on 12th October. This tour got off to a bad start

for, leaving Waterloo behind the preserved 'T9' 4-4-0 and a 'U' class 2-6-0 a signalman saw fit to stop it before East Putney station and it could not restart without assistance from the rear. The time lost here was never fully recovered, despite a sprightly performance from 45552 'Silver Jubilee' which hauled it from Worcester to Cheltenham Spa via a circuit of the Birmingham area. The performance of the 'Castle,' No. 7005, was not up to the normal 'Castle' standard and it even had to make a stop en route to raise steam.

Closure of the Hayling Island Branch was the reason for the running of the 'Hayling Farewell' on 3rd November. 'S15' 4-6-0 No. 30512 was the engine from Waterloo and gave a good performance for an engine about to be withdrawn from service. The train provided for the Hayling Island Branch, a separate train due to weight restrictions, included second class coach No. S1000S, the vehicle constructed mainly of fibre glass. Motive power for this part of the tour comprised 32636/70, the two oldest 'Terriers' and at that time the oldest engines in BR service. The two 'Q' 0-6-0s, Nos. 30531/43, that worked from Havant to Victoria, put up a good performance to reach there a few minutes early.

The last tour of 1963 was the 'Stanier Pacific' on 17th November. 46245 was the engine provided and ran as well as could be expected on the North Western main line on a Sunday.



No. 46245 "City of London" on Bushey troughs with the Stanier Pacific rail tour. 17/11/63. P. J. RUSSELL

It had by now become a tradition to run a rail tour on the day after the Club Annual General Meeting and 1964 was no exception, the tour being the 'Quantock Flyer' on 16th February. 35030 worked the train non-stop to Templecombe in a very good time, having plenty of water left at the end of its 112 mile run. The train ran via Yeovil and Taunton to Chard Junction where it had to be split into no less than five portions in order to shunt from the GW to the LSW line. A reasonable time had been allowed for this move and it was successfully accomplished in time for a punctual departure. A good fast run back to Waterloo concluded another excellent tour.

The second tour to be run jointly with the RCTS took place on 22nd March; this was the 'Sussex Downsman.' The highlights of the tour included the immaculate condition in which 31411 had been turned out by the staff at Redhill Shed and the journey through the yard and into the original station at Lewes; a very difficult move.

The most ambitious Club rail tour to date was the 'North Countryman' on 6th June 1964. The motive power from St. Pancras to Leeds was a 'Jubilee' 4-6-0. Despite the qualms that several members of the Management and Rail Tours Committees

had about the condition of the 'Jubilees' at that time, the engine did extremely well throughout with a maximum speed of 88 mph through Flitwick. By contrast, the 'V2' used from Leeds via Aisgill, Carlisle, Shap and Ingleton back to Leeds gave only a moderate performance. The climbing was rather poor, probably due to greasy rails, and, with time lost at Carlisle searching for a water column that worked, it was getting doubtful whether we would make our allotted path home from Leeds. However, time was regained from Clapham Junction (the other one!) to Leeds and 60051 gained more time with some good running afterwards. The Peterborough driver who worked from that point to Kings Cross in little over 70 minutes, did not attempt any speed much above 80 mph, but the uphill work was very good. Arrival at Kings Cross, after a tour of 606½ miles, was only a few minutes late.

The 'North and West' was a tour that did not go quite according to plan. The restaurant car was found to be at Henley-on-Thames and, after supplies had been obtained at Swindon, the Club officers had to serve refreshments for the rest of the tour. 46251 gave us an extremely lively run back from Shrewsbury to Paddington.

The 'Surrey Wanderer' on 5th July was another popular tour blessed with good weather. It was the last appearance of an 'M7' 0-4-4T on a loaded passenger train in the London area and both it and 78038, which worked part of the tour, gave very good performances. The efforts of the 'M7' tackling the gradients of the Tattenham Corner branch will be remembered by the participants for a long time to come.



M7 No. 30053 near Chipstead on the Surrey Wanderer. 5/7/64.

A. P. J. GOFF

St. Pancras was the starting point for another memorable tour on 19th September when 46155 departed for Peterborough East with the 'Pennine' rail tour. There was nothing exceptional about the performance as far as Market Harborough, where a difficult shunt was necessary to reach the Peterborough line, although time was nicely kept. On passing Peterborough North en route for Sheffield behind 60128, it was noticed that the down 'Flying Scotsman' had been stopped with an engine defect. We were given the road and ran very well to Retford, the 'Flying Scotsman' being close behind us. On arrival at Guide Bridge it was found that the wrong class of engine had been provided, a Class '5' 4-6-0 instead of a Stanier Mogul. Representations were made on arrival at Crewe with the result that 'Crab' 42772 was turned out for the continuation to Nottingham. This engine had apparently been hurriedly prepared for the tour and consequently lost some time, but 46155 gave a good performance back from Nottingham Victoria via the GC line; this being the last club tour to use the line before it was banned to tours until closure had been confirmed.

4th October 1964 was the only occasion that the Club has used the engine which figures as its emblem, No. 70000 'Britannia,' on a rail tour. It worked from Guildford

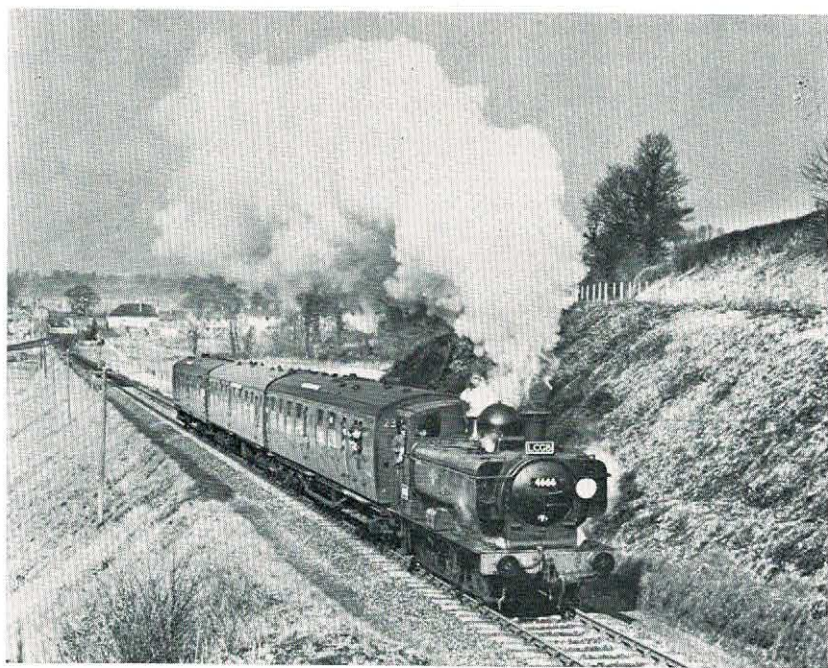
to Portsmouth Harbour and, after a visit to the Isle of Wight, back to Waterloo. The schedule from Portsmouth Harbour was again ninety minutes but the engine did not seem to be in the best of condition and lost some time in the early stages. The performance improved considerably after Haslemere and arrival at Waterloo was some six minutes late.

The Bedford Branch ran a tour on 17th October. Among the lines covered was the Newport Pagnell branch where, unfortunately, the motive power could not be as interesting as on the first Club tour to traverse that branch, a '4MT' 2-6-4T being used. This tour also covered the very neglected South Curve at Wolverton. The motive power highlight was the provision of a '4F' for the Higham Ferrers branch and the run back via the Goods Lines to Bedford. The engine ran well on this stretch and enabled participants to make connections at Bedford which, at one stage, seemed to be in doubt.

Another joint tour with the RCTS took place on the following day; this was the 'Midhurst Belle,' run to mark the closure of the section from Petworth to Midhurst. The Guildford Shed pilot, then USA tank No. 30064, immaculate in green livery, worked the train from Woking to Christ's Hospital, whilst 30530 ran well to Midhurst and down the Mid-Sussex line to Littlehampton. 35007 worked the train from Brighton to Victoria in 56½ minutes, no high speeds were attempted but the running was very good throughout.

The 'Maunsell Commemorative' rail tour, run on 3rd January 1965, was again very popular, covering much 'Maunsell Mogul' territory. The itinerary included the complete line from Reading to Tonbridge, over which these engines had borne the brunt of the traffic for many years. The engines gave very good performances throughout, the return run from Tonbridge to London Bridge being the last known occasion that the Crowhurst Spur was used for a passenger train.

The 'East Devon' was one of the Club's greatest successes; being originally organised for 28th February, the day after the AGM, support was so great that it had to be



No. 4666 leaving Tipton St. Johns for Sidmouth on the repeat East Devon rail tour. 7/3/65.

G. T. ROBINSON

repeated on the following Sunday. A fast, non stop schedule had been laid down in each direction between Waterloo and Yeovil Jn. and, whilst the running on the first tour was not exceptional, the down run on 7th March was excellent, Yeovil Jn. being reached in 119 minutes from Waterloo despite a signal stop at Loco Jn. costing about five minutes. The arrangements for covering the East Devon branches were, to say the least, complicated; time did not permit all participants to cover each branch. Passengers could stay in the main train for the complete journey, in which case they did not travel over the Lyme Regis Branch. They could change at Axminster into a separate train provided for the Lyme Regis branch which, on returning to Axminster, continued to Seaton Jn. It then made a return journey to Seaton and continued to Sidmouth Jn. to connect into a portion of the main train that had been left there; this then ran to Tipton St. John's to combine with the rest of the main train. These passengers missed the line from Tipton St. John's to Sidmouth. The third alternative was to change at Axminster into the separate train for the Lyme Regis branch, continue with that train to Seaton and change there into buses that had been provided to take them to Sidmouth to connect with the main train; this involved missing the line from Sidmouth Jn. to Tipton St. John's. On combining at Tipton St. John's the main train then continued via Exmouth to Exeter Central, thence to be hauled back to Waterloo by the 'Merchant Navy.' Much to the surprise of all concerned, these complicated arrangements worked without a hitch on both days. The running from London to Yeovil Jn. has already been mentioned. Thence to Axminster was rather poor on the first tour but very much better on the second, the time taken over this section was only one minute more than on the first tour despite two stops for failures of signalling apparatus due to bad weather. The highlight of the tours for the writer, however, was the performance of 80041 on 7th March when, with a three coach set weighing 97 tons, it started out of the branch platform at Seaton Jn. like a rocket, cleared the summit of Honiton Bank at 62 mph and reached 85 before being stopped at Sidmouth Jn. Home Signal in 11 minutes 46 seconds from the start after a slow approach to the signal. On the first tour, 4666 produced some fireworks on the Sidmouth Branch with the result that the local fire brigades had several fires to put out. The performances from Exeter Central to Waterloo, again non-stop from Yeovil Jn., were good without being exceptional.

The next tour, in contrast to the impressive steam performances of the 'East Devon' tours, was the 'Bristol Flyer,' run in conjunction with the naming ceremonies of two Brush Type 4 diesels. This was an experiment to see what support there would be for tours with modern traction at cheap fares. Whilst support could have been better, the results were encouraging although the locomotive on the down run failed almost at the end of the platform at Bristol (Temple Meads).

The 'Wessex Downsman' was another successful tour that had to be duplicated, the duplicate tour running four weeks later. It combined a variety of motive power with a journey over the line from Patney & Chirton via Devizes and Bradford-on-Avon to Bathampton. A Stanier 2-8-0 was used over the S. & D. line. On the second occasion the signalman at Bailey Gate Crossing was absent from his post and it was necessary for the Traffic Inspector to force an entry to the signalbox.

Support for the 'Notts & Lincs' on 24th April 1965 was not very good but the tour, which was run at a substantial loss, was most enjoyable. It turned out to be the last booked steam train to leave St. Pancras, being hauled by 70052 to Nottingham Midland and back. Keen engine crews were provided, the performance being very good throughout, arrival at St. Pancras being nicely on time. The progress east of Nottingham with the 'B1' 4-6-0 was not so good, 44401 appearing to be more hindrance than help on the first stage. 43108, on the Lincolnshire Coast, also did not appear to be in the best of health but the 'B1' redeemed itself on the return journey from Boston, regaining much of the time that had been previously lost and enabling us to take up our booked pathway from Nottingham.

The Club's first Continental main line tour took place on 30th May; the support was overwhelming although the French part of the tour only consisted of a run from Calais to Abbeville and back with a visit to the 'dump' of engines at Abbeville.

Closure of the 'Cuckoo Line' and that from Christ's Hospital to Guildford was marked by the Club running the 'Wealdsman' on 13th June. The Bedford Branch ran their second tour on 3rd July — a brake van tour hauled by a '2MT' 2-6-0 covering various obscure branches in the Wellingborough and Kettering areas.



Brush Type 4 diesel D1661 "North Star" passing St. Anne's Park with the Bristol Flyer.
20/3/65. G. T. ROBINSON

A joint tour was arranged with the Railway Enthusiasts Club on 25th July; this was the 'Thames Valley.' The engine for the first part of the tour, 46509, stalled on the bank between Tulse Hill and West Norwood but, unlike the 'Rother Valley,' it succeeded in restarting. On the return journey, it was found on arrival at Reading General that engineers' works had not been completed and there was some delay before 80154 was able to take us on to Waterloo.

The next tour was another North West Branch brake van venture, these tours now becoming increasingly frequent. The Middleton Branch was closing to all traffic and was therefore included in the itinerary, the motive power being a Fowler 2-6-4T, No. 42343. The engine stalled on the Whitworth line and the train had to be divided, the brake vans left behind being collected on the return journey. This was the first occasion that refreshments had been served on a N.W. Branch brake van tour.

The 'Western Ranger' on 15th August was the only Club tour to employ a GW 28XX class 2-8-0. 3863 worked from Reading General to Swindon and from Swindon to Radley and put up a very good performance. Unfortunately time was lost on the return journey from Oxford via Thame with a B.R. '4MT' 4-6-0.

On 18th September the Club used 'Flying Scotsman' for the first time when it worked our 'High Peak' tour from Waterloo to Cheadle Heath. It was not one of that engine's best runs and, with various delays for signals etc., time was lost. A very large crowd turned out at Cheadle Heath to witness the engine change, 45705 'Seahorse' taking over. The 'Jubilee' lost time over the Peak and the train was very late when Derby was reached. A good performance was recorded from the two 'Granges' that worked from Leamington to Paddington.

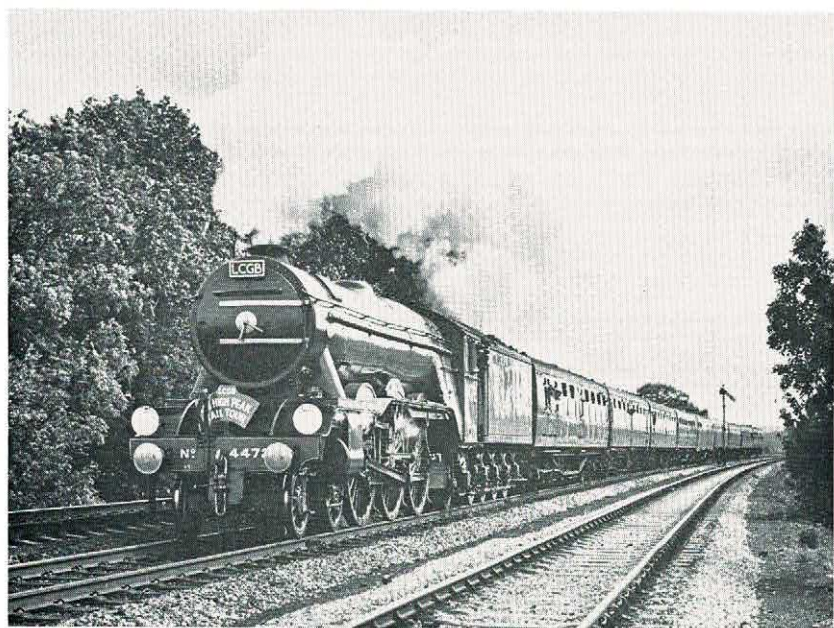
Another North West Branch brake van tour took place on 25th September. This was the 'Glazier' and covered many interesting lines in the St. Helens area. The various lines were thoroughly explored and the tour must have been one of the slowest ever, taking something like six hours to cover 15 miles.

A Fowler '4F' 0-6-0 was used on a local tour from Derby on 17th October, this



No. 3863 at Swindon Works with the Western Ranger. 15/8/65

R. A. PANTING

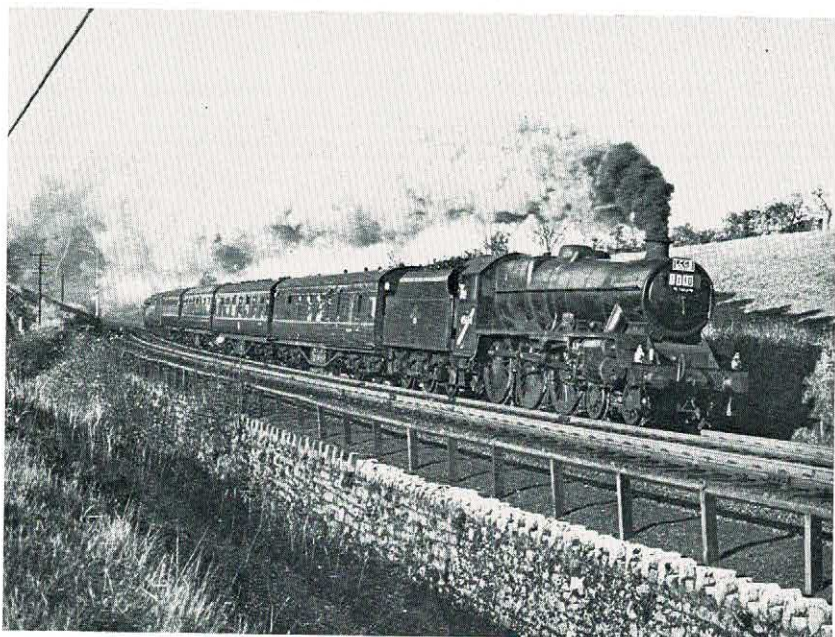


No. 4472 "Flying Scotsman" on Hatton bank with the High Peak rail tour. 18/9/65.

G. M. CASHMORE

being the last Club tour with one of these engines. Being only a local tour no buffet car was provided, Club officials dealing with the refreshments.

The North West Branch 'Border Counties' was another great success. The 'Jubilee' provided from Manchester did not appear to be in particularly good condition and lost some time to Carlisle. Later in the day there was a shortage of gas in the buffet car and the train had to be diverted to Newcastle Central to replenish the supply. The route taken, however, was as interesting as that advertised and there were few complaints.



Jubilee No. 45654 "Hood" approaches the summit of Grayrigg bank with the North West Branch Border Counties rail tour. 6/11/65.
A. G. CATTLE

The Club's farewell to steam at Paddington took place on 20th November with a tour behind 4079 from Paddington to Worcester and Gloucester. The running was reasonable but nothing spectacular was attempted.

The 'Steyning Line' rail tour took place on 5th December. Although the line did not close on that day it was decided to run the tour for fear that water facilities would be withdrawn or that the final day would clash with another tour. The tour also included the line from Sutton to Wimbledon, a steeply graded electrified line built in 1930.

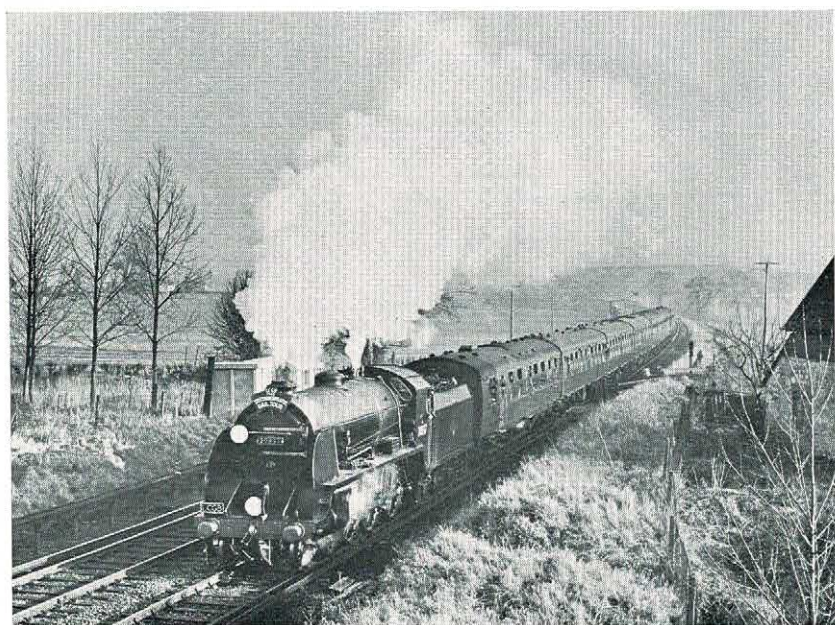
The last tour of 1965 was the 'Cross Countryman' on 12th December, the day after the Club Reunion. The pannier tank used on the Wallingford Branch stalled on the bank approaching Cholsey and had to be rescued by 34015. The '8F' used from Oxford to Bedford also succeeded in losing time but the 'West Country' did better on the return journey from Oxford than the '4MT' 4-6-0 did on the 'Western Ranger.'

Closure of the S & D line had been threatened for many months and towards the end of 1965 it appeared that the first Monday of 1966 would be the closure date. Accordingly the Club decided to run the 'Mendip Merchantman' on 1st January. Although the line did not in fact close on that weekend, it was decided to run the tour; the views expressed by participants and the support received for the tour seemed to vindicate the decision. Unfortunately things did not go according to plan; the restaurant car proved to be defective and only light refreshments could be served, also the '9F'



No. 4079 "Pendennis Castle" after arrival at Paddington with the Paddington Steam Farewell rail tour. 20/11/65.

BRIAN STEPHENSON



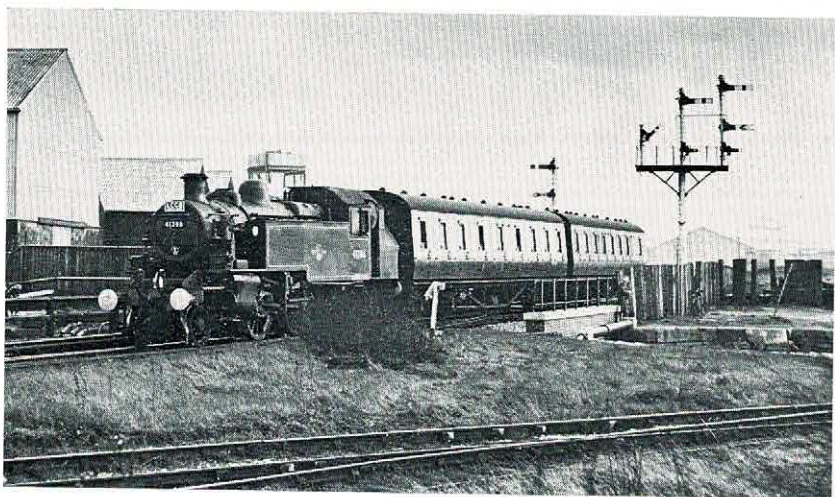
S15 No. 30837 near Alton with the duplicate S15 Commemorative rail tour. 9/1/66.

BRIAN STEPHENSON

provided from Highbridge to Bath failed near Mangotsfield with a defective brick arch.

The 'S15 Commemorative' tour was another which drew such support that it had to be duplicated, the duplicate tour running on the previous Sunday, 9th January. The 'S15,' No. 30837, was one of the cleanest engines ever provided for a rail tour, much hard work having been done by the staff at Feltham Shed to get it into such condition. Its performance on each occasion was very good for an engine about to be withdrawn. A 'U' class 2-6-0 was used on the Bordon branch and on the 'S15' tour proper was used to pilot the 'S15' from Alton to Eastleigh.

Support for the North West Branch 'Push and Pull' tour also demanded a repeat tour which was again run on the previous weekend. Both the engine, 41286, and the stock were extremely well turned out, the crews provided for both tours being extremely keen and obliging. The route covered many lines that were regularly worked with push and pull sets and proved a fitting farewell to this method of working.



Ivatt '2MT' 2-6-2T No. 41286 on the North West Branch Push and Pull Farewell rail tour near St. Helens Shaw Street. 5/2/66.

N. MATTHEWS

The 'Dorset Belle' was the tour to follow the 1966 AGM. It was again blessed with good weather and on the return from Bridport to Maiden Newton the two Ivatt '2MT' 2-6-2Ts stalled on Powerstock Bank and only succeeded in restarting after some difficulty. They largely redeemed themselves, however, with a fast descent from Evershot.

The S & D finally closed with effect from 7th March, a final tour being arranged for the Saturday. The tour started with a very good run from Waterloo to Salisbury in a net time of well under eighty minutes. After some delays, particularly in turning the two unmodified 'West Countries' at Bath, the train ran out of course from Bournemouth to Waterloo, getting involved in engineers' works en route.

The 'New Forester,' on 19th March, was a local tour in Hampshire. Two green USA tanks were provided for the Fawley Branch and made a very fine sight. An unusual feature of this tour was the use of the tour train, complete with buffet car, to cover an advertised public train on the Lymington Branch.

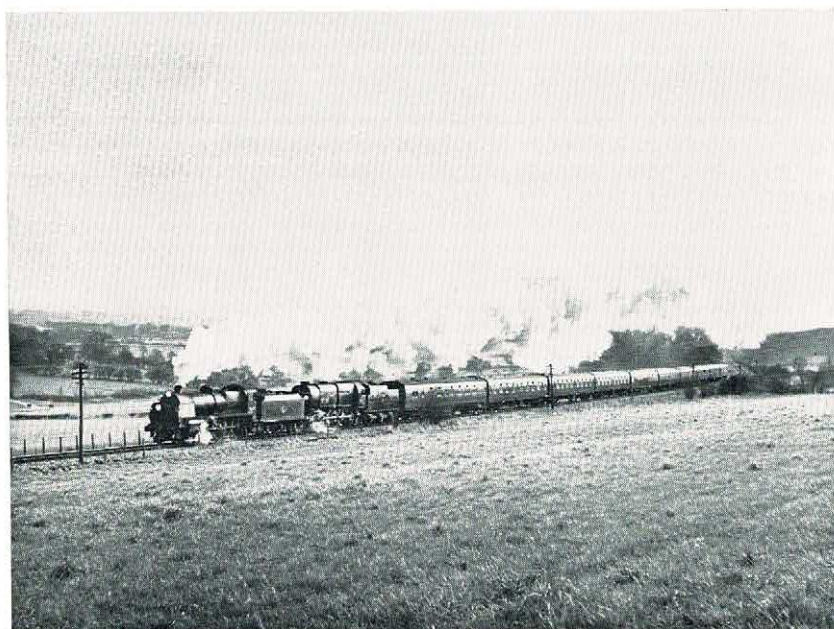
Whilst 'A4' No. 60024 'Kingfisher' was in the south it was decided to run a tour from London to Exeter and back with it on 27th March. It was quite a successful tour and the engine performed well although not up to the standard of 'Mallard' in February 1963. The train ran through to Exeter (St. David's), the engine going to Exmouth Junction for servicing whilst a special bus service was provided to take the participants to the shed.

Support for the last Club tour to use the Maunsell Moguls, the 'Wilts & Hants'



Nos. 34006 and 34057 between Binegar and Chilcompton with the Somerset and Dorset rail tour. 5/3/66.

BRIAN STEPHENSON



Nos. 31639 and 33006 between Ropley and Medstead with the Wilts and Hants rail tour. 3/4/66.

P. J. RUSSELL

on 3rd April, was again very good with the result that the train had to be double-headed throughout. The route included much of the territory formerly monopolised by these engines and, whilst no heroics were attempted, the running was good throughout the day. A 'Q1' 0-6-0 was used with the 'U' for the return journey and Waterloo was reached rather early. This was also the last Club tour to use a 'Q1,' and the last tour to have Ted Kitcher as Traffic Inspector before his retirement.

The North West Branch ran a train to mark the closure of the Royton Branch on 16th April. The weather was not very good and difficulty was encountered with heating and frozen points. The tour was the last passenger train to Royton.

An unusual type of tour was the 'Pul/Pan Farewell' on 24th April. Unit No. 3041 was provided for this tour which covered many of the lines over which this stock had worked for over thirty years. Although support could have been better the tour was a success and the unit performed well.



Unit 3041 passing Wandsworth Common on the Pul/Pan Farewell rail tour. 24/4/66.
BRIAN STEPHENSON

Another successful North West Branch brake van tour was the 'Cheshire Cat.' An immaculate Ivatt '2MT' 2-6-0, No. 46517, was turned out for this tour which thoroughly explored many lines in the Northwich area. Support was again very good and the tour was repeated on 20th August.

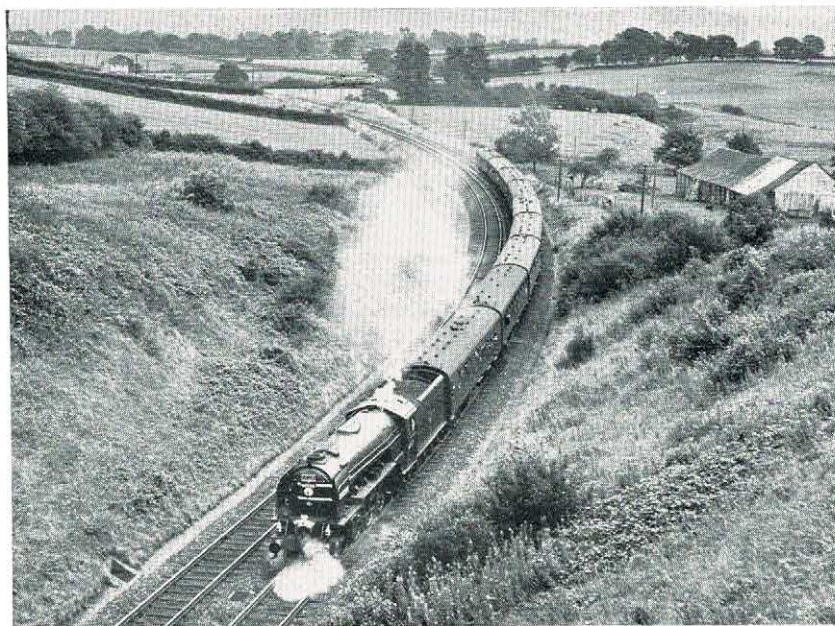
The Club's second large scale continental rail tour took place on 15th May. This was also the first tour to be run jointly with the 'Railway Magazine.' It was, fortunately, timed to run on the day before the seamen's strike began. Support was so great that some passengers had to travel to Folkestone in a preceding electric train that had an additional unit added for the purpose. The Club party went to Longueau whilst the 'Railway Magazine' party had a journey over the Réseau de la Somme.

On 4th June the newly electrified North Western main line was used for the first time by a Club rail tour. This was the 'Fellsman' and it started with a very fast run from Euston, Stafford, 133½ miles, being passed in 89½ minutes. 70004 was piloted from Carnforth to Carlisle by the Class '5' fitted with outside Stephenson link motion,

44767, and these two engines ran well, speeds in the high eighties being recorded between Shap Summit and Carlisle. Typical wild weather was encountered on the return journey via Aisgill but the two 'Jubilees' provided for this section ran well and Crewe was reached only a few minutes late. It was soon obvious that all was not well with the 'New Railway,' some overhead wires having been brought down on the Trent Valley line. After some considerable delay a diesel was attached in front of our electric locomotive and we were diverted via Bushbury, Aston and Stechford. After a reasonable run from Rugby with the electric loco., Euston was reached at 00.55.

'V2' 2-6-2 No. 60919 was brought down from Dundee to work our 'Green Arrow' tour on 3rd July; it unfortunately failed and was unable to take the train from Waterloo. It was subsequently repaired and despatched to take over the tour later, but failed again and was positioned outside Basingstoke Shed by the time that the tour called there in the evening. Unmodified 'West Country' 34002 'Salisbury' was called upon to deputise and, with a keen crew, gave a very fair imitation of the sound effects of a 'V2' en route to Salisbury. The run from Basingstoke to Salisbury was completed in better than even time. 41298, which worked the train from Weymouth Jn. to Weymouth Quay, caused quite a stir among the holiday-makers, especially when hordes of photographers followed the empty stock and the light engine back in the direction of the station. A bus was provided to take participants from the Quay to the station or shed.

The 'Hundred of Wirral' was a brake van special run by the North West Branch jointly with the Branch Line Society. The tour was rather spoilt by the drastic revision of the route at the last minute due to Ministry of Transport permission not having been obtained for the train to traverse several of the sections closed to passenger traffic.



A2 No. 60532 near Crewkerne with the A2 Commemorative rail tour, 14/8/66.

P. J. RUSSELL

Another 'foreign' visitor to the Southern Region was 'A2' No. 60532 'Blue Peter' which came down for the 'A2 Commemorative' tour on 14th August. The engine did not seem to be in the best of condition and much time was lost on the down run, the engine coming to a stand on Honiton Bank. After a stop to raise steam it successfully restarted without assistance and, on arrival at Exeter Central, retired to Exmouth Jn.

for attention. On being recoupled to the train it ran much better, keeping schedule to Westbury where 70004 took over. In order to regain some of the lost time the 'Britannia' worked through to Waterloo, the running east of Salisbury being excellent.

More remnants of the once fine Great Central passenger services ceased from 5th September and many portions of that company's lines were closed completely from that date. The Club ran a special train on the previous Saturday which left Waterloo behind 35030 and the Marylebone crew that took over at Neasden performed very well with their strange mount. The two 'B1s' were not quite ready on our arrival at Nottingham Victoria and with more time lost en route with these engines and the electric loco that worked from Elsecar Jn., we were rather late at Sheffield. The 'B1s' however, recovered much of the time from there to Nottingham and another fine run with 35030 brought the train into Marylebone only a few minutes late.



B1 Nos. 61173 and 61131 pass Renishaw Central with the Great Central rail tour.
3/9/66.

P. J. RUSSELL

Electric traction was also used for a portion of the next tour, the 'Conway Valley' on 24th September. The run to Crewe was delayed by fog and a hot box on a preceding freight train but 70004 soon recovered the arrears en route to Prestatyn. The two 2-6-4Ts did well on the Conway Valley line and it was very pleasant to see Blaenau Festiniog in bright sunshine. The return run from Crewe met with better luck than the 'Fellsman,' Euston being reached on time.

A 'Crab Commemorative' tour was run by the North West Branch on 8th October. It did not get off to a particularly good start, time being lost between Liverpool and Manchester. After being piloted over Baxenden and Copy Pit summits the Newton Heath crew who had taken over at Manchester Victoria ran very much better; the W.D. 2-8-0 which worked the tour from Wakefield to Goole also did well. On arrival at Goole it was believed that the 'Crab' would not be long arriving, so 90076 was released. A large crowd gathered at the busy level crossing, including many of the local population, causing chaos to the traffic. This caused the local police to investigate, a constable being seen to climb a signal post in order to confer with the signalman. The 'Crab' eventually arrived and the train departed. Running back to Manchester was reasonable but it deteriorated again en route to Liverpool, reached rather late.



Crab No. 42942 near Snaith with the North West Branch Crab Commemorative rail tour.
8/10/66. BRIAN STEPHENSON

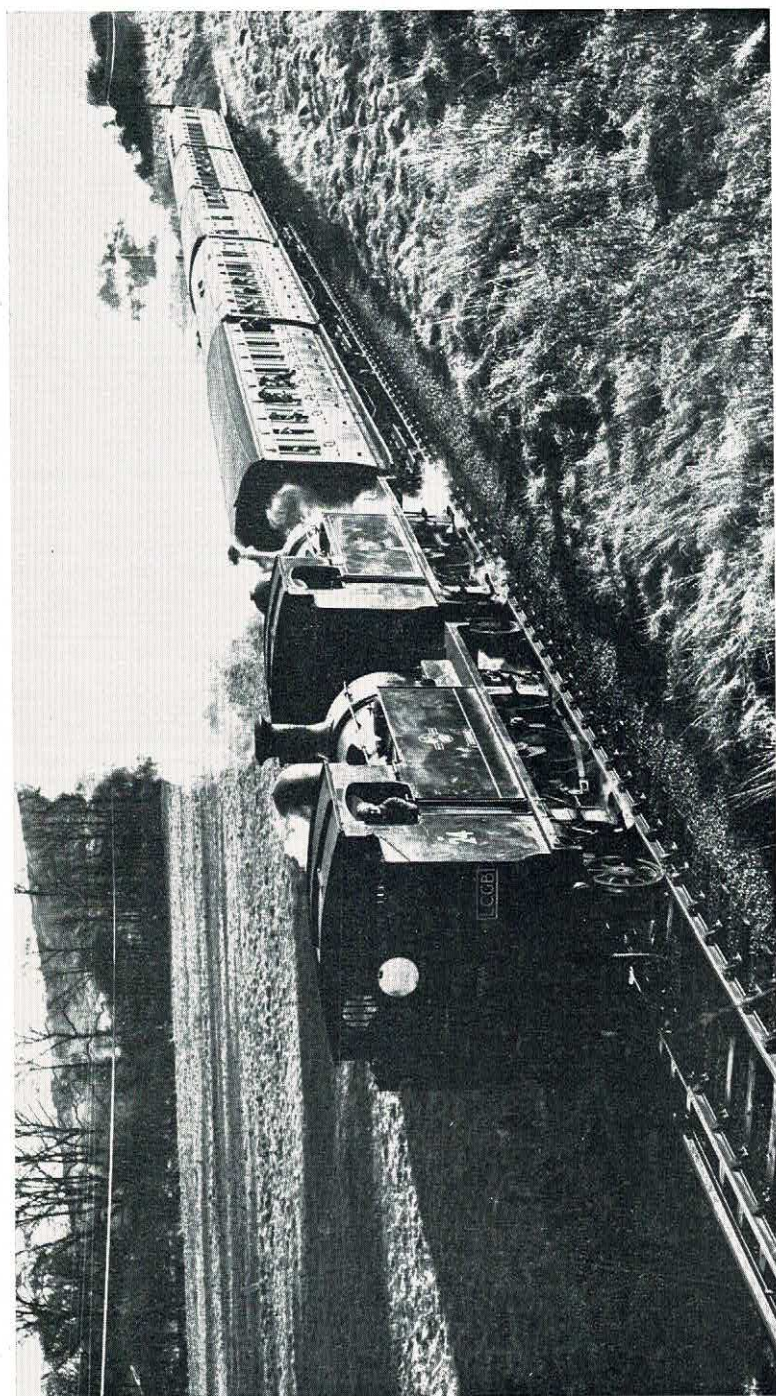
The 'Dorset & Hants' on 16th October and 'Shakespearian' on 12th November were both quite enjoyable tours. The return from Hamworthy Jn. to Waterloo on the former was delayed due to a diesel loco having difficulty in creating a brake on Bournemouth 'TC' stock and a notable feature of the latter was the performance of 'Clun Castle' which, despite outward appearances, ran quite well from Banbury to Stratford-on-Avon.

Several lines in Lancashire lost their passenger services from 5th December. These included Rawtenstall to Bacup, the line over Baxenden Summit and that from Clifton Jn. to Bury. To mark the occasion the North West Branch ran the 'Rossendale Forester.' Leaving Manchester Victoria behind 46437 it was soon apparent that the engine was not up to its task; some delay ensued while the driver attempted to rectify it, with the result that we lost our allotted pathway. 42644, the other engine rostered for the tour, was sent to Clifton Jn. and for most of the tour the two engines double-headed. Time was regained as a result of this, some very brisk running being recorded. The train was some 90 minutes late at one stage but this was halved by the time Manchester was reached.

It was decided to run a rail tour on the morning of the 1966 Club Reunion. The weather was very wet with the result that the line was flooded at Clock House and a train marooned. Our train was diverted, thus depriving participants of their ride over the Mid-Kent line, but it is hoped to remedy this in the near future. After the visit to Kemp Town, No. 34089 gave us another very good run from Brighton to Victoria.

The last tour of 1966 was the 'Isle of Wight Steam Farewell' on 31st December. From the following day steam services were to be withdrawn from the Island while work is completed on the electrification from Ryde to Shanklin which should be re-opened by the end of March. Two BR Class '5MT' 4-6-0s kept the ninety minute schedule from Waterloo to Portsmouth Harbour, two 'O2s' worked the tour on the Island, where many enthusiasts were recording the proceedings, the return from Portsmouth Harbour via the Mid-Sussex line being worked by 34013.

The 'Bridport Belle' on 22nd January 1967 was rather a disappointment, being marred by several untoward incidents. It may well prove to be the last steam tour to



02. Nos W24 and W31 near Brading on the Isle of Wight Steam Farewell rail tour. 31/12/66.

T. STEPHENS

be run west of Salisbury as the singling of the LSW route from Wilton to Exmouth Jn. should shortly commence. It will then be very difficult to find a path for extra trains even if facilities for steam locomotives are still available.

The hundredth tour is the 'South Western Suburban' on 5th February and it is hoped that it will prove a memorable occasion.

In conclusion, just a few random thoughts. Firstly, the fares charged on rail tours; these have unfortunately risen over the years and, it is feared, they will continue to rise. The fare for the 'North Western Branch Lines' tour in June 1958, for example, was only fifteen shillings but if it could be run today the fare would probably be nearer two pounds. At the time of writing these notes the position with regard to steam-hauled tours is rather obscure; the scope is obviously narrowing and if the Club is to continue to run tours the more modern forms of motive power will have to be used in increasing numbers. The Club will, of course, continue to run steam tours for as long as possible in areas where facilities have not been completely withdrawn. Looking back over the years it is interesting to reflect on the wide variety of locomotives that have been employed; now there are barely half a dozen classes of steam engine suitable for main line passenger services. Many lines over which Club tours have been run are now closed completely, the track having been lifted from several of these. The weather for Club rail tours in general has been reasonable although there have been several exceptions, for example the 'Reunion' on 10th December 1966. The cleanliness of the engines has generally been good, with a few exceptions, some engines being in really superb external condition, for example the last 'S15' in January 1966. Generally speaking it is not possible to arrange for particular drivers to work rail tour trains but on the whole the Club has been fortunate with its drivers, most putting up competent performances with a fair number of exceptionally good runs. The tours have given the Club much publicity, articles and/or photographs appearing in the railway press, local and even national newspapers.

Summary of Rail Tours

1. 6.9.53 WYE VALLEY. Tour of lines in the Wye Valley and Brecon Area in GWR Railcar W28W.
2. 5.5.56 POPLAR & EDGWARE. (London Branch). Broad St. (2F 58859) - Poplar (3F 47484) - E. Ham - Stratford - Canonbury (N2 69506) - Alexandra Palace - Edgware - Canonbury (58859) - Broad St.
3. 23.6.56 Tour of Welshpool & Llanfair line with No. 822.
4. 24.2.57 SOUTHERN COUNTIES LIMITED. Marylebone (N5s 69257 + 69319) - Wembley Stadium - Kew East Jn. (H2 32424) - Clapham Jn. - Lewisham - Sanderstead - E. Grinstead - Horsted Keynes (C2X 32437) - Brighton-Preston Park (4MT 80152) - Havant (A1Xs 32636 + 32650) - Hayling Island - Havant (80152) - Portsmouth Hbr. (V 30929) - Guildford - Waterloo.
5. 28.6.58 NORTH WESTERN BRANCH LINES. St. Pancras (2P 40421) - N. London Incline - Willesden - Watford Jn. (2P 41901) - Rickmansworth - Watford Jn. (40421) - Cheddington - Aylesbury - Wolverton (2F CD7) - Newport Pagnell - Wolverton S. Curve (40421) - Euston.
6. 4.10.58 Wadebridge to Wenford Bridge & return with 0298 No. 30585.
7. 19.10.58 ROTHER VALLEY LIMITED. Paddington (E1 31019) - Ealing - Greenford - Kens. (O) - Herne Hill - Crystal Palace - Oxted - Tonbridge - Robertsbridge (A1Xs 377S + 32678) - Tenterden Tn. - Robertsbridge (31019) - Bexhill W. - Crowhurst (377S + 32678) - Hastings (O1 31258) - Lewes - Newhaven Hbr. (V 30905) - Victoria.
8. 1.3.59 BURTON AREA. Tour of lines in Burton Area in push & pull set with 2MT 41328.

9. 12.7.59 EASTERN COUNTIES LIMITED. Fenchurch St. (D16 62613) - Churchbury - Cambridge (B12 61577) - Denver Jn. (J69 68566) - Stoke Ferry - Kings Lynn (E4 62785 + J15 65474) - Burnham Mkt. - Kings Lynn (61577) - March - Ely, N. Jn. (62613) - Ipswich - Liverpool St.
10. 3.4.60 SIX COUNTIES LIMITED. Paddington (9F 92220) - Maidenhead - Princes Risboro' (1473) - Watlington - Princes Risboro' (92220) - Yarnon (7F 49093) - Bicester (WD132) - Arncott - Bicester (49093) - Bletchley (N7 69614) - Dunstable - Hatfield - Finsbury Pk. - Broad St.
11. 18.9.60 SOUTH WESTERN LIMITED. Cannon St. (700 30339) - Ludgate Hill - Brixton - Hounslow - Ascot (L 31768) - Alton - Eastleigh Works (H16 30516) - Southampton C. - Fawley - Totton (N15 30782) - Ringwood - Broadstone (7F 53804) - Templecombe - Salisbury (T9 30729) - Waterloo.
12. 30.4.61 SOLENT LIMITED. Waterloo (LN 30856) - Portsmouth Hbr. (T9 30117) - Fareham (E1 32694 + 02 30200) - Droxford - Gosport - Fareham (30117) - Netley - Southampton C. (USA 30073) - New Docks - Old Docks - Eastleigh Works (30117) - Newbury (L1 31786) - Reading - Ascot - Weybridge - Waterloo.
13. 11.6.61 SOUTH EASTERN LIMITED. Victoria (D1 31749 + L1 31786) - Nunhead - Bexleyheath - Maidstone W. - Paddock Wood (01 31065 + C 31592) - Hawkhurst - Tonbridge (H 31308 + D1 31749) - Robertsbridge (A1Xs 32662 + 32670) - Tenterden Tn. - Robertsbridge (31749 + 31786) - Tonbridge - Swanley - Beckenham Jn. - Parks Bridge - London Bridge.
14. 2.9.61 NORTH LONDON. Marylebone (3MT 40031) - Wembley Stadium - Kew - Hounslow - Richmond - Kew - Cricklewood - Moorgate (N2 69568) - Finsbury Pk. - High Barnet - Dalston (3F 47202) - Victoria Park - Kentish Town - St. Pancras.
15. 25.2.62 KENTISH VENTURER. Victoria (N15 30782) - Chatham - Margate - Dover - Ashford (H 31263 + C 31690) - New Romney - Appledore (V 30926) - Ashford - Tonbridge - Orpington - Beckenham Jn. - Parks Bridge - Charing Cross.
16. 7.4.62 } GREAT EASTERN SUBURBAN. Liverpool St. (N7 69621) - Palace
17. 28.4.62 } Gates - Stratford - Chingford (J15 65476) - Stratford - Ongar - Stratford - N. Woolwich - Stratford - Liverpool St.
18. 19.5.62 GREAT NORTHERN. Kings Cross (A3 60066) - Doncaster (A4 60017) - Kings Cross.
19. 24.6.62 SUSSEX COAST LIMITED. Waterloo (T9 120) - Cobham - Guildford - Horsham (E6 32417 + E4 32503) - Midhurst - Pulborough (K 32353) - Bognor Regis - Hove - Haywards Heath (120) - Eastbourne - (M7 30055 + 120) - Rotherfield (120) - East Grinstead - East Croydon - London Bridge.
20. 8.9.62 Wadebridge to Wenford Bridge & return with 0298 No. 30587.
21. 30.9.62 SOMERSET & DORSET. Waterloo (BB 34064) - Basingstoke - Ringwood - Broadstone (7F 53808) - Evercreech Jn. (3210) - Burnham-on-Sea - Evercreech Jn. (53808) - Bath Green Park (4F 44558) - Bristol T.M. (4707) - Badminton - Didcot (County 1007) - Paddington.
22. 14.10.62 MIDLAND LIMITED. Marylebone (B16 61438) - Nottingham Vic. (J11 64354) - Egginton Jn. - Burton (3F 43658) - Castle Donington - Derby (6P 45543) - Market Harborough - Northampton (5 45392) - Bedford - St. Pancras.
23. 10.11.62 NEW BARNs. (North West Branch). Tour in Salford area in brake vans hauled by 0F 51232 and 3F 47428.
24. 17.11.62 KING COMMEMORATIVE. Paddington (King 6018) - Bicester - Birmingham SH - Wolverhampton LL (6631) - Stourbridge Jn. - Dudley Port - Aston - Berkswell - Leamington (2210) - Fenny Compton - Towcester - Blisworth - Bletchley - Calvert - High Wycombe - Marylebone.

25. 5.1.63 WERNETH INCLINE. (North West Branch). Middleton Jn. (8F 48546) - Oldham Werneth - Chadderton - Middleton Jn.
26. 24.2.63 WEST COUNTRYMAN. Waterloo (A4 60022) - E. Putney - Wimbledon - Salisbury - Exeter C. (4591 + 5564) - Thorverton - Tiverton - Tiverton Jn. (1450) - Hemyock - Tiverton Jn. (60022) - Taunton - Westbury - Paddington.
27. 9.3.63 } B4 DOCK TANK. Winchester Chesil (B4 30096) - Southampton Ocean
29. 6.4.63 } Terminal - Eastleigh Works - Winchester City.
28. 23.3.63 BIRMINGHAM AREA. Tour of lines in Birmingham and Wolverhampton area by diesel multiple unit including Stafford Road Works.
30. 11.5.63 NORTH MIDLANDS. (Joint with RCTS). St. Pancras (WC 34006) - Leicester - Derby (BI 61004) - Trent - Butterley - Ambergate - Buxton - Ashbourne - Burton (34006) - Coalville - Wigston - St. Pancras (48519 hauled train into Buxton Station).
31. 15.6.63 WEST LEIGH BRANCH. (North West Branch). Atherton Bag Lane (8F 48663) - Kenyon Jn. & return.
32. 6.7.63 MALLARD COMMEMORATIVE. Kings Cross (A4 60007) - Cambridge - Lincoln - Doncaster - York - Kings Cross.
33. 21.9.63 SOUTH LANCASHIRE LIMITED. (North West Branch). Manchester Liverpool Rd. Goods (8F 48178) - Tyldesley - Bolton Gt. Moor St. (3F 47376) - Little Hulton Jn. - Bolton Gt. Moor St. (48178) - Howe Bridge - Wigan C. - Bickershaw Jn. - Kenyon Jn. - Golborne Jn. - Whelley Jn. - Horwich (4F 44501) - Hindley N. - Lowton St. Mary's - St. Helens C. - Lowton St. Mary's - Manchester C.
34. 12.10.63 THAMES, AVON & SEVERN. Waterloo (T9 120 + U 31790) - E. Putney - Weybridge - Ascot - Reading - Banbury - Woodford Halse (2246 + 6368) - Stratford-on-Avon - Honeybourne - Worcester SH (6P 45552) - Birmingham - Cheltenham Spa (Castle 7005) - Swindon - Paddington.
35. 3.11.63 HAYLING FAREWELL. Waterloo (S15 30512) - Woking - Alton - Eastleigh - Fratton (BB 34088 + U 31791) - Portsmouth Dockyard (31791) - Havant (A1Xs 32636 + 32670) - Hayling Island - Havant (Qs 30531 + 30543) - Chichester - Lavant - Horsham - Three Bridges - Victoria.
36. 17.11.63 STANIER PACIFIC. Euston (8P 46245) - Weedon - Tamworth - Crewe (5MT 73090) - Crewe Works - Crewe (46245) - Market Drayton - Wolverhampton - Bicester - Paddington.
37. 16.2.64 QUANTOCK FLYER. Waterloo (MN 35030) - Salisbury - Yeovil Jn. (4593 + 9663) - Yeovil PM - Taunton - Chard Jn. (35030) - Salisbury - Waterloo.
38. 22.3.64 SUSSEX DOWNSMAN. (Joint with RCTS). Waterloo (Q1 33027) - Epsom - Guildford - Horsham (N 31411) - Steyning - Hove - Three Bridges (33027) - Tunbridge Wells W. (BB 34066) - Heathfield - Pevensey (31411) - Lewes Old Stn. - Brighton (2MT 41287) - Kemp Town - Brighton (34066) - Uckfield - Hever - Oxted - Norbury - Victoria.
39. 18.4.64 HAMPSHIRE VENTURER. Portsmouth & S. (Q 30548) - Fareham - Eastleigh (USA 30073) - Eastleigh Works - Eastleigh (30548) - Romsey - Andover Jn. - Salisbury - Fordingbridge - Poole - Hamworthy Goods - Ringwood - Southampton C.
40. 25.4.64 CHESTERTON. (Joint North West Branch/Branch Line Society). Brake van tour of lines in Stoke area with 2MT 78056.
41. 6.6.64 NORTH COUNTRYMAN. St. Pancras (6P 45721) - Leicester - Sheffield - Chapelton - Leeds Whitehall Jn. (V2 60923) - Aisgill - Carlisle London Rd. Jn. - Carlisle Upperby - Shap - Ingleton - Leeds City (A3 60051) - Normanton - Hare Park Jn. - Doncaster - Peterborough - Kings Cross.

42. 21.6.64 NORTH & WEST. Paddington (Manor 7808) - Swindon Works (Castle 7029) - Severn Tunnel - Hereford - Shrewsbury Coleham (8P 46251) - Birmingham - Bicester - Paddington.
43. 5.7.64 SURREY WANDERER. Waterloo (M7 30053) - Twickenham - Shepperton (2MT 78038) - Wimbledon - W. Croydon - Epsom Downs - Selhurst - Tulse Hill - Crystal Palace - Beckenham Jn. - Norwood Jn. - Caterham (30053) - Purley - Tattenham Corner - E. Croydon - Crystal Palace - Kensington O. - Stewarts Lane - Victoria.
44. 6.9.64 ANTON & TEST VALLEY. Winchester Chesil (3MT 82009) - Southampton C. - Romsey - Andover Jn. - Ludgershall - Andover Jn. - Romsey - Eastleigh.
45. 19.9.64 PENNINE LIMITED. St. Pancras (7P 46155) - Market Harborough - Seaton - Stamford - Peterborough E. (A1 60128) - Retford - Sheffield Victoria (EM1 26000) - Guide Bridge (5 45382) - Stockport - Crewe (2MT 41229) - Crewe Works - Crewe (5MT 42772) - Stoke - Derby Friargate - Nottingham Victoria (46155) - Aylesbury - Marylebone.
46. 4.10.64 VECTIS. Waterloo (Q1 33026) - Twickenham - Ascot - Aldershot - Guildford (7MT 70000) - Reading - Basingstoke - Eastleigh - Fareham - Portsmouth Hbr. (boat) - Ryde Pier Head (O2 W14) - Ventnor - Ryde - (O2 W28) Newport - Ryde Pier Head (boat) - Portsmouth Hbr. (70000) - Guildford - Waterloo.
47. 17.10.64 SOUTH MIDLANDS. (Bedford Branch). Bedford Mid. Rd. (5 45292) - Swanbourne (4MT 42105) - Wolverton - Newport Pagnell - Wolverton S. Curve (45292) - Northampton - Mkt. Harborough (4F 44414) - Wellingborough - Higham Ferrers - Wellingborough - Bedford Mid. Rd.
48. 18.10.64 MIDHURST BELLE. (Joint with RCTS). Waterloo (S15 30839) - Hounslow - Ascot - Sturt Lane - Woking (USA 30064) - Guildford - Christ's Hospital (Q 30530) - Midhurst - Pulborough - Littlehampton (MN 35007) - Preston Park - Brighton (30530) - Kemp Town - Brighton (35007) - Victoria.
49. 8.11.64 CREWE WORKS. Euston (7MT 70020) - Northampton - Coventry - Nuneaton - Crewe (3F 47482) - Crewe Works - Crewe (70020) - Stoke - Colwich - Northampton - Euston.
50. 3.1.65 MAUNSELL COMMEMORATIVE. Waterloo (U 31639) - Wimbledon (Q 30545 + 31639) - Tooting Goods - Wimbledon (31639) - Weybridge - Staines (30545) - Reading S. (N 31831) - Redhill (N 31411) - Tonbridge - Oxted - Lewisham - London Bridge.
51. 6.2.65 WESTERN VENTURER. Paddington (Castle 7029) - Bath - Filton Jn. - Yate - Gloucester S. Jn. (Grange 6848) - Toddington - Stratford-on-Avon - Henley-in-Arden - Birmingham SH (Manor 7820) - Swan Village - Worcester SH (7029) - Oxford - Paddington.
52. 28.2.65 } EAST DEVON. Waterloo (MN 35022) - Sidmouth Jn. and Exeter C. -
53. 7.3.65 } Waterloo. Axminster (2MTs 41206 + 41291) - Lyme Regis - Axminster - Seaton Jn. Seaton Jn. (4MT 80041) - Seaton - Seaton Jn. - Sidmouth Jn. Sidmouth Jn. (various combinations of 4666, 41206/91) - Tipton St. Johns - Sidmouth - Tipton St. Johns - Exmouth - Exeter C.
54. 20.3.65 BRISTOL FLYER. Paddington (D1661) - Bath - Bristol T.M. (D1662) - Badminton - Paddington.
55. 4.4.65 WESSEX DOWNSMAN. Waterloo (S15 30837) - Ascot - Reading (Hall 6963) - Hungerford - Devizes - Bath - Bristol T.M. (Hymek D7007 + 4F 44606) - Mangotsfield (44606) - Bath G.P. (8F 48309) - Templecombe - Bournemouth West (BB 34051) - Southampton - Basingstoke - Waterloo.
56. 24.4.65 NOTTS & LINCS. St. Pancras (7MT 70052) - Leicester - Nottingham M. (4F 44401 + B1 61406) - Mansfield - Shirebrook (61406) - Pyewipe Jn. - Bardney - Skegness (4MT 43108) - Firsby - Mablethorpe - Boston (61406) - Sleaford - Nottingham M. (70052) - Corby - Kettering - St. Pancras.

57. 2.5.65 WESSEX DOWNSMAN (Repeat). Route and motive power the same as the original tour except that the 4F was 44264 and no pilot was taken from Bristol to Mangotsfield.
58. 30.5.65 PAS DE CALAIS. Charing Cross (E5020) - Maidstone E. - Folkestone Jn. (D4102) - Folkestone Hbr. (boat) - Boulogne (230D22) - Abbeville (231K40) - Boulogne (boat) - Folkestone Hbr. (E6002 + D4102) - Folkestone Jn. (E6002) - Dover - Chatham - Swanley - Charing Cross.
59. 13.6.65 WEALDSMAN. Waterloo (BB 34050) - Epsom - Horsham - Three Bridges (U 31803 + N 31411) - Heathfield - Hastings - Eastbourne - Haywards Heath (34050) - Hove - Steyning - Horsham (Q1s 33006 + 33027) - Guildford - Cobham - Waterloo.
60. 3.7.65 NORTHAMPTONSHIRE BRANCHES. (Bedford Branch). Tour of various branch lines in the Wellingborough & Kettering areas in brake vans hauled by 2MT No. 78028.
61. 25.7.65 THAMES VALLEY. (Joint with R.E.C.). Waterloo (2MT 46509) - Twickenham - Kingston - Clapham Jn. - Herne Hill - Crystal Palace - Selhurst - Herne Hill - Kensington O. (6106) - Old Oak Common - Greenford - Southall (9773) - Firestone Sdgs. - W. Drayton - Staines - W. Drayton - Windsor (6106) - Twyford - Henley - Twyford - Reading (4MT 80154) - Ascot - Twickenham - Waterloo.
62. 7.8.65 MIDDLETON BRANCH. (North West Branch). Middleton Jn. (4MT 42343) - Middleton - Chadderton - Whitworth - Royton - O. A. & G.B. Jt. - Oldham - Manchester Ducie St.
63. 15.8.65 WESTERN RANGER. Waterloo (4MT 75066) - Hounslow - Reading G. (3863) - Swindon - Radley (9773) - Abingdon - Oxford - Witney - Yarnton (6126) - Bicester - Oxford (4MT 75075) - Thame - Maidenhead - Acton - Kensington O. - Clapham Jn.
64. 18.9.65 HIGH PEAK. Waterloo (A3 4472) - Twickenham - Reading - Oxford - Birmingham SH - Shrewsbury - Crewe - Middlewich - Hale - Cheadle Heath (6P 45705) - Rowsley - Derby - Lichfield - Aston (5 45114) - Berkswell - Leamington Spa (Granges 6853 + 6861) - Bicester - Paddington.
65. 25.9.65 GLAZIER. (North West Branch). Brake van tour of lines in the St. Helens Area hauled by 3F 47298.
66. 3.10.65 VECTIS FAREWELL. Waterloo (WC 34002) - Epsom - Horsham - Chichester (Q1s 33027 + 33020) - Lavant - Chichester (34002) - Portsmouth Hbr. (boat) - Ryde PH (02 W24) - Cowes - Ryde PH (02s W24 + W14) - Ventnor - Ryde PH (boat) - Portsmouth Hbr. (5MT 73155) - Guildford - Waterloo.
67. 17.10.65 DERBYSHIRE. Tour of branches in the Derby area with 4F No. 44113.
68. 6.11.65 BORDER COUNTIES. (North West Branch). Manchester Victoria (6P 45654) - Hindley N. - Standish Jn. - Preston - Shap - Carlisle Upperby (K1 62007) - Hexham - Blaydon - Gateshead - Newcastle C. (V2 60886) - York Yard - Wakefield (5MT 42727) - Todmorden - Manchester Victoria. Bankers: 42096 Oxenholme - Grayrigg, 42232 Tebay - Shap.
69. 20.11.65 PADDINGTON STEAM FAREWELL. Paddington (Castle 4079) - Oxford - Worcester - Cheltenham - Gloucester - Swindon - Paddington.
70. 5.12.65 STEYNING LINE. Waterloo (N 31866) - Epsom - Horsham - Brighton - Horsham - Epsom - Streatham (3MT 82006) - Selhurst - Sutton - Wimbledon - Balham - Victoria.
71. 12.12.65 CROSS COUNTRYMAN. Waterloo (WC 34100) - Basingstoke (WC 34015) - Reading W. - Cholsey (9773) Wallingford - Cholsey (34015) - Oxford (8F 48309) - Bedford - Oxford (34015) - Thame - Greenford - Ealing - Kensington O. - Victoria.

72. 1.1.66 MENDIP MERCHANTMAN. Waterloo (MN 35011) - Bournemouth C. - Templecombe (2MTs 41307 + 41283) - Highbridge (9F 92243) - Bristol (banked by D864) - Mangotsfield (8F 48760 + 92243) - Bath G.P. (8Fs 48760 + 48309) - Templecombe (35011) - Waterloo.
73. 9.1.66 } S.15 COMMEMORATIVE Waterloo (S15 30837) - Bentley (U 31639)
74. 16.1.66 } - Bordon - Bentley (30837) - Eastleigh (USA 30073) - Eastleigh Works - Eastleigh (30837) - Fareham - Havant - Guildford - Waterloo. On 16/1 30837 piloted 31639 from Alton to Eastleigh.
75. 5.2.66 } PUSH & PULL FAREWELL. (North West Branch). Warrington,
76. 12.2.66 } St. Helens and Northwich areas (2MT 41286 throughout).
77. 27.2.66 DORSET BELLE. Waterloo (MN 35028) - Alton - Southampton - Wareham (2MTs 41284 + 41301) - Swanage - Wareham (35028) - Weymouth (41284 + 41301) - Maiden Newton - Bridport - Maiden Newton - Yeovil P.M. - Yeovil Jn. (BB 34057) - Waterloo.
78. 5.3.66 SOMERSET & DORSET. Waterloo (MN 35028) - Salisbury - Templecombe (2MTs 41307 + 41249) - Highbridge - Evercreech Jn. (BB 34057 + WC 34006) - Bath G.P. - Templecombe - Bournemouth C. (35028) - Waterloo.
79. 19.3.66 NEW FORESTER. Eastleigh (Q1 33006) - Fareham - Gosport - Netley - Southampton Terminus (USAs 30073 + 30064) - Fawley - Totton (33006) - Brockenhurst - Lymington Pier - Brockenhurst.
80. 27.3.66 A4 COMMEMORATIVE. Waterloo (A4 60024) - Salisbury - Exeter St. David's - Salisbury - Waterloo. (Banked Exeter St. David's - Exeter C. by D7048).
81. 3.4.66 WILTS & HANTS. Waterloo (U 31639 + N 31411) - Hounslow Loop - Clapham Jn. - Herne Hill - Redhill - Guildford - Reading - Basingstoke - Salisbury (Q1 33006 + 31639) - Romsey - Southampton - Alton - Woking - Waterloo.
82. 16.4.66 COTTON SPINNER. (North West Branch). Manchester Central (3MT 82003) - Glossop - Hayfield - Buxton - Royton Jn. (3F 47202) - Royton (82003 + 47202) - Stockport - Manchester P.
83. 24.4.66 PUL/PAN FAREWELL. Victoria (Unit 3041) - Ore - Eastbourne - Lewes - Seaford - Lewes - Brighton - Victoria.
84. 14.5.66 } CHESHIRE CAT. (North West Branch). Brake van tour of lines in
90. 20.8.66 } Northwich Area hauled by 2MT No. 46517.
85. 15.5.66 PICARDY & SOMME. Victoria (ED E6029) - Maidstone East - Folkestone East (D4102) - Folkestone Harbour (boat) - Calais M. (Train "A" 231E22 & Train "B" 141R686) - Longueau (Train "A" 141R334 & Train "B" 141R476) - Calais M. (boat) - Folkestone Harbour (D4102) - Folkestone East (E5005) - Maidstone East - Victoria.
86. 4.6.66 FELLSMAN. Euston (E3169) - Liverpool L. St. (7MT 70004) - Wigan - Carnforth (5MT 44767 + 70004) - Carlisle - Quintinshill (6P's 45593 + 45596) - Aisgill - Blackburn - Crewe (D302 + E3174) - Stafford - Bescot - Coventry - Rugby (E3174) - Euston.
87. 3.7.66 GREEN ARROW. Waterloo (WC 34002) - Salisbury (5 45493 + WC 34100) - Yeovil Jn. - Yeovil P.M. - Weymouth S.B. (2MT 41298) - Weymouth Quay. Weymouth (34002 + 45493) - Bournemouth C. (34002) - Southampton - Waterloo.
88. 6.8.66 HUNDRED OF WIRRAL. (Joint North West Branch / Branch Line Society). Tour of lines in Birkenhead and Chester areas in brake vans hauled by 5MT 42942 and 1638.
89. 14.8.66 A2 COMMEMORATIVE. Waterloo (A2 60532) - Salisbury - Exeter - Taunton - Westbury (7MT 70004) - Salisbury - Waterloo.
91. 3.9.66 GREAT CENTRAL. Waterloo (MN 35030) - Kew - Neasden - Nottingham V. (B1s 61173 + 61131) - Staveley C. - Rotherham C. - Elsecar Jn. (EM1 E26021) - Wombwell - Penistone - Sheffield V. (61173 + 61131) - Langwith Jn. - Leen Valley Line - Nottingham V. (35030) - High Wycombe - Marylebone.

92. 24.9.66 CONWAY VALLEY. Euston (E3110) - Crewe (7MT 70004) - Llandudno Jn. (4MTs 42574 + 42644) - Blaenau Festiniog - Llandudno (70004) - Rhyl (5MT 42942) - Denbigh - Rhyl (70004) - Crewe (E3026) - Euston.
93. 8.10.66 CRAB COMMEMORATIVE. (North West Branch). Liverpool Exchange (5MT 42942) - Manchester V. (42942 + 5 45336) - Baxenden - Copy Pit - Stansfield Hall (42942) - Halifax - Heckmondwike - Wakefield (WD 90076) - Stainforth - Goole (42942) - Knottingley - Calder Valley - Manchester V. - Bolton - Liverpool.
94. 16.10.66 DORSET AND HANTS. Waterloo (WCs 34019 + 34023) - Guildford - Havant - Fareham (34023) - Netley - Broadstone (3MT 77014 + 4MT 76026) - Ringwood - Broadstone - Blandford Forum - Hamworthy Goods - Hamworthy Jn. (34019 + 34023) - Bournemouth - Southampton - Waterloo.
95. 12.11.66 SHAKESPEARIAN. Waterloo (WC 34015) - Ascot - Reading (MN 35023) - Oxford - Banbury (Castle 7029) - Stratford-on-Avon (7MT 70004) - Birmingham SH - Stourbridge Jn. (3 car D.M.U.) - Stourbridge Tn. - Stourbridge Jn. (7029) - Birmingham SH - Banbury (35023) - High Wycombe - Old Oak Common - Kensington Olympia - Victoria.
96. 3.12.66 ROSSENDALE FORESTER. (North West Branch). Tour of lines to be closed in Lancashire including Bacup, Baxenden, Padiham etc. with 2MT 46437 and 4MT 42644.
97. 10.12.66 REUNION. Waterloo (BB 34089) - Twickenham - Hounslow - Clapham Jn. (4MT 75075) - Herne Hill - Selhurst - E. Grinstead - Three Bridges (34089) - Brighton (E6006 + E6017) - Kemp Town - Brighton (34089) - Victoria.
98. 31.12.66 ISLE OF WIGHT STEAM FAREWELL. Waterloo (5MT's 73065 + 73043) - Portsmouth Hbr. (boat) - Ryde E. (O2s W.24 + W.31) Shanklin - Ryde E. (boat) - Portsmouth Hbr. (WC 34013) - Horsham - Raynes Park - Waterloo.
99. 22.1.67 BRIDPORT BELLE. Waterloo (WC 34102 + BB 34057) - Twickenham - Chertsey - Salisbury (34057) - Westbury (WC 34013) - Maiden Newton - (2MTs 41295 + 41320) - Bridport - Maiden Newton (MN 35030) - Yeovil PM - Yeovil Jn. - Salisbury (34057 + 34102) - Waterloo. (Assisted from Powerstock to Maiden Newton by D6541).
100. 5.2.67 SOUTH WESTERN SUBURBAN. Waterloo - East Putney - Chessington South - Wimbledon Park - Kingston - Shepperton - Twickenham - Staines - Windsor - Staines - Reading Central Goods - Ascot - Virginia Water - Surbiton - Hampton Court - Wimbledon - Waterloo.

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