

# 25 YEARS OF ENTHUSIASM



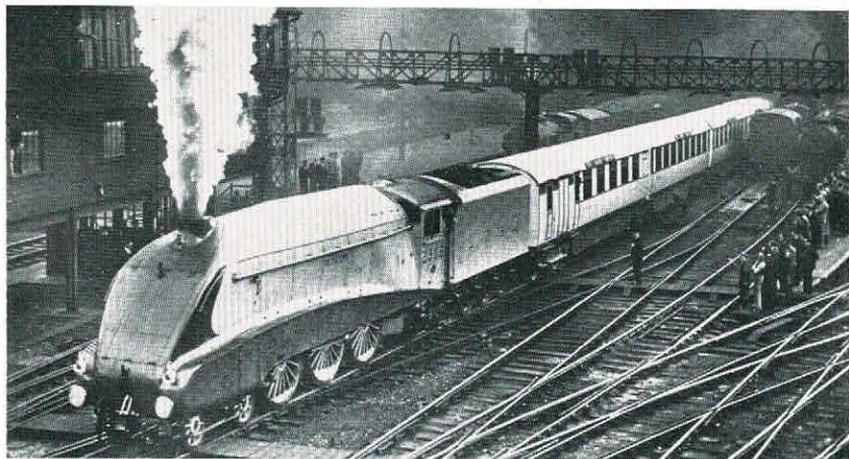
THE LOCOMOTIVE CLUB OF GREAT BRITAIN

*Above:* The LNER's Silver Jubilee of 1935 leaves Kings Cross for Edinburgh behind A4 Pacific 2509 'Silver Link'.

*Below:* The LMS 5XP 4-6-0s were known as 'Jubilees' after the first member of the class, 5552 'Silver Jubilee'. This particular locomotive was embellished with chrome plated numbers, steam pipes, dome and other trim. LCGB KEN NUNN COLLECTION

*Cover:* The Power of Steam. Merchant Navy 4-6-2 35023 'Holland-Afrika Line' thunders over Hurstbourne Viaduct with the Hampshire Branch Lines Rail Tour on 9th April, 1967. B. STEPHENSON

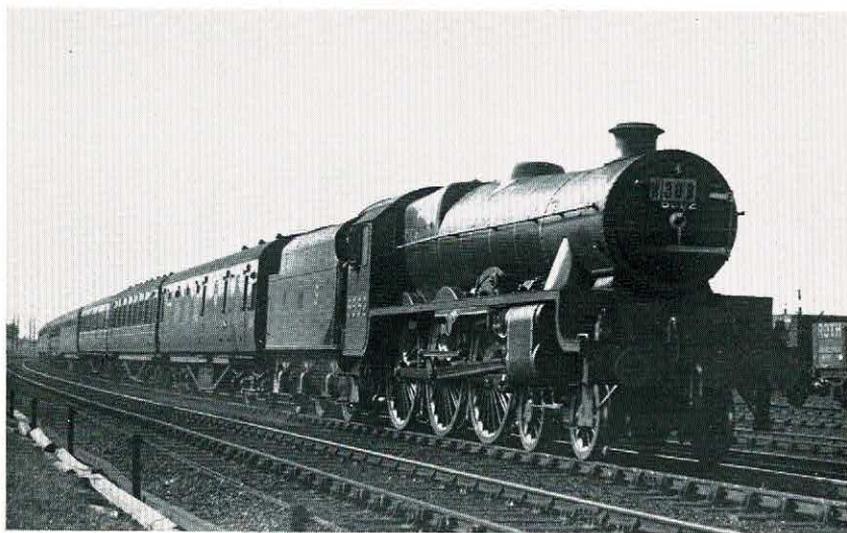
Price  
25p



## **25 YEARS OF ENTHUSIASM**

being the story of the first 25 years of the  
**Locomotive Club of Great Britain**

**1949 — 1974**





No apology is offered for once again including this classic of the Non-Stop leaving King's Cross on 1st May 1968. No 25th anniversary booklet could be complete without it.

P. RUSSELL

## FOREWORD

By the President of the Locomotive Club of Great Britain.

I am pleased to write these few words by way of introduction to this little book, which records some of the many activities of the Locomotive Club of Great Britain during the last twenty-five years.

The ending of the steam era on British Railways marked an important milestone in the history of the Club. Many of us remember with pleasure the many steam hauled rail tours organised by the Club, some of which are mentioned in the following pages.

The preservation of numerous steam locomotives in working order has fortunately enabled us to continue to enjoy the pleasures of steam traction, to a limited extent, not only on the various preserved lines, but on specially authorised British Railways metals as well. May this long continue!

I am happy to record that the membership of the LCGB continues to increase and is now higher than it has ever been. We have a very active Overseas Touring section, which has already included a visit to the Far East in its programme.

In 1969 we took over the operation of part of the former Bowaters' Industrial Railway, which, as the Sittingbourne & Kemsley Light Railway is rapidly becoming known as an efficient and well organised venture.

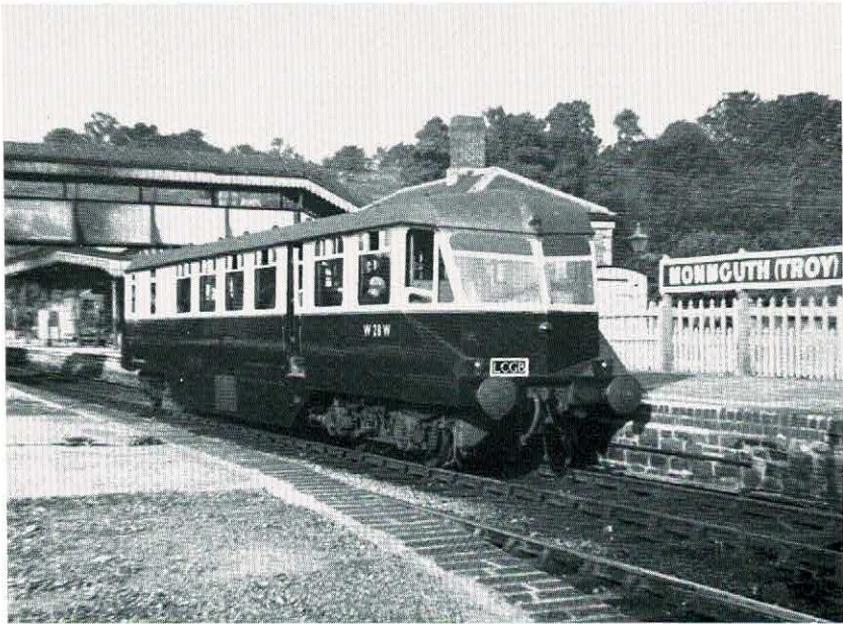
We provide much in the way of indoor meetings, film and slide shows, as well as visits to places of transport interest in many parts of the country.

Like many similar organisations we depend entirely on the voluntary efforts of many enthusiasts and I hope that those of you who read this little book, and are not as yet members of the Club, will hasten to join, and eventually to help with the organisation of the many activities of the Club and its Branches.

I warmly commend this book to you and I hope that you will find much in it to interest you. If, in the present unsettled state of our country, with its many problems, social, industrial and economic, you have, by reading it, been able to forget the present for a while, and to indulge in a little nostalgia, our efforts will have been worthwhile.

We look forward with confidence to the next twenty-five years of the existence of our Club, which I hope will continue to provide much interest and enjoyment for all true lovers of railways.

J.C.Rogers.



Our first effort. Ex GWR rail car W28W at Monmouth (Troy) on the Club's first rail tour, on 6th September 1953. N. A. MACKILLOP

### THE GENERAL DEVELOPMENT OF THE LCGB.

The early years of the Club, when it mainly catered for the younger railway "loco-spotter" are mentioned in the section devoted to the various Branches of the Club.

After the Club had been reformed in the early 1950s, the membership remained static around 300, and it was not until 1961 that the 500 mark had been exceeded for the first time. Membership continued to grow rapidly and within five years it had doubled, before reaching a peak of 1,412 in 1967, the last full year of steam on British Railways. As was to be expected, the ending of steam operation on British Railways resulted in a decline in the membership, but it was not as large as many people had anticipated and the membership remained fairly steady within the range 1,340-1,450 during the six year period up to 1972, before climbing to an all time record of 1,514 at the end of 1973. Latest indications are that an even higher total will be attained in our Anniversary year.

The growing membership and expansion of activities has brought with it much increased responsibilities for the members of the Management Committee. From a comparatively small turnover in the early years, the annual turnover of the Club now averages around £40,000 per annum which must be more than the amount handled by many small businesses.

The Club has been fortunate to have dedicated and experienced members serving on the Management Committee and four of the members re-elected at the 1973 Annual General Meeting have each served for thirteen years or more.

The well known railway photographer, the late K.A.C.R. "Ken" Nunn, became the first President of the Club shortly after its formation in 1949 and held that office until his death in 1965. Meanwhile, a very good friend of the Club, Mr. J. C. Rogers, the then District Operating Superintendent for British Railways at St. Pancras, had become a Vice-President of the Club in 1963 and succeeded to the Presidency in 1965, a position which he still holds. The Club has been very fortunate in having two Presidents who have been very active participants in Club fixtures and regular attenders at meetings of the

Management Committee. For 12 years, Dr. P. Ransome-Wallis, the well known railway photographer and author, has been one of the two Vice-Presidents of the Club. The other, Alec Luke, also has photographic connections being Photographic Secretary on the M.C. for some years during the 1950s before being made a Vice-President when his service career in the Royal Observer Corps forced him to relinquish the post.

In the pages which follow the development of some of the aspects for which the Club has become well known, such as Rail Tours, Continental Tours and the Ken Nunn Collection, are reviewed in greater detail. In addition to these the members have for many years had the use of an extensive library of books and the annual Photographic Competition has retained its popularity.

The Club is also represented by its Branches at various model railway exhibitions and is responsible for the well-known and highly successful Dorking model railway exhibition under the able management of a committee of Club members.

(J.M.C.)

## THE GROWTH OF THE BRANCHES

With the founding of the Club in April 1949 from a nucleus of South East and East Midlands Ian Allan groups; groups, as they were first called, were the feature of the LCGB. By October there were 19 groups mainly in the London, Aylesbury, Leicester, Nottingham, Derby and Birmingham areas with an outpost in Edinburgh. The monthly news sheet, first published in August, was distributed to members via the groups' local secretaries.

Visits were arranged by each individual group and reports of these and their indoor meetings appeared in the news letter.

1950 saw an increase to 30 groups, members being invited via the news letter to form one in their locality. Average membership was 15-20 although both Aylesbury and Nottingham boasted 40 each. The age group was mainly in the 12-15 year range with a few adults, mostly regular speakers at indoor meetings.

The mid 1950s brought a new look to the Club, subscriptions were increased and the purely "spotter" concept was dropped; this resulted in the groups as such disappearing and the setting up of a London Branch.

In 1958 the Bedford Branch came into being and this was followed in 1960 by the East Anglian Branch.

1961 saw the first dinner to be held by the Bedford Branch and late in the year the formation of a West Riding Branch. By 1962 the Club had six Branches, namely, London, Bedford, East Anglia, West Riding, North West and West Midlands, meetings of the latter being a joint venture with the SLS. Towards the end of the year, the Management Committee decided that an MC member responsible for Branches should be appointed and Charles Firminger was co-opted onto the Management Committee in a non voting capacity to become a full member from the 1963 Annual General Meeting.

As a result of requests at the 1963 A.G.M. three joint LCGB/RCTS groups were formed during the year, these being Bromley, St. Albans and Gillingham. The end of the year saw disbandment of the West Riding Branch due to continued lack of support in the area.

Another group was formed during 1964 at Croydon. During 1965-6 the position remained stable with five Branches and four groups, and during 1967 an additional group at Bath was formed.

A decision was made in 1968 that all groups should become Branches and should do their utmost to be self supporting. The groups previously run jointly with the RCTS were discontinued. Attendances at Colchester, Manchester and St. Albans were very poor at this time, but attendances at the other venues continued to increase.

During July 1968, Charles Firminger resigned from the position of Branch Organisation Officer which remained vacant while Trevor Bawden took over Branch affairs temporarily, Charles staying on the MC in an ex-officio capacity.

By the end of 1968 the Club was made up of nine Branches, the same nine Branches that function at present, namely, in order of formation, London, Bedford, East Anglia, West Midlands, North West, Kent, St. Albans, Croydon and Bath.

During the latter half of 1968, the Bedford Branch and the SLS began holding joint meetings at Luton, the inaugural meeting being attended by 37 people; however, attendances gradually dwindled and the Luton meetings were handed over to SLS responsibility at the end of 1970.

During the 1968/9 season most Branches were well patronised with the London Branch averaging 50-60 members at meetings, culminating in a record 78 at the 15th Anniversary Meeting in January 1969, while at the other end of the scale, the St. Albans Branch were only averaging 14-20 members.

During March 1969, Peter Clark took over the vacant position of Branch Organisation Officer, a position in which he remained until September 1971 when he resigned and handed over to John Williams who is at present still in this position.

Also during 1969 the Kent Branch began holding meetings at Canterbury, giving them an additional venue to the one at Gillingham; the Branch still holds meetings regularly at the two venues. The only other Branch with two venues is the London Branch who hold meetings near Euston Station and at Wood Green, the first Wood Green meeting being held on 8th January 1973 and attracting an audience of 70 people. Meetings of the East Anglian Branch are now held jointly with the Stour Valley Railway Society.

Up to 1970 most Branches were organising brake van trips, shed and signalbox visits and also industrial visits, but with the end of steam on BR and the closure of many depots, these visits and trips were now to become less in popularity and number, though most Branches still make the occasional visit to these installations. The present BR policy of making admission charges to some depots and boxes has lessened these visits still further. Brake van trips are virtually non-existent now, as most of the local trip workings have ceased.

At some time in their history most Branches have run rail tours both on BR and over industrial firms' lines, however, at present only the North West Branch run rail tours on BR regularly with the Bedford and Bath Branches managing the occasional industrial rail tour.

One or two Branches make the odd visit to non-railway installations such as the GPO and a daily National newspaper and even to a brewery. These visits are proving to be popular with members and the Branches concerned are to continue with them while they have sufficient support.

At present, all Branches are fairly well patronised but can always do with more support. You don't have to be a member of the Club, so why not come along to one of the eleven venues to see what goes on for yourself. Details of Branch meetings may be obtained from the respective Branch Secretary listed below.

<i>Branch</i>	<i>Locality of venue</i>	<i>Secretary</i>
London	Euston	Mr. R. Peters, 26 Beresford Rd., Reading, Berks, RG3 1DD.
London	Wood Green	Mr. P. Crane, 206 Alexandra Park Rd, London N22 4UQ.
Bedford	Bedford	Mr. R. Crane, 23 Hatfield Crescent, Bedford.
East Anglia	Colchester	Mr. S. C. Ball, "Greatham", Stourwood, Ramsey, Essex, CO12 2HR.
West Midlands	Wolverhampton	Mr. B. J. Bird, 36 Harper Ave., Long Knowle Estate, Wednesfield, Staffs, WV11 1HD.
North West	Earlestown	Mr. W. J. Slater, 26 Clayton Ave., Rawtenstall, Lancs, BB4 6EW.
Kent	Gillingham & Canterbury	Mr. M. Evans, 47 Kenilworth Court, Sittingbourne, Kent, ME10 1TX.
St. Albans	St. Albans	Mr. C. J. Hopwood, 5 Holme Rd., Hatfield, Herts. AL10 9LH.
Croydon	Croydon	Mr. F. E. M. Allen, 4 Ridgemount Ave., Coulsdon, Surrey, CR3 3AQ.
Bath	Bath	Mr. R. E. Clayton, 6 Rodney House, Woodhouse Rd., Twerton, Bath, Somerset, BA2 1SN.

(J.A.T./J.L.W.)

### THE KEN NUNN COLLECTION

When Ken Nunn, the Club's first President, died in April 1965, he left behind him what was probably one of the finest, most comprehensive and well documented collections of railway photographs ever compiled. There were also many books, magazines, timetables and other items of interest which went to make up the stock in trade of a notable railway enthusiast.

He left no instructions for the disposal of his wonderful collection, and his widow was most anxious that so far as possible it should be retained intact. Many members were, of course, well aware from personal contact and friendship, not to mention the absorbing and fascinating talks he had given to Club gatherings over the previous 16 years, of its immense value to railway history and literature. From here it was but a short and natural step for members of the Management Committee to conclude an agreement with Marjorie Nunn for the purchase of the whole collection, and to the appointment of two trustees and a committee to administer and develop it for the benefit of all members.

What is it then that makes the photographs in particular so especially interesting, and stirs such enthusiasm amongst those who know them well. He was lucky enough to have been born at almost the ideal time, first to witness the railway age reaching its zenith in those halcyon pre-Grouping years before 1914, then to savour the coming of the streamlined era and the high speed trains of the thirties, and finally to lament the subsequent decline of railways after the second World War. Furthermore he was employed in the railway service all his working life. From the *Derwent* at Darlington to the first of the Deltics, with *Silver Link* on trial and when *Thundersley* was crowned, come *Cheesewring* and *Sir Theodore* to the last of the Cobhams, Ken Nunn has captured them all.

In the introduction to *Steam in Camera* I wrote:

"If his photography lacked the technical and artistic accomplishment of many contemporaries, he had few equals in achieving such a comprehensive record of the railway scene, and of locomotives in particular. For over half a century he devoted much of his spare time and most of his holidays in travelling continually to all parts of the United Kingdom, to Ireland and in earlier years on visits to France and Belgium. He knew what he wanted to see and where to find it, and above all he knew what was worth seeing."

There are nearly twelve thousand plates and negatives in the collection spanning the period from 1898 to 1959. This may not seem especially remarkable when compared with the extravagant use of the 35mm. camera in recent years. However, it should be remembered that times were not so affluent then, few people had motor cars and photographic techniques have advanced a long way since Ken first started. Nevertheless, he did rather stubbornly persist with the same hefty old reflex camera all his life. Not all the photographs are his own work, for he added to his collection the plates of his elder brother, Cyril, who had given up his interest around 1930. He also acquired the collections of R. P. Angus-Lewis and Harold Hopwood, once a prolific contributor of articles to railway journals, who had died in 1926.

The committee that was formed to administer the collection has now been at work for some eight years. Meeting about five or six times a year, its composition has undergone virtually no change during this period, and each member has been responsible for the development of a particular aspect. Its terms of reference have primarily been to raise sufficient funds to maintain the collection and to promote it for the benefit of Club members and the railway fraternity at large.

One of the biggest tasks undertaken has been the comprehensive listing (still not complete) of all subjects under railway company of origin, including other full details plus an indication of photographic quality. The principal exercise has been the marketing of postcard size prints in two distinct categories. The general series consists of some three hundred listed subjects normally available from stock by return of post, and on sale at Club meetings and other functions. Within financial limits new subjects are continually introduced as others are phased out. Special series subjects can be selected from the main listings, and are available to print order as required.

An early venture was the publication by the Club of a booklet entitled "Rail Photos No. 1." This was none too successful, as insufficient care was taken to provide good prints for the block makers and the choice of pictures was unexceptional. In 1970 the idea of producing an album of photographs from the collection was agreed with Ian Allan Limited, and resulted in the publication two years later of *Steam in Camera*, of which nearly four thousand copies have already been sold.

The books and other items have been rationalised and gaps strengthened, and these are now administered as a section within the Club's own library. Surplus items have been successfully auctioned at Club reunions.

In conclusion let me urge all who are interested in the history of railways, and who are still unfamiliar with what the collection can offer, to enquire further, for here there are riches indeed.

(P.J.R.)

## RAIL TOURS FROM THE BEGINNING

Few of the forty or so passengers entraining on W28W on the 6th September 1953 could have imagined that the small unassuming wooden headboard with the legend LCGB on it was to become the hallmark of one of the leading rail tour operators almost a quarter of a century later.

W28W was of course the ex GWR Rail Car provided for the very first Club Rail Tour and the handful of passengers enjoyed a pleasant day touring lines in the Wye Valley and the Brecon area. This modest beginning was not followed up until 1956 when two tours were run. Firstly the "Poplar and Edgware" running to the two towns that its name suggests and using one of the North London 0-6-0 tanks, and the second being over the Welshpool and Llanfair Railway then still being operated as a freight branch by British Railways. The "Southern Counties Limited" on the 24th February 1957 was the first full scale tour to be organised, and starting from Marylebone ran over a selection of lines in the south including the Bluebell Line throughout from East Grinstead to Lewes and the Hayling Island Branch. It is strange to relate that the Rail Tours Committee had doubts about the viability of the tour but its great success undoubtedly gave the Club the necessary confidence to go ahead to arrange more and increasingly ambitious tours.

Two tours were run in 1958 increasing to three in 1959 and with two more in 1960 the railway map of Britain was already being criss-crossed with the various routes of Club specials. It would be patently impossible to describe all the routes and motive power covered over the years in these few lines so only a summary can now follow.

1960 had seen the first of many tours to traverse the South Western Division of the Southern Region and the second was to follow in 1961 with the "Solent Limited" traversing the Droxford, Gosport and DN&S lines. The following year however was the year when tours really got a hold on the Club and with some ten trains we were running in and out of nearly all the London Termini. The furthest point of these tours varied from as close as Ongar to as far as Doncaster and Burnham-on-Sea, and all hauled of course, by a myriad of classes of locos like J15, B16, N15 and Counties, to name but a few. 1962 also saw the running of the first North West Branch Tour when a brake van trip covered lines in the Salford area. This was the first of several significant milestones, as since then the North West Branch has greatly assisted the Club's tour activities by organising increasingly ambitious tours originating in the Lancashire/Cheshire areas.

From 1963 onwards a new urgency set into the running of tours resulting from the fact that the end was now in sight. Once familiar branch lines and older classes of locomotives were disappearing fast, and the melancholy "last trains" became almost a ritual. Sad though they were, these were exciting days with up to 27 trains being run in 1966, an average of more than one a fortnight, a staggering number by any standards when it is remembered that all our organisation is on a voluntary basis. 1963 saw one of the few times when a Club tour exceeded 100mph with steam and this was achieved with No. 60007 *Sir Nigel Gresley* when descending Stoke Bank on the "Mallard Commemorative" Tour on the 6th July. The "Hayling Farewell" tour in November of that year was also a memorable trip if only that it signified the final disappearance from B.R. service of the Terrier tanks, then the oldest engines in main line service.

In the period from 1964 until mid 1967 the rounds of last steam tours, over one particular line or other, reached their climax and declined to almost nothing as the disappearance of steam came nearer. The "Crewe Works" tour on the 8th November 1964 was the last steam tour from Euston down the North Western main line and was followed by the "Notts. & Lincs." on the 24th April 1965 which was the last train to leave St. Pancras hauled by a BR owned steam locomotive. The "East Devon Rail Tour" on the 28th February 1965, which also ran on the 7th March due to its popularity, was our farewell with steam to the various branches running south off the Salisbury to Exeter line. Not only were the tours very popular but also a great success operationally, with all the various and complicated manoeuvres being carried out without a hitch on both days. Our last steam run from Paddington took place on the 20th November 1965 with 4079 *Pendennis Castle* doing the honours throughout. 1966 saw the passing of the

Somerset and Dorset, a line that had been covered many times by our specials, and it was a sad occasion when 34057 and 34006 hauled us out of Bath Green Park for the last time on the 5th March. Another lengthy line to succumb during the same year was the Great Central and after a day covering this doomed route on the 3rd September, 35030 hauled the tour up to Marylebone to be the last steam train to arrive in a London terminus outside the Southern Region apart from trains hauled by *Flying Scotsman*. 1967 saw the end of the great rush of specials with the final demise of steam on the Southern, but not before we had run our 100th tour on the 5th February round the South Western Suburban lines. The "Dorset Coast Express" was the bitter end in May and after all that had gone before it was hard to believe that we would not run another steam train from Waterloo.

1968 had two highlights; on May 1st the re-enactment of the first non-stop run from Kings Cross to Edinburgh with 4472 *Flying Scotsman* gave us a great deal of publicity and not a small measure of prestige, whilst on August 4th we really came to the end with the running of the "Farewell to Steam" tour which covered the remaining steam areas of the North West. The prospects for 1969 and beyond now looked decidedly grim and it was held widely that rail tours generally were bound to decline. It is fair to say that this did in fact happen to a greater or lesser degree and our activities were curtailed considerably, although they did not cease. The pleasure of rail travel over unusual lines or with retiring locos was to win the day, and also the social side of tours went a long way towards filling trains with passengers. The "Sussex Venturer" on the 4th January 1969 was to prove this in all three respects and heralded a period of some three years when we were to run many enjoyable and successful tours almost exclusively with modern motive power. Indeed the Club was to break new ground with the "Churchward" tour over the Central Wales Line in March 1972 and on 2nd June the North West Branch ran the first of their very successful overnight tours to Scotland. The "West Highlander" not only being our first extensive tour north of the border but also our first to use sleeping cars.

The Return to Steam in 1972 again saw the LCGB in the forefront with the running of the "Welsh Borderer" on the 14th October with *King George V* and *Bahamas* hauling the train between Newport and Shrewsbury. Since then several other steam tours have been arranged and probably the highlight was on the 1st July 1973 with the carrying of some 780 passengers on two trains using the recently reborn *Green Arrow*.

Overseas Rail Tours have deliberately been put into a section of their own as they probably have been some of the largest single ventures ever undertaken by the Club. Like so many things the beginnings were humble with the running of the "Pas de Calais" tour on the 30th May 1965, when a simple day trip was undertaken with a run in France between Boulogne and Abbeville. The French tours were to grow remarkably extensive for day trips but never expanded into full weekend tours before the demise of steam on the SNCF caught up with us. With attention turned to Germany participants, on the "Nord Deutschland Sonderzug" of the 3rd to 5th May 1970 set sail from Harwich on the s.s. *Avalon* to try a new form of weekend tour. Happily the experiment succeeded and three more were to follow before inflation and the strength of the Deutsch Mark were to virtually price the tours out of existence. The last to date was the "Ems & Wupper" from the 28th April to 1st May 1972 which was the largest tour of all time for us, involving complicated shipping arrangements, a train of some sixteen vehicles with two dining cars, a buffet car and loud speakers wired throughout the train, and the whole tour lasting from Friday evening to early Monday morning. With German tours passing their peak yet another type of tour was born and the "Douro and Guimaraes", which took off for Portugal on the 17th March 1972, carried 143 people for a weekend involving two steam specials laid on from Oporto on both the broad and narrow gauge lines that radiate from that city. A further two such tours have been run, the latest being the "Corgo and Tamega" having taken place on the 22nd to 24th March this year.

In conclusion we can look back to that very first special and how things have changed over the years. From one little rail car to 16 coaches on the "Ems & Wupper" tour in Germany: From less than 40 passengers in 1953 to 780 in just one weekend in 1973 with the "Gresley Commemorative" tours: From little more than £40 in fares for W28 to £12,000 in fares, again for the "Ems & Wupper", and perhaps finally that small wooden headboard, first used in the Wye valley, that has now led the way on more different classes of engines over more different lines than probably any headboard in existence anywhere!

(R.M.C.)

## THE CLUB OVERSEAS

The first Club tour to the Continent was the result of suggestions and discussions between John Cramp and Lance King, then of the London Branch Committee. The year was 1956 and the destination was Austria, a country destined to be the most frequent destination of Club tours until the present day. Lance King continued to organise one or two overseas tours each year plus several to Ireland until 1960 when Malcolm Burton and John Barrow took charge, the latter filling the position of Continental Tours Officer when it was established. From 1/11/64 the present Continental Tours Officer, "Tommy" Farr, took charge, continuing to the present day, although 1974 will see his replacement by Alan Sturrock. Early tours consisted of half a dozen members but by the peak in 1966-71 up to 40 members were joining tours which by then had increased to about a dozen each year. We have now organised almost 120 tours, all but a few being very successful, a record unsurpassed by any similar organisation. In 1964 we had our first excursion to Eastern Europe when Bulgaria became the forerunner of many tours and in 1970 we expanded to include Southern Africa and later the Far East. Although steam is gradually fading out we anticipate our tours will continue for a number of years yet.

We have been pleased to be associated with the Overseas Railway Study Group and under their auspices we have visited North America, Italy, South America and other parts of Africa. This association ensures that support from various Clubs is joined together to permit these extensive tours to be priced reasonably.

We started Continental Evening Meetings during 1962 and these continue, culminating each year in the very popular Continental re-union.

Club overseas tours started in the London Branch before becoming main Club Fixtures. Since then, apart from day trips organised by the East Anglian and Kent Branches, tours have been planned and organised by a Continental Tours Committee. I know that the thousands of hours work put in by all past and present officers have been worthwhile and we look forward to your continued support in the years to come.

Over the years members have seen and heard some magnificent sights and sounds and it will not be amiss to mention a few in a country by country review.

**Austria** has been the most popular destination for full week tours, changes taking place quite slowly. Even in 1974 Vordernberg, Garsten, Gmund and Jenbach still have sights that were much the same in 1956. The Graz Köflacher Bahn may have lost it's old 4-4-0 and 0-6-0 but the atmosphere remains the same. Gone are the 91 2-6-0T at Murzzuschlag, the 770 2-4-0T at Pochlarn and St. Polten and the odd 3071 2-4-2T in Vienna but we have re-discovered the Linz-Summerau line, Donawitz and the Steiermarkische Landesbahn lines to give us scope for the future. **Belgium** has not been covered as well as it might have been, but we still remember the 16 4-4-2T and old 0-6-0 with Scottish parentage, the magnificent Class 1 4-6-2 and the Class 12 4-4-2 down to the standard Class 29 2-8-0 which finally brought SNCB steam traction to an end in 1966. We did not forget the old SNCV roadside tramways and can still recall our run with the 0-6-0 tram loco from Pouleux. **Bulgaria** gave us our first peep behind the "Iron Curtain" in 1964 in spite of a Yugoslav 05 4-6-2 trying to asphyxiate us before we got there. 4-10-0s and 2-12-4Ts are remembered, but our run across the Balkans with a Class 16 2-10-0 and over the 760 mm gauge from Velingrad to Avramove with two 2-10-2T and 34 wagons were the most memorable. Even in 1972 members still travelled behind steam from or to Plovdiv on International Expresses to and from Turkey. **Czechoslovakia** first featured in 1967 when memories of our runs with the 387 and 399 Pacifics into Prague, double headed 498.0 4-8-2 into Bratislava and double headed 477 4-8-4T and 498.1 4-8-2T into Brno will live forever. Perhaps the most memorable day was when we were entertained by the railwaymen in Jihlava, a day when the party leader in particular deserved at the worst a thundering hangover. We returned a year later and obtained runs with 476.0 4-8-2 into Prerov and a 464.2 4-8-4T in green livery into Ceske Trebova finally leaving Prague with a 4-8-2 for Cheb. It was with great regret that by the end of the year the happy atmosphere we had experienced had gone. We still hope to return before too long. 1957 saw us in a very steamy **Denmark** but within a few years things changed rapidly. Surprisingly 4-4-0 and 4-4-2 survived until very recently alongside the magnificent Class E 4-6-2 and the S 2-6-4T. We managed a trip to Faxe for the narrow gauge and also to the Maribo-Bandholm line, one of the earliest preservation schemes to get under way.

(continued on page 35)



*Atlantic by Night.* LBSCR 423 simmers under the roof of Victoria Station on the evening of 5th October, 1912.

*Pacific by Day.* Ex LNER A3 60052 'Prince Palatine' takes 'The Master Cutler' out of Marylebone bound for Sheffield on 1st June, 1949 (the year of our birth).

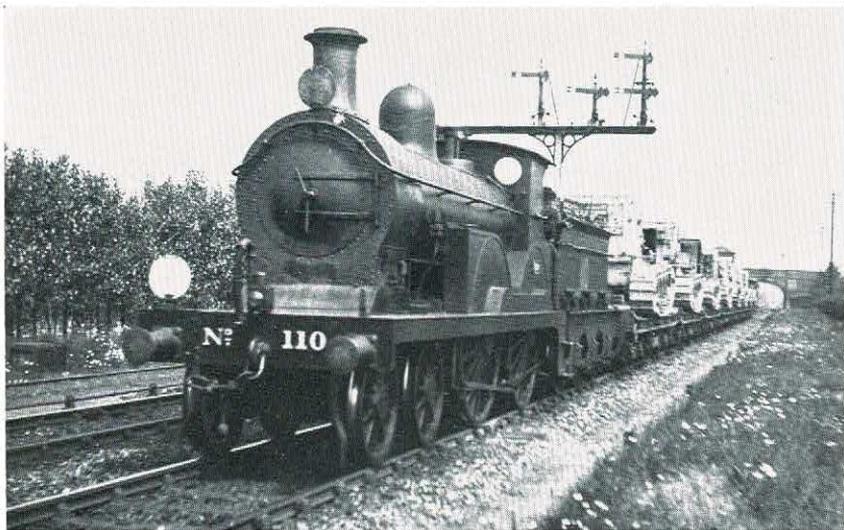




*Great Eastern Power (I).* 'Tram' engine 126 ex works from Stratford, heads home to Ipswich on 13th March 1921.

*Great Eastern Power (II).* D16/2 4-4-0 8787 brings the Eastern Belle Pullman Car Express down Brentwood Bank on the evening of 15th June 1930. 1974 is the centenary year of Pullman car operation in Great Britain, to be commemorated on 29th June with our special 'Clyde Coast Pullman'.





*Back from the Front.* A trainload of tanks returning from the Western Front trundles past Paddock Wood on the old South Eastern's main line, behind SECR F1 4-4-0 110 in grey livery in 1919.

*North from the Cross.* Brand new V2 Prairie 4771 'Green Arrow' climbs past Belle Isle Box in July 1936. Now preserved, this locomotive worked on our 'Gresley Commemorative Rail Tour' in July 1973.



## PRESERVATION AND S&KLR



*The Joy and the Anguish.*

*Above:* Bagnall 0-6-2T 'Triumph' at the head of the ceremonial special on 4th October 1969, when the lease of the Sittingbourne to Kemsley section of the Bowater Railway was handed to the Club.

B. STEPHENSON

*Below:* The realities of 'Light' railway construction can be seen in this study of concentration at Kemsley during our first winter there.

B. JENKINS





*Hitting the Headlines.* Dateline 28th March 1970, and the 3.20 ex Kemsley Down breaks through a ribbon of newsprint to inaugurate the new service. M. W. GRADY

*The First Summer.* Sittingbourne Terminus, with 'Premier' at the platform and 'Triumph' in the loop. B. STEPHENSON





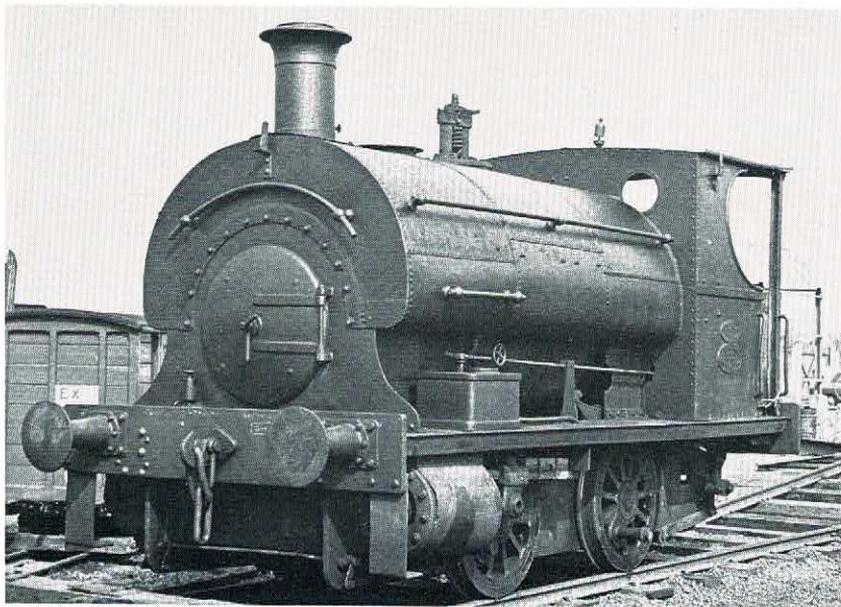
*Capacity Load.* 'Superb' arrives at Kemsley Down with a heavy load in the summer of 1972.

B. STEPHENSON

*Posing for the Camera.* 0-6-2T Triumph, built by Bagnall in 1934, with enthusiastic supporters at Kemsley Down in 1972.

B. STEPHENSON





*The Bear.* The Club was presented with Peckett 614/1896 in 1967 by Colvilles of Mossend. Once named Bear, this locomotive is now at Kemsley Down, being repainted in a blue livery.  
EAST KENT GAZETTE

Also at Kemsley Down is a set of TPO lineside apparatus, preserved by the Club through the efforts of Nicholas Widdows. In this Ken Nunn photograph such gear is seen in action. The Club is still looking for a set of uniform and a K3.



## RAIL TOURS

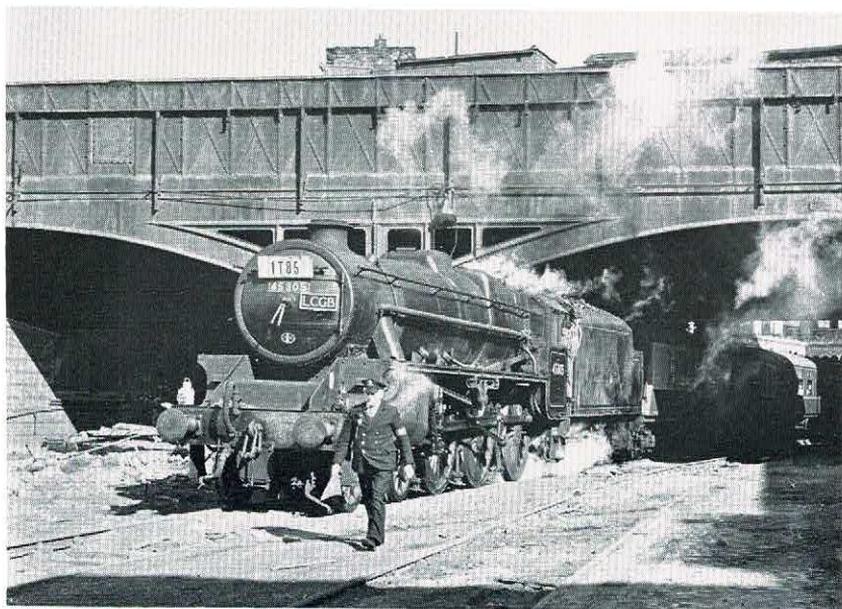


Farewell trips gave participants a last chance to travel behind favourite locomotive classes. A very cold Brian Stephenson here records S15 30837 with U 31639 on Medstead Bank, near Alton, with the S15 Commemorative Rail Tour in January 1967.

A feature of steam hauled tours was the race to the head-end for photos at stopping places. Here 'The Wealdsman Rail Tour' pauses at Heathfield on the Cuckoo line on 13th June 1965.

J. BURGESS



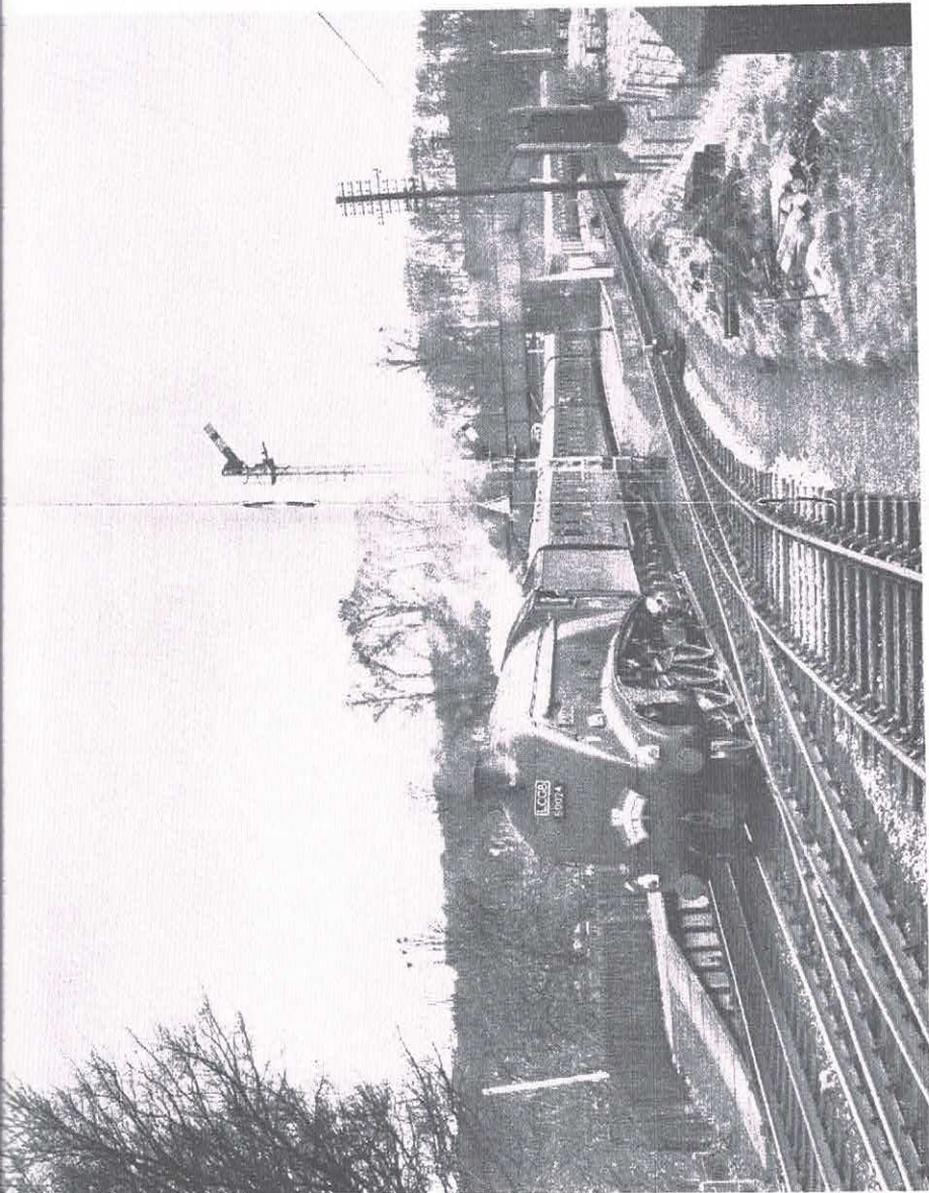


In days of steam, Black 5 45305 heads the Lancastrian Rail Tour towards Liverpool Riverside on 6th April 1968.  
P. RUSSELL

More recently, diesels have carried the Club headboard further afield. The West Highlander of 3rd June 1972 pauses at Crianlarich while returning from Fort William behind two Class 27's. The tour was organised by the North West Branch.

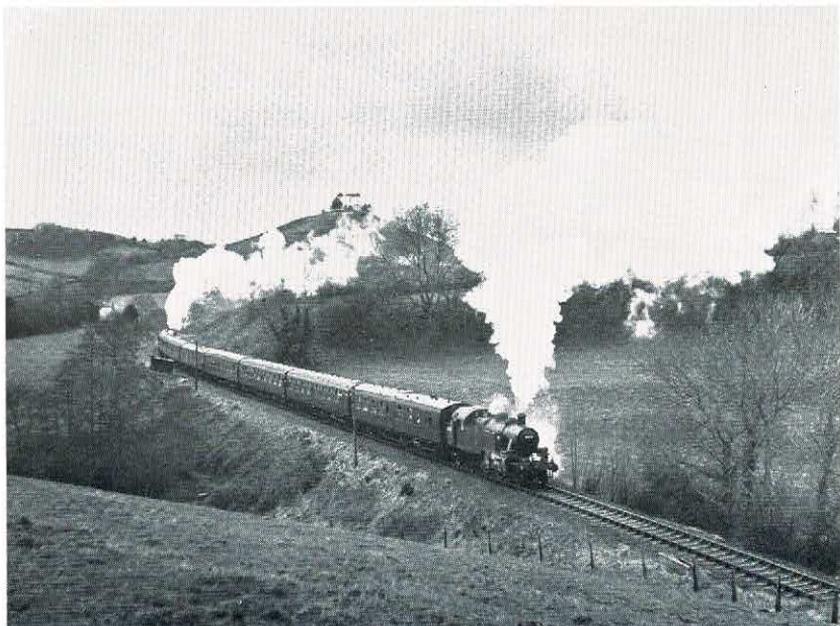
E. N. BELLASS





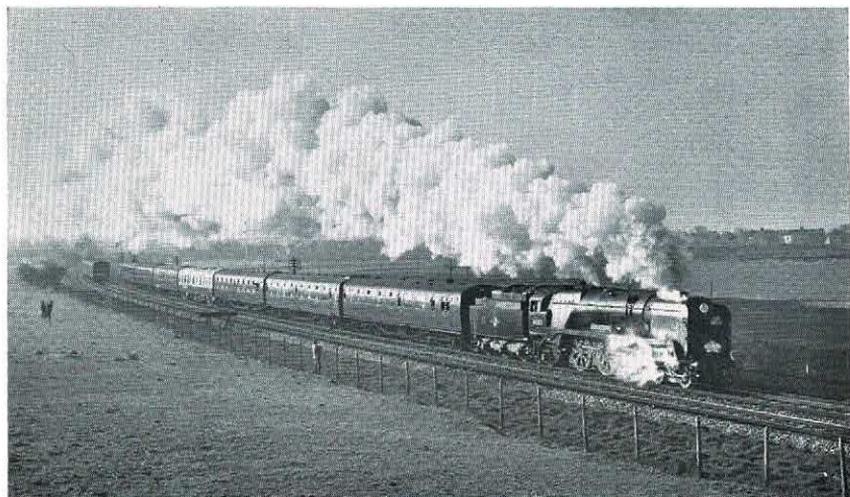
At the head of an enthusiasts' special, many types of locomotive covered routes quite unfamiliar to them in service. LNER A4 60024 'Kingfisher' heads west through Willton South, near Salisbury, on the Southern's main line to Exeter on 27th March 1966 with our 'A4 Commemorative Rail Tour'.

Ivo Perina



Our 99th rail tour was the 'Bridport Belle' of 22nd January 1967. It was beset with accidents from the start, including the death — from natural causes — of a passenger. On the Bridport branch 'Mickey Mice' 41320 and 41295 failed to keep the train moving on Lodgers Bank, and progress was only resumed on the arrival of a diesel from Weymouth in the fast fading light. I. S. KRAUSE

100 *up*. Our one hundredth tour was the South Western Suburban, of 5th February 1967. Aptly numbered West Country Pacific 34100 'Appledore' is seen here leaving Shepperton. P. RUSSELL





*Branch Line Bashing Old Style.* Ex LSWR Beattie well tank 30585 with four brake vans took eighty members from Wadebridge to Wenford Bridge on 4th October 1958.

*Branch Line Bashing New Style.* DMUs provide more comfortable accommodation for 'The Exmoor Belle' of 3rd October 1970, here at Torrington. This tour was run jointly by our Bath Branch, the RCTS and the Plymouth Railway Circle.

G. R. HOUNSELL





Four years after closure to passengers of the old Kent and East Sussex Railway, and sixteen years before its reopening, 32678 stands at Tenterden Town with our 'Rother Valley Rail Tour' on 19th October 1958. Sister 'Terrier' 377S is at the other end.

N. F. GURLEY

One Rail Tours Officer had a passion for pairs of Pacifics. Here two of Bulleid's light ones, 34006 'Bude' and 34057 'Biggin Hill', climb out of Bath on the Somerset and Dorset Rail Tour of 5th March 1966

B. STEPHENSON





In those barren days when the main line was devoid of steam, we found solace in seeing 6000 King George V, newly preserved, on the Bulmers' Cider Pullmans at Hereford on 20th April 1969.

P. RUSSELL

Our first main line diesel venture included the naming ceremonies of two Brush 4 (now Class 47) locomotives. D1661 was named 'North Star' by the late Ray Gunter, then Minister of Labour, at Paddington before working 'The Bristol Flyer', here seen at St. Annes Park near the end of its journey on 20th March 1965.

G. T. ROBINSON





*London Departure.* 'The Eastern Counties Limited' of 12th July 1959 prepares to leave Fenchurch St. behind D16 4-4-0 62613.

*London Arrival.* Princess Coronation pacific 46245 'City of London' at Paddington with an RCTS rail tour on 1st September 1964 on the last occasion that a locomotive of this class visited the capital. 46245 worked our 'Stanier Pacific Rail Tour' on 17th November 1963.

B. STEPHENSON





*Product of Crewe* (1). Ex LNWR 0-6-0ST CD7 escapes from Wolverton Works to head our 'North Western Branch Lines Rail Tour' of 28th June 1958 from Wolverton to Newport Pagnell.

*Product of Crewe* (2). A brace of Stanier 4MT 2-6-4Ts pass Dolwyddelan en route for Blaenau Ffestiniog with the 'Conway Valley Rail Tour', 24th September 1966.

B. STEPHENSON



## OTHER ACTIVITIES



Lineside observers at Blair Atholl watch class 5 44979 with a van train. The well raised trousers (platform left) were a standard attempt to combat coal dust and wash out pits on MPD visits. N. F. GURLEY

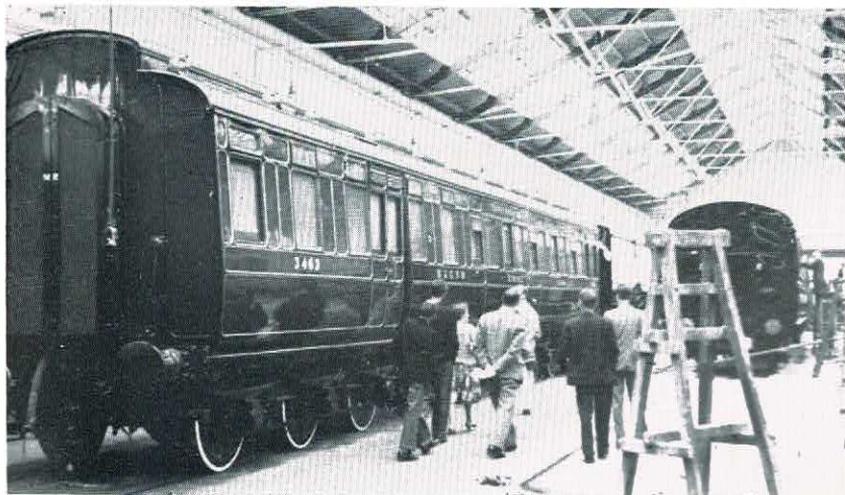
Members of the London Branch of the long coat and gadget bag brigade prepare to join their train for a brake van journey from Brent to Ripple Lane. LCGB Archives





Bath Branch members provide an attentive audience to the guide in Bradford Junction Signal Box on St. George's Day, 1971. G. R. HOUNSELL

Members of the Bedford Branch visiting Wolverton Carriage Works view the preserved M & GSW joint dining car, en route for Clapham Museum in 1959. J. TURNER



## RAIL TOURS TO EUROPE



SNCF 1. Pacific 231G42 pauses at St. Pol on 14th May 1967 with the Calais-Lille Rail Tour, a one day excursion from London. B. STEPHENSON

SNCF 2. 'Liberation' 141R686 sweeps through Noyelles with the Picardy and Somme Rail Tour of 15th May 1966. B. STEPHENSON





*DB 1.* The mad British admire a pair of 055 class 0-8-0s on the Westfalen und Weser Sonderzug at Metelenland on 1st May 1971.  
G. R. HOUNSELL

*DB 2.* Pacific 001-073-6 takes charge of the Rhine-Mosel Rail Tour at Koblenz on 3rd October 1970.  
B. STEPHENSON



## EXTENDED RAIL TOURS



Extended continental tours include visits to depots, as here at Kassel in 1966, when DB 3 cylinder Pacific 10.002, built in 1957, was seen. G. T. V. STACEY

The Austrian Vordernberg line has seen many party visits to watch the rack tanks take the iron ore over the mountain. Here 97.202 and 97.204 are seen at Prabichl and win the 1969 photographic competition for Mr. B. HARRISON.





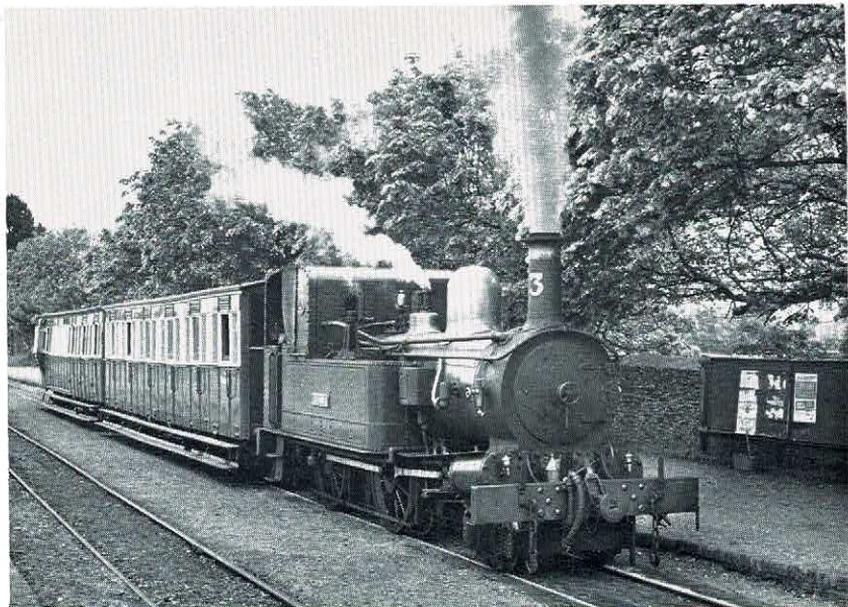
*Distant Parts 1.* Our party to Africa in 1971 was rewarded by sights such as this of a 4-8-2+2-8-4 Garratt on a 1 in 40 grade with a Krugersdorf-Mafeking freight.

P. ADLINGTON

*Distant Parts 2.* April-May 1973 saw a party in South East Asia, admiring PNKA 2-8-8-0 Mallets like this one at Tjibatu.

P. A. G. MICHIE





*Island Systems 1.* Isle of Man No. 13 'Kissack' posed at St. Johns with a train for Peel in 1962, and won for Les Nicolson the second prize in that year's photographic competition.

*Island Systems 2.* The Emerald Isle with an early expedition enjoying the delights of rail bus No. 10 of the County Donegal R.J.C. at Clady, south of Strabane. LCGB Archives



**Finland** had us first in 1960 and then again in the Winter of 1962 for the Finnish Centenary Celebrations, on both occasions finding virtually everything steam worked with wood burners in profusion. The first trip even managed shots of a Russian 2-6-2 at the border station of Vainikkala. The 750 mm Hyvinkaa-Karkkila line with its wood burning 2-8-2Ts has alas gone as has most of the main line steam but to experience Finnish hospitality alone it would be worth going back. **France** again has been sadly neglected particularly in early days; we seemed to sweep across the country to more exotic locations and as a result missed much of interest. We did not however neglect the Reseau Breton and many runs behind their Mallets and 4-6-0Ts have been experienced. The P.O. Correze, Meyzieu, Nevers, Gray, Le Mans have all been covered. We had many pleasant evenings in Paris following a trip round some very steamy sheds and returned to Calais and Boulogne many times on our day trips. Industrials at Thionville and Lille, particularly the old 2-6-0 working on the Coal Board "Chemins de Fer de Somain a Anzin et la Frontier Belge" bring particular memories back. I think most of us will never forget our sweeping runs towards both Paris Nord and St. Lazare with the magnificent Pacifics, towards Brittany with the 241 P 4-8-2 or perhaps just pottering round the Nord with those particularly French locomotives the 230 D.

**East Germany** proved to be one of our most successful countries. Our first tour was only moderately successful, but later tours were trouble free until our last venture which again experienced difficulties. 1967 gave us 01, 01.5, 03, 22, 23, 38.2, 38.10, 41, 52, 55, 65 and 86 working into Leipzig in the morning peak hour whilst Dresden literally hummed with the three Cylinder Class 58. We saw a standard gauge Meyer in steam and travelled from Hetzdorf with one of its narrow gauge sisters. In later years narrow gauge on Rugen, the Spreewaldbahn, the Harz Mountains with the Mallets and 2-10-2T and the diminutive Feldbahn 0-8-0T at Bad Muskau featured on the tours. Shots of 4-6-2 18.201 and 4-6-4T 62.007 in Berlin plus the selection at Halle helped to boost our photographic collections. The discovery of Saalfeld is the writer's most vivid memory when on our first visit we found 03, 22, 23, 38.10, 41, 58, 65, 83, 93 and 95 in service. We had many excellent runs with steam perhaps the most memorable being behind the 01.5 4-6-2, the 22 (later 39) 2-8-2 and the 95 2-10-2T. **West Germany** again gives many memories, in recent years the Pacifics in particular have received attention, the 01 at Hof, the 01.10 between Osnabruck and Hamburg and later between Rheine and Emden and of course the magnificent Class 10 between Kassel and Giessen. My notes on the 1961 tour show 39, 75 and 93 working into Stuttgart; 40 steam in an hour into Frankfurt and 03.10, 39, 78 and 91 at Köln. The later sixties brought about a revival in our visits with Saarbrücken, the Mosel, Tübingen, Crailsheim and Höf featuring regularly. Although now very standardised, West Germany still gives plenty of scope for visits and will no doubt feature again.

**Greece** we have never visited although it will be included this year; we did however have an old S.E.K. 0-10-0 haul us through en-route to Turkey in 1970, a brief glimpse of an ex W.D. 2-10-0 at Pithion making our short trip more interesting. **Holland** has only been lightly touched as main line steam went so early, we have however included Utrecht several times and managed to see some live steam on industrial visits including ex W.D. 0-6-0ST. **Hungary** has been visited but once and on that we had our problems. We did however visit the GySEV at Sopron, the steel works at Diosgyor and saw plenty of the old 0-6-0 and the more modern 2-4-2T and 4-8-0 together with a glimpse of one of their few Pacifics.

**Ireland** has featured several times, with trips to the Cavan & Leitrim and County Donegal Railways included, in addition to the main lines on both sides of the border. The blue 4-4-0s of the old Great Northern Railway are one of the pleasanter memories. **Italy** first featured in 1959 and like Austria has changed very slowly. The immaculate locomotives at Alessandria, Cremona and Terni, the unusual Franco Crosti 2-8-0 and 2-6-0 and the 3 Phase electrics still can be seen. We have ridden with 625 and 640, 685, 741 and 743 and we have even caught the 04.00 from Paola up the rack to Cosenza with an old 0-6-0T. Narrow gauge in Calabria, Sicily and Sardinia have also featured. **Jugoslavia** has the most spectacular narrow gauge lines in Europe and in spite of only having permits for one of our three tours and suffering arrests on others, we have been quite successful. The spectacular Belgrade-Sarajevo-Dubrovnik-Zelenika line, Licka Kaldra-Drvar-Prijedor and Lasva-Jajce have all featured. We have ridden with 2-8-2, 0-8-2, 0-8-0, 0-10-0 and 2-6-6-0 as well as many miles into Osijek with an 0-8-0T; perhaps the fondest memories are the old Klose type locomotives, one of which we saw storming out of Slavonski Brod hauling a packed assortment of wagons on a passenger train and

typifying a period when many countries in Eastern Europe were desperately short of proper passenger stock. **Luxembourg** has not been forgotten, at least three tours have called there. **Norway** was covered in the late fifties and has been visited several times since, the last on a SJK rail tour. A beautiful country with some magnificent locomotives, particularly the 4-8-0s. It also has the town we often get sent to, Hell, although in our case we have been twice and come back safely.

**Poland** has proved one of our most successful countries but has also given us more separate occasions when the group, part of the group, or the tour guide, have been arrested. Taken all round however we have done very well with plenty of steam runs particularly with their Pt47 2-8-2 and ex DRG 4-6-2. Prized photographs are perhaps the streamlined Pm3 4-6-2 and the OKz32 2-10-2T. What is almost certainly the most steamy area in Europe is Silesia, where steam locomotives abound both on the main line and in every conceivable colliery and steel works of many different gauges, a sight once seen is never forgotten. **Portugal** was another of our early ventures and has got increasingly popular in recent years. The magnificent Pacifics have hauled us on several occasions but perhaps the best liked locomotives are the inside cylindered 4-6-0 which inhabit the Douro. The narrow gauge is of course unforgettable with the 2-4-6-0Ts storming away from the Douro or around Viseu, the ancient 2-6-0T and the modern 2-8-2T with the beautiful chime whistles, rush hour in Porto, mixed gauge at Lousado, all of lasting enjoyment to us all.

**Romania** has featured just once and the tour took place just in time to find the last of the narrow gauge in service, the last Pacifics, and of course, a run behind the very rare 2-8-4s. Prior to Romania the group spent 24 hours in **Russia** and although no visits were permitted a run with a 2-6-2 was accomplished. **Spain** has been featured many times and has been covered more thoroughly than any other country. Our first visit was in 1957 and over the years most of the narrow gauge lines have been included. Santander-Bilbao, La Robla with the ex Tunisian Pacifics, Langreo with the rope worked incline later to acquire massive 2-8-2s from Alaska, the FC Asturias, Gerona-San Felieu, Grao de Castellon-Onda, Alcoy-Gandia, Valdepenas-Puertollano are but a few. On the industrial side we visited the FC Sierra Menera with its 4-8-0, Mallets and Garratts, Rio Tinto with it's all Scottish (almost) locomotives and signals, Tharsis, Mieres, Cistierna, Turon, Bilbao and many more. We had runs with the Pacific Garratts into Valencia and indeed saw brand new 2-8-2 Garratts just in service in 1961. 100 year old locomotives were common, Railway Foundry, Leeds and Kitson contributing several. Beyer Peacock 4-4-0, Mallets and all varieties of six and eight coupled power were observed. Spain changed so rapidly but even in this age we have found the Ponferrada-Villablino to occupy us. Perhaps the best memory was our journey over the Great Southern of Spain when for 13 hours we ploughed along behind a British built 2-6-0 and later a 2-8-0 all the way from Murcia to Guadix, or perhaps our runs from Miranda to Avila and later to Venta de Banos with the magnificent 4-8-4; each will have his own favourite. **Sweden** has featured more in recent years and resulted in our affiliation with the Swedish Railway Club, a result of this being our participation in several rail tours. The restored F Pacific 1200, the B 4-6-0 and the TGOJ Turbine locomotives have received our attention as did the magnificent museum at Tomtebodavagn which has now moved to Gavle. **Switzerland** continues to give pleasure due to the large number of locomotives retained for special workings. Who will ever forget a run up the Brienz Rothorn or Rigibahn with steam or a trip on the Rhatische Bahn behind one or even both its 2-8-0s as we did in 1968, our most successful tour.

**Turkey** was our destination in 1970 when we set new records with almost 7000 rail miles in two weeks, maximum lateness by train of 25 hours, and the longest through journey with steam traction, 903 miles in 49 hours. Our 1972 tour involved the hire of a couchette and restaurant car for 8 days and combined with air travel from London made the tour one of the most memorable in the Club's history. A footplate ride over the Taurus on a 2-10-0, the run behind a 2-10-2 and 0-10-0, the sheer majesty of noise as the locomotives climb the many 1 in 40 grades are unsurpassable. Izmir, Sivas, Samsun and Carsamba, Malatya, Zonguldak, all points of memory. My own favourite was the run from Balikesir to Eskisehir with 2-8-2 46228; it ranks equal to any run in Africa that I made.

We have now been to **Africa** twice and what memories they bring. The first gave 2000 miles of travel behind Garratts including unforgettable runs from Krugersdorp to Mafeking, Worcester to Oudtshoorn, Beira to Machipanda, Bulawayo to Victoria Falls

and Nairobi to Nanyuki. Over the Lootsberg Pass with 4-8-2s, Pretoria-Witbank, or Kroonstad-Bloemfontein, all unforgettable rides. My own personal memories are the 60 m.p.h. footplate ride on a 235 ton narrow gauge condensing 4-8-4 and the glimpse of the "Red Garratt" in Mozambique. Magnificent locomotives beautifully kept, Bloemfontein, De Aar, Cape Town, Port Elizabeth, Albert Falls, Umzinto, Lourenco Marques, Bulawayo, Nairobi all left their mark. Massive motive power down to miniscule 2'0" gauge Garratts, colourful industrials, plenty of sun and good food, what more is required. Whatever your favourite, be it an East African 59, a Rhodesian 15th or a South African GMAM, it is bound to be articulated. Finally we come to the **Far East**. Thailand with the cleanest locomotives and most hospitable railwaymen we have ever come across, Malayan Pacifics or Indonesia where dilapidated Mallets, Sharp Stewart 2-4-0, 4-4-0, Tram locomotives, 0-10-0 Rack and Adhesion tanks and many more exotic things still work regular passenger services, all this and several hundred colourful sugar cane locomotives of wide variety of gauge and type. Take your choice, there is something here to please everyone.

Where will we go in future? What will we do when steam has almost gone? Rest assured that on our 50th Anniversary the LCGB will be off somewhere "abroad".

(R.G.F.)

### PRESERVATION AND THE S&K

It could be said that the LCGB and railway preservation have grown up together, for it was in October 1950, only 18 months after the formation of the Club, that a public meeting was held in Birmingham, and the Talylyn Railway Preservation Society was formed. Little could those present have realised the precedent they were setting, and that gradually with the decline of steam on British Railways, further schemes such as the Bluebell and Middleton Railways would come to fruition, until the stage was set for a second "Railway Mania"—the preservation boom. As with the first mania in the 1840s many projects have struggled, for example the Kent and East Sussex Railway, and one or two like the Westerham scheme have collapsed, either through lack of funds, public support, or objections from the local authorities. The question often asked today is how much room is left for continued expansion in the preservation field before saturation point is reached. An answer is difficult to find, but what is certain is that support of the general public is essential for the well being of all groups. For the present, however, the preservation business goes from strength to strength.

The Locomotive Club itself has slowly but surely become more involved with preservation. From the early days visits to industrial sites have been organised and have brought many interesting locomotives to the notice of enthusiastic members, who have sometimes been able to save them from the cutter's torch. In steam days on BR, Club Rail Tours provided much notable motive power, and inspired a determination among many participants and lineside admirers that these impressive machines should not be allowed to disappear completely from our railways. In more recent times the Club and its Branches have organised many visits to preservation sites, and in some instances complete Rail Tours have been arranged to visit particular lines. The North West Branch ran very successful trips to the Bluebell and Dart Valley Railways from Lancashire.

Many Club members are also members of other preservation societies, and several own or have shares in a locomotive, wagon or coach. Interest in overseas railways is encouraged by the Club, especially by the arrangement of many extended foreign tours for members. Many of the railways and locomotives seen abroad have aroused new ideas in preservation. One member, in writing an article about steam engines in Sweden, recently drew attention to two British built "Austerity" 2-8-0s previously unpublished in this country. As a result, funds were raised by a group of enthusiasts, and one of the locos has now returned to this country to find a home on the Keighley & Worth Valley Railway. Another group is interested in the second locomotive. The Club's monthly *Bulletin* also plays a part, by providing detailed information about preservation activity throughout Britain and abroad. The notes are generally compiled from members' observations, and they are encouraged to report these to the Preservation Editor for publication.

The LCGB did not become directly involved in preservation until 22nd February, 1967 when after extensive negotiations with Messrs. Colvilles Ltd. of Kilmarnock, Scotland, the firm agreed to donate to the Club a Peckett 0-4-0ST (works no. 614 of 1896).

This locomotive, which during its history has carried the name *Bear*, is now the oldest surviving Peckett in Britain. For four years it was stored at the Scottish Railway Preservation Society depot at Falkirk Grahamston, but on 22nd August, 1971, it was moved south to the Sittingbourne & Kemsley Light Railway HQ at Kemsley in Kent. Restoration is at present being carried out at Kemsley, and when this is complete, a renaming ceremony will take place.

The next step in the preservation field was more like a giant stride for the LCGB, when thanks to the Bowater Corporation and the Association of Railway Preservation Societies, the opportunity was given to the Club to run its very own railway. As many members will know, Bowaters' decision to abandon their narrow gauge system for more modern forms of transport, linked with the wish to retain some part of the line, formed the basis for an approach to Captain Manisty of the ARPS in May 1969. The Club was recommended as a suitable body willing to operate and maintain a section of the system as a preservation project. Thus the Sittingbourne & Kemsley Light Railway was born. A series of meetings during the summer of 1969 culminated in a specially arranged handing-over ceremony on 4th October, when for the first time, the membership was allowed to travel over and inspect the line, its rolling stock and effects. The agreement between the Club and Bowaters was one of the first examples of co-operation between industry and the railway enthusiast movement on a large scale. This assured much favourable publicity for all concerned.

The line is of 2'6" gauge and runs a distance of two miles between the paper mills at Sittingbourne and Kemsley Down. The remainder of the network was lifted during the first months after takeover, much of it being recovered by Club volunteers for re-use as sidings for the new Kemsley terminal. From 1st January, 1970 the Railway was operated by the Light Railway Section of the LCGB, but since 30th December, 1971 the assets have been held by the Sittingbourne & Kemsley Light Railway Ltd., a company limited by guarantee and having no share capital. The formation of the company was primarily to provide added protection for members, of which there are at present about 420. The Club retains overall policy control over its activities.

The Railway has nine narrow gauge locomotives: three 0-4-2 saddle tanks built by Kerr Stuart—*Premier*, *Melior* and *Leader* (the latter owned by a consortium of LCGB members), three 0-6-2 side tanks by Bagnall—*Alpha*, *Triumph* and *Superb*. A Bagnall 2-4-0 fireless locomotive—*Unique* is to be restored as a static exhibit. The two diesels are Hudson-Hunslet *Victor* and Ruston and Hornsby *Edward Lloyd* (named after the builder of the first part of the Railway). Standard gauge exhibits are the Peckett *Bear* and a Hawthorn Leslie 0-4-0 saddle tank (works no. 3718 of 1928), which was purchased by six members from APCM Swanscombe in January 1973. There are seven passenger coaches, some newly built by members, and a varied selection of freight vehicles. The Railway has changed considerably since handing-over in 1969: a locomotive shed, refreshment room and staff room have been erected at Kemsley Down, and further additions will include workshops and a museum. Passenger traffic has now reached 12,000 visitors a year, and over 40,000 were carried in the first four seasons. Special operating days for all LCGB and S&KLR members are organised from time to time, when an intensive service provides good opportunities for photography (if the weather stays fine). Several very successful public Open Days have been held, with plenty of extra entertainment—fair organs, traction engines, a miniature railway etc.—to interest all the family.

The S&KLR has joined its neighbours the Romney, Hythe and Dymchurch, K&ES and Bluebell Railways in a joint marketing and publicity panel known as "Steam Lines South East". This is a co-ordinating committee of senior executives of each railway, which discusses matters of common commercial interest. It is another example of the benefits of co-operation in railway preservation.

Because of its growing involvement in preservation during the "sixties," the LCGB joined the ARPS (Association of Railway Preservation Societies), subsequently achieving full membership, which also covers S&KLR activities. The ARPS represents about 90 per cent of the preservation movement in Britain, and is the co-ordinating body for many schemes. It also has the invaluable services of acknowledged railway advisors, who are available to give detailed advice to groups on such subjects as insurance, locomotive repair and housing of relics. Three ARPS meetings are held each year at venues throughout the country, when delegates from member groups discuss their problems, make suggestions, and hear speakers on practical aspects of preservation. The Club is also a

member of the Transport Trust, which exists to raise funds, by means of grants or loans, to aid transport preservation schemes which, in their opinion, require assistance. It also promotes the permanent preservation of transport items of historical interest, such as books, drawings, films and other documents. The Trust has recently set up a library at the University of Surrey at Guildford, which may be used by Club members to study transport topics. The S&KLR, as an operating railway, is a member of the Association of Minor Railways, a long standing trade association recently revived, mainly to assist the management of operating preserved railways.

The Club's policy regarding preservation, apart from S&KLR matters, is the responsibility of the seven man Preservation Committee, which meets two or three times per year. Business dealt with covers reports from ARPS and Transport Trust meetings to which delegates are sent, the Peckett locomotive, the Post Office lineside equipment (now owned by the Club and being set up at Kemsley Down), and the collection of various works and nameplates etc. presented to the Club by different individuals and organisations—it is hoped that some of these will eventually be displayed in the Kemsley museum when built.

Many people do not see preservation as a real substitute for the days when steam "reigned supreme". Others see it as a golden opportunity to indulge more fully in the railway hobby, which otherwise would never have been possible. Whatever your views may be, it seems reasonable to assume that the Loco Club's involvement in preservation has helped to increase membership at a time when other established societies are in decline. Perhaps it has also helped to earn the Club a reputation of being more progressive and all-embracing in enthusiast circles. We intend to continue the policy of assisting preservation in general, and especially to further our own projects. It is hoped that all members will support the Club in all aspects of preservation, and that they continue to find enjoyment and satisfaction in this most valuable and absorbing facet of railway enthusiasm. (D.H./R.L.P.)

#### ACKNOWLEDGEMENTS

The Club wishes to thank all those gentlemen who have contributed photographs and articles for this publication. We are indebted to them and to all Club officers and members, past and present, for the growth and continued existence of the Locomotive Club of Great Britain. We hope that the next 25 years will see a continuation of this kind of enthusiasm.

Further copies of this book are available from the Hon. Sales Officer, Mr. M. Hawkins, 20 Kentmere Close, Kempston, Bedford, price 30p incl. postage and packing.

Details of membership of the Locomotive Club of Great Britain can be obtained by sending foolscap SAE to Mr. J. M. Cramp, 8 Lovatt Close, Edgware, Middx. HA8 9XG.

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*Tail piece.* The last coach of our Farewell to Steam Rail Tour of 4th August 1968 was decorated in suitable style.