

RETRO UNDERGROUND: THE SEVENTIES TO THE NOUGHTIES – 1. TOURS by Tony Morgan

(Photos by Tony Morgan unless noted otherwise)

This is the first of a short series of articles on Tours, Steam on the Met' and Other Events covering the period from 1971 into the new millennium. It describes the organised enthusiast tours that happened almost on an annual basis, sometimes two in one year. In later years Steam on the Met' replaced tours over the network, presumably the essential weekend upgrade work and the higher frequency of Saturday and Sunday services has made them more difficult to organise nowadays. I give due acknowledgment to tour reports in *Underground News* which have jogged my memory at times. All photos are © Tony Morgan unless stated otherwise.

I joined the London Underground Railway Society as a result of finding their stand at "The Last Drop" celebration at Neasden Depot on Sunday 6 June 1971, which marked the end of routine engineers' steam operations over the network. A slip sent with August 1971 Journal advertised a Q Stock Commemorative Tour organised by the Railway Correspondence and Travel Society. I booked, getting ticket 064. At the time I was commuting to Putney and often travelled on trains made up of Q Stock and if one of the remaining Q23 Driving Motors was in the train I would travel in it just to enjoy the cathedral-like interior.



The formation on Sunday 12 September was Q23 4248 (seen at Hounslow West, *Left*), Q31 08812, Q35 08063, Q27 4311, Q35 08076, and Q27 4361¹. Trailer 08812 was reserved for LURS members. The tour departed Hammersmith (Met.) at 10.30 to Barking, then to Aldgate East and New Cross, then to Shoreditch and New Cross Gate and then back to Liverpool Street for an hours lunch break. At 14.35 it was back via the south side of the Circle to Hounslow West, then to Acton Town to reverse via an East Siding to travel to Uxbridge passing my home station at Eastcote at 16.25 and 16.59.

At Acton Town there was again a reversal via an East Siding, this time to Ealing Broadway. The route then went to High Street Kensington and to Kensington (Olympia). From there it went to Richmond, and then back to High Street Kensington again, then to Wimbledon. From there it returned to High Street Kensington to terminate at 20.20, nearly ten hours in all visiting all the places the Q Stock had seen service apart from the District beyond Barking. The price was £1.00! It was a great introduction to touring.

The next year there was a very interesting tour, the Metropolitan Electric Locomotive 50th Anniversary Tour on Sunday 10 September. The train consisted of the two remaining operational locomotives, Sarah Siddons and John Hampden with the seven operational brake vans in between. I was allocated to B556. Each van had a guard. I have no itinerary and timings for this tour.

There were two memorable incidents. One as we travelled via the Watford North Curve tunnel we were warned by our guard to not be on the van platforms as bricks had been known to fall out of the roof! At Uxbridge B559 was found to have a 'hot box' meaning the axlebox was likely to seize. Although the tour continued it began to smoke and caught fire at Acton Town. A second run between Rayners

¹ Three cars of this train were then earmarked for retention. Q23 motor car 4248 for the then LT Collection at Syon Park (and now in the LT Museum), Q35 trailer 08063 for this Society (which was purchased, restored and later donated to the LT Museum in 1997) and Q27 motor car 4361, which was also an aspiration of the Society to purchase. Sadly, that never happened and it eventually went for scrap at the end of May 1973.

Lane and Uxbridge was cancelled and the tour terminated at Wembley Park. The trip was planned by Geoff Thorne, see article in the February 1973 Journal. The fare was £3.75.



One of the Brake Van tours, seen approaching Croxley and heading southbound

Photo: Brian Hardy Collection

On Sunday 13 May 1973 there was a Metro Tube Tour using a 1938 Stock train from Neasden, seen at Amersham.

The tour departed Moorgate at 10.03 and went via Baker Street and Tower Hill and round St. Mary's Curve reversing at New Cross Gate, then to Shoreditch and then to New Cross before reversing at Aldgate East and travelling to Barking, then back via Whitechapel to Baker Street where there was a lunch break with the train in Platform 2. It then went to Harrow-on-the-Hill and Amersham where we detrained as the train reversed via the siding. Down the bank from Amersham I was in the front car, the driver had his J-door open, and we reached over 60 mph on the speedometer and we began to smell hot shellac from the motors, which had probably not reached that speed before. The route then went via the Watford North Curve to Watford, then to Baker Street, again reaching over 60 mph south of Moor Park, terminating at 17.03. The ticket did not allow for travel on the day beyond Queens Park, Putney Bridge, Turnham Green, and the then Surrey Docks. There was a similar bonus on all subsequent tours until 1988. The fare was £2.25.

Later that year on Sunday 14 October there was a tour billed as the R overtube Tour using a six-car 1938 Stock train. It departed from High Street Kensington at 10.00 and took in Kensington Olympia, Edgware Road and reversed at Hammersmith (Met.), which had limited the train to six cars. It then went back to Edgware Road, then to Wimbledon, then to High Street Kensington, then, to Richmond, and then on to the Piccadilly Line and via the King's Cross Loop out to Golders Green to reverse back and via the Euston Loop (*wrongly called the King's Cross Loop in the schedule – should have been the Euston and King's Cross loops – Ed.*) out to Arnos Grove, then to Hammersmith (District & Piccadilly) and terminate back at High Street Kensington at 16.34. This was the first ever time fare-paying passengers had been via the King's Cross and Euston loops. The fare was £2.00.



After a delay of four years there was a London Transport Rail Tour using a 7-car train of CO/CP Stock on 22 May 1977 (seen at Northfields, *Left*), starting at Acton Town. Sarah Siddons was in the Acton Works shunting neck. The train arrived from Ealing Common Depot and, having reversed via the East Sidings, it departed at 09.42 to Hounslow Central. It reversed there, running fast from Acton Town to Hammersmith and via Edgware Road to Moorgate Platform 4, and then back via Platform 2 at Baker Street and on to Stanmore, possibly the first time CO/CP Stock had visited that branch². Back at Baker Street there was a

² P Stock on its original form was scheduled to work to and from Stanmore in Metropolitan Line Working Timetable No.636 of 17 July 1939. See *Underground News* No.636, pages 637-639.

lunch break.

From Baker Street the route went out to Chesham, replacing the Chesham Shuttle both ways – the tour train carried passengers between Chalfont and Chesham! Next it was Watford via the North Curve, then to Harrow-on-the-Hill on the fast line where it reversed to Uxbridge before returning to Acton Town to terminate at 1.659. The fare was £3.50.



The next year there was a Farewell Tour of 1938 Stock on the Northern Line on Sunday 4 June 1978 with a seven-car EHO train borrowed from the Bakerloo Line. The tour departed from Golders Green at 10.04 to Edgware and then made its way to Morden via the City Branch and returned the same way to High Barnet (*Left*) for a lunch break where the heavens opened. I had been planning to have a couple of pints in the pub just across the road at top of the wooden staircase but resisted getting soaked. (*Your photographer did get soaked!*).

Photo: Brian Hardy

I did get a postcard number 48 of 1938 Stock from a LT stall selling them showing buses and trains It then went via East Finchley and Park Junction up to the disused LNER tunnel mouths. It then reversed to Finchley East from where it returned via Finchley Central picking up passengers to Mill Hill East, replacing the service train both ways. It now went southbound on the Charing Cross branch to Kennington and round the loop carrying us as legitimate paying passengers and back northbound via the same branch to Golders Green. It then reversed to Euston (City) and via the Euston Loop to Cockfosters on the Piccadilly before terminating at Finsbury Park at 17.26. The fare was £4.00.

Later in the year on 24 September 1978 there was The Highways and the Byways of the Northern Line tour on Sunday 24 September with a seven car 1972 Mkl Stock train.



The tour repeated the route of the Farewell Tour to 1938 Stock on the Northern. The use of the PA for a commentary enhanced this tour. It departed from Golders Green at 10.03 to Edgware and then made its way to Morden via the City Branch, where there was a slight delay, and returned the same way to High Barnet for a lunch break arriving at 1311, five minutes early. Refreshment and book stands did a good trade. It then went via East Finchley and Park Junction up to the disused LNER tunnel mouths, where it is seen (*Left*).

Photo: Brian Hardy

It then reversed to Finchley East from where it returned via Finchley Central picking up passengers to Mill Hill East, replacing the service train both ways. It now went southbound on the Charing Cross Branch to Kennington and round the loop carrying us as legitimate paying customers and back northbound via the same branch to Golders Green. It then reversed to Euston (City) and via the Euston Loop to Cockfosters on the Piccadilly before terminating at Finsbury Park at 17.36. The fare is unknown.

In 1979 the Auto Tube Rambler tour using an eight-car 1967 Stock train was scheduled for Sunday 3 June. For some reason I wasn't at Seven Sisters at 10.00 for the start, not leaving Eastcote until 11.21 and picking the tour up at Hainault at 12.45. The tour had already left late, the Central being closed with a burst water main at Lancaster Gate. It departed at 10.03 and did not go to Walthamstow Central as planned but reversed in Northumberland Park Depot and then went southbound via Finsbury Park and on to the westbound Piccadilly to Acton Town and the District to Ealing Broadway Platform 7. Fortunately the Central had reopened and the train got to Hainault where it proceeded via Woodford

for a lunch break at Leytonstone. Proceeding via the Central there were stops in the disused stations at British Museum and Wood Lane before arriving at Ruislip Gardens where it went via Ruislip Depot, where the train paused for a photo stop with the doors open, before going on via Ruislip Siding on to the Metropolitan, running fast to Baker Street, not via the Jubilee to Finchley Road as planned, then round the Circle on to the District to Hammersmith where the train reversed on to the Piccadilly and returned to Seven Sisters by same the route on which it started off. At Seven Sisters it went into Northumberland Park Depot through the train wash, which failed to work as planned. It terminated back at Seven Sisters at 18.07. The PA system was used which was a welcome innovation. The fare was £5.00.



Three views of the “Auto Tube Rambler”, whilst on the Central Line. DM 3001 (from the very first unit to be delivered – on 27 September 1967) approaches White City on the westbound (*Above, Left*), at this stage while right-hand running. DM 3161 is at the rear of the train (*Above*) having crossed back over to gain normal left-hand running at Du Cane Road, between White City and East Acton. The tour train used the erstwhile connection between the Central and District lines at Ealing Broadway and is seen in platform 7 (*Left*), with a Central Line train of 1962 Tube Stock in platform 6.



The tour for 1980 was a late replacement for a planned Farewell to CO/CP Stock Tour. The CO/CP Stock had persisted in service and that tour took place the following year. The tour on Sunday 21 September, called the D78 Metroliner Enthusiasts Tube (*sic – Ed.*) Tour, used a train of D Stock and repeated the 1977 CO/CP Stock tour route and ran to almost exactly the same timetable departing from Acton Town 16 minutes late at 09.59. The train is seen (*Left*) passing Queensbury on the southbound Jubilee Line and was formed 7000+7527.

All photos this page: Brian Hardy

Because of the late departure the train missed the planned 17-minute photo stop in Platform 2 at Baker Street, getting back on schedule, on its way from Moorgate to Stanmore. The later lunch break at Baker Street was only a couple of minutes late. At Harrow-on-the-Hill it went via Platform 1 normally used by the DMU trains to Aylesbury. Also there was a less than two-minute hold at Chalfont & Latimer on the return from Chesham. I ducked out of the tour at Uxbridge at 16.08 to return to Eastcote on the next Metropolitan service train, running number 36, thereby missing the final twenty-five minutes. I waited to see the tour train on its way to terminate at Acton Town at 16.47. The fare was £6.00.

The 1981 tour was the held-over Farewell to the CO/CP Stock Tour. It used a six-car train, Hammersmith (Met.) again being the pinch point, and took place on successive Sundays, the second one being on Sunday 19 April, which is the one I did. The train departed from High Street Kensington at 09.32 to Kensington (Olympia) reversing there to Upminster. It returned to Aldgate East where it reversed to New Cross Gate, not as originally planned in New Cross Depot, where the previous week's tour had to be abandoned because it displaced a length of negative rail. The train returned via the north side of the Circle to Wembley Park and on to Uxbridge. It returned on the Piccadilly and then the District to West Kensington, reversing there to Richmond. It then went to High Street Kensington to travel to Wimbledon, then went via Edgware Road on to the Circle to reverse at Aldgate. From there it went to Hammersmith (Met.). As it returned from Hammersmith to Paddington the guard of the preceding C Stock train had laid detonators at each station. It reversed at Edgware Road to terminate at Acton Town at 18.36. I then travelled to Ealing Common ahead of it to witness more detonators exploding as the train reversed from there to stable in the depot. The fare was £7.50 (*but £4.50 for the first tour on 12 April – Ed.*).



Both tour trains are featured here, the first one (*Above, Left*) and without a date under the headboard roundel, is seen departing Kensington Olympia on 12 April 1981. The connection to the main line is seen in the foreground. One week later, the very last tour is seen back (*Above, Right*) on P Stock home territory at Wembley Park in the northbound 'fast' platform. Both trips were formed of six cars – 53249-013272-54256+53217-013081-54265.

Both photos: Brian Hardy



The 1982 tour featured Sarah Siddons hauling a rake of Mk1ld and Mk1le air-conditioned coaches from British Rail Eastern Region. The tour ran twice a day on Sundays two weeks apart, the first being on 5 September. I was on board the first trip. The route was on the outer reaches of the Metropolitan and departed from Wembley Park at 08.40 going to Watford, then via the North Curve to Amersham. At both termini Sarah Siddons had to do a run round. The train is seen at Harrow-on-the-Hill (*Left*) heading north to Watford.

Photo: Brian Hardy

At Watford the empty train shunted into No.24 Road where Sarah Siddons ran round before propelling the train back into Platform 2. At Amersham this was achieved from Platform 1 via Platform 2 with the locomotive providing spectacular arcing on current rails beyond the station not normally used by A Stock. On the return to Wembley Park it was planned that the train would run in parallel with an A Stock train between Moor Park and Harrow-on-the-Hill but this only happened on this first trip. I have a note that 70 mph was achieved which was probably announced over the PA. The A Stock won! I had once been in the front car of a fast off-peak A Stock train running fast between Finchley Road and

Harrow-on-the-Hill when the driver had the J-door open, which could happen in the summer in those days and it gave me a good view. The A Stock easily overtook a BR DMU. We were certainly swaying about. The tour train then went to Uxbridge, not to the station but the sidings, where the run round was achieved. The train returned to Wembley Park to terminate at 13.09, four minutes ahead of schedule. The fare was £7.00.



Above: Sarah Siddons runs round the coaches at Amersham and departs platform 1 for the shunt move over current rails rarely used (*Left*). The train is seen eastbound at Hillingdon (*Right*) with a westbound A Stock approaching in the distance.

Below: The R Stock spent all of its working life on the District Line and didn't carry passengers on any other. It is seen at Harrow-on-the-Hill heading 'south' during a photo-stop.

All photos this page: Brian Hardy



1983 had seen the end of the R Stock and this was duly acknowledged with a Farewell Tour on Sunday 15 May. The seven-car train consisted of R38, R47 and R49 cars. It departed from Acton Town at 09.25 and went to Uxbridge and back via Harrow-on-the-Hill to Baker Street. From there it went on to Uxminster returning via the south side of the Circle to Richmond. The route then went to Edgware Road, then southbound to Wimbledon, then to Kensington High Street where it went to Kensington (Olympia) and back, carrying fare-paying passengers both ways.

Although 4 March was the official withdrawal date, 15 May should be because of the Kensington (Olympia) passengers. The tour returned to High Street Kensington to reverse and terminated at Ealing Broadway at 17.26. The fare was £8-00. Again, there was a liberal use of detonators on departure from Ealing Broadway and Ealing Common! The formation was 21121-23323-23415+23555-22652+23556-22653.



Later in the year, to celebrate the London Transport Golden Jubilee, tours were run on Sundays 11 September and 9 October using a (Jubilee Line) 1972 MkII Stock train. The train was formed 3238+3540 on the first occasion (seen here) and 3238+3536 on the second – I was on the second tour. Departing Baker Street at 09.35 the train reversed at Rickmansworth back to Harrow-on-the-Hill to reverse to Ruislip and, via the siding, through Ruislip Depot before proceeding to White City where it reversed to Ealing Broadway. Here we were detained while the train shunted from Platform

6 to Platform 9.

The journey continued to Hammersmith where it reversed via the Barons Court siding to Northfields for a lunch break at 13.07. I dived into the nearest pub and bumped into a crowd from my rugby club. I made the departure time of 14.03 it then went to King's Cross and then, via the King's Cross Loop, out on the Northern to Mill Hill East. It returned via the Euston Loop back on to the Piccadilly. The route then went out to Arnos Grove and came back to Hammersmith Platform 3, via the Barons Court siding again. It then went via Earl's Court and the District via Edgware Road and the north side of the Circle to Aldgate. From there it went to Wembley Park and reversed via the siding and terminated at Charing Cross at 18.41. The fare was £8.00.



The 1984 tour was a celebration of the Centenary of the Circle with the opening of the stretch from Mansion House to Tower Hill on 6 October 1884. It was ticketed as the Jubilee-Circle Rail Tour with two identical tours scheduled on Sunday 16 September an hour apart using 1983 (Batch I) Stock trains. I was on the first trip starting from Platform 3 at Baker Street at 09.43, which is seen arriving (*Left*). The first train was formed 3615+3701 and the second 3602+3717. It went via the north side of the Circle to New Cross Gate and then via the south side of the Circle to Earl's Court and then in passenger service to Kensington (Olympia).

From there it went through Lillie Bridge Depot into the eastbound platform at West Kensington before crossing over on to the Piccadilly into Northfields Depot on 2 Road and reversing to Acton Town and again to Ealing Broadway. Crossing over on to the Central it went into White City Depot past the old Wood Lane/White City station. It then reversed westbound and went, via Ruislip Depot and Siding, on to the Metropolitan for a stop at Ruislip where there was a problem with a door sticking, delaying the train by seven minutes. A Train Doctor was in attendance. It continued on the Piccadilly via both Ealing Common Depot and Cockfosters Depot to Cockfosters. It returned to Arnos Grove as the service train and then on, via the Barons Court Siding, to Hammersmith for another reversal to Edgware Road and then into Platform 4 at Moorgate before terminating at Baker Street at 19.13. It could have been advertised as a Depot Tour! The fare was £10.00.



In 1985, using the restored Starlight Express seven-car 1938 Stock train, the tour took place on Sundays 12 and 19 May. I was on the first departing at 10.08 from Platform 4 at Queen's Park that is not normally used by LU trains. The train reversed in Stonebridge Park Depot to Kilburn High Road (*Left*), which is only fitted for four-rail operation for use in emergencies. At that time the crossover was on the 'London' side south of the station and the small signal box (provided by the LMS from resignalling in 1932 and closed 12 December 1988) may be seen under the bridge of the Down DC line.

There was much arcing over the stretch from Queen's Park even though battery locomotives and an empty 1959 Stock train had done preparatory trips. It then went out to Harrow & Wealdstone before reversing and going to London Road Depot before reversing in West Hampstead Siding to Baker Street (Met.) for a lunch break at 12.58. From Baker Street it went out to Upminster via Barking Sidings and into Upminster Depot. It returned to Aldgate East before reversing around the south side of the Circle and on to the Piccadilly to Heathrow Central. It returned from there and reversed in Acton Town East Sidings to Rayners Lane where I left the train at 18.25. It then went to Elephant & Castle and terminated

back at Baker Street at 19.38. It then went in-service to Queen's Park. More Depots! The fare was £13.00.

The 1988 tour was quite unusual in that it featured a five-coach rake of BR MkII 'Gatwick' coaches between two 1985 battery locomotives, L65 and L67. On Sunday 2 October it set off from Wimbledon at 09.48 on battery power via Raynes Park, Kingston and Strawberry Hill to Richmond.



L65 is seen (*Left*) leading the train into the main line side of Wimbledon. Above the coaches can be seen the roof of Wimbledon 'A' signal box.

At Richmond, the train shunted into platform 3 and set off on current via the south side of the Circle to Barking. A small problem had developed on L67 on the way with the train losing six minutes by Turnham Green, so the opportunity was taken to swap the locomotive at Barking with L66 while shunting in the sidings with one of two stabled there against such an eventuality (the other one was L63).

The train departed Barking fifteen minutes late and went via the north side of the Circle back to Wimbledon, arriving seven minutes late at 13.16. It was intended to run a second tour in the reverse direction in the afternoon but due to clearance problems this was scheduled to use the south side of the Circle to Barking and the north side on the way back to Wimbledon to terminate at 17.48. The fare was £11.50.

In 1990 there was The Official Northern Line Centenary Tour on Saturday 3 and Sunday 4 November using the Heritage Train of 1959 Stock (units 1044+1031). I took the Sunday tour. It set off from Mornington Crescent, which was closed on Sundays. The gates were opened and we were escorted down to the platform to pick up the train, which had arrived from Golders Green Depot. Setting off a minute late at 09.07 to Kennington, via the Charing Cross Branch, it returned the same way to Golders Green passing the never opened Bull & Bush station at crawling pace. The journey then went back to Mornington Crescent where it reversed to Mill Hill East. A service train from Mill Hill East was retimed to depart four and a half minutes earlier to accommodate the tour train. However time had progressively been lost from after Bull & Bush and departure from Mill Hill East and we were eleven minutes late. It then went to Stockwell, again via the Charing Cross Branch, and then returned via the City Branch.

While on the City Branch the opportunity was taken after London Bridge to cruise very slowly and look up the original tunnel to King William Street station where lights had been put on. It then went through the Euston Loop and back via the City Branch all the way to Morden arriving at 12.59, thirty-one minutes late. There was an open day at the depot, which I took in because the tour continued within half an hour. The route in the afternoon was the morning one in reverse but omitted revisiting Mornington Crescent and going to Mill Hill East. Also passengers were detrained at Leicester Square at 15.04, the planned tour termination point. There appears to be no *Underground News* report of this tour. The fare was £20.00. The schedule was published as Timetable Notice TTN 167/90. A black and white photograph of the train appears on the front cover of *Underground News* No.360 when it was used on Sunday 29 September 1991 on the Southern Electric Group's "Baker Street Irregular Tour".



From there it proceeded to Amersham. By Harrow-on-the-Hill it was five minutes late but arrived at Amersham on time. Returning to Harrow-on-the-Hill it then proceeded for a lunch break at Uxbridge arriving three minutes early. I availed myself of the pub opposite the station. On resumption, via Harrow-on-the-Hill, Watford was visited, arrival being eight minutes early. It then returned to Baker Street before terminating at Harrow-on-the-Hill seven minutes late at 16.21. A few of us had a request stop at Eastcote (*Left*) at 16.34 as the train returned to Ruislip Depot. The fare was £15.00.

There was a gap of four years to the next electric-powered tour, although there had been the steam-powered Chesham Centenary in 1989 and *Steam on the Met* events in 1992 and 1994. The 1995 tour was the Metrorover Tour on Sunday 5 February with Sarah Siddons hauling four brown-painted ex-BR 4-TC coaches. One welcome feature was the catering trolley. The tour was confined to the local lines north of Harrow-on-the-Hill because of engineering work on the fast lines. The tour departed from Harrow-on-the-Hill five minutes late at 10.16 to Baker Street and catching back most of the time by departing only a couple of minutes late.

In 1996 the previous year's tour was repeated on Saturday and Sunday 10 and 17 March under the title *Metroranger*. Later in the year on Sunday 1 December, there was the 1983 Tube Stock Railtour, The Silver Ribbon, using a 1983 Stock train. It set off from Charing Cross three minutes late at 09.16, going on to the Metropolitan at Neasden with a stop at Chalfont & Latimer to pick up Chesham Shuttle passengers. It then returned southbound. I have a note of a race with an A Stock train between Moor Park and Pinner. From Baker Street it went round the Circle and on to the District to Ealing Broadway. From there it went to High Street Kensington where it then reversed to Kensington (Olympia). As there was also a scheduled service there that Sunday we immediately reversed back to High Street Kensington, presumably with a second driver already in situ at the Earl's Court end. From there the route went over on to the Piccadilly after Barons Court and out via the Heathrow Terminal 4 Loop and back on to the District at Acton Town to Whitechapel, from where it was planned it would go to Plaistow to reverse in the Bay Platform, but due to District Line problems at Stepney Green this part of the journey was abandoned.



However, a change of route was quickly agreed and the train went back via Baker Street, where I left the train at 17.30. It then went on to the Jubilee at Finchley Road about half an hour ahead of schedule.

Instead of reversing at Neasden, an unplanned trip to Stanmore was made before returning, as originally planned, to reverse at Charing Cross and back out on to the Metropolitan at Neasden to Watford (*Left*). It terminated at an unknown time at Wembley Park. It was scheduled to be 20.44, which meant an overall journey time approaching twelve hours!

The fare was £14.00. The schedule was published as Timetable Notice TTN 169/96.

In 2001 The Locomotive & Carriage Institution ran a 'Heritage Fleet' Sarah Siddons Tour with four brown-painted ex-BR 4TC coaches on Sunday 28 April. It departed five minutes late from Baker Street at 11.06 en route to Watford and then round the Watford North Curve to Amersham for lunch. It returned to Watford by the same route and reversed at Harrow-on-the-Hill to Uxbridge before returning to Baker Street terminating three minutes late at 16.01, a relatively short tour. I have a note that I travelled in coach 70823, a 1st Class/guard coach. The fare was £15.00.



The last tour I made in these four decades celebrated the Centenary of the Charing Cross, Hampstead & Euston Railway and took place on Sunday 24 June 2007 using the London Transport Museum's four-car train of 1938 Stock. It departed Golders Green (*Left*) at 11.07 and went via Mornington Crescent to Charing Cross where it reversed back the way it had come but then went to Mill Hill East where it replaced the service train to and from Finchley Central. The train returned over its earlier route but this time to Kennington where it went round the loop and returned to Golders Green terminating at 13.23.

The tour was repeated in the afternoon starting at 13.55 and terminating at 16.23. The fare was £20.00 including a copy of a new history book by Mike Horne, cover price £9.95. The schedule was published as Timetable Notice TTN 138/07.