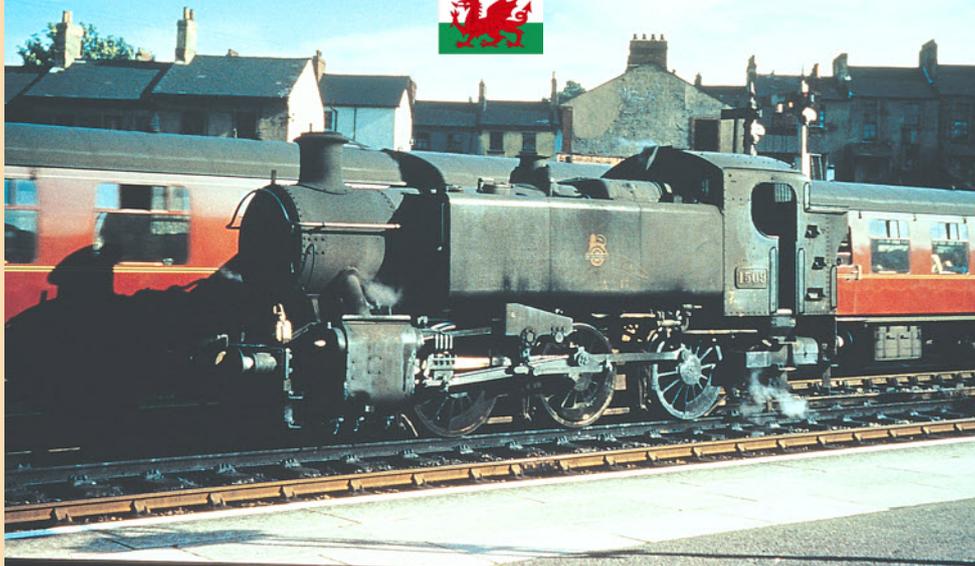


# LAND OF MY FATHERS

by ROGER BUTCHER



No. 1509 is pictured at Newport High Street Station in August 1958. It was almost certainly en route to East Usk Yard from where it regularly worked bunker first on the East Usk Branch. This locomotive has a special significance for Roger as the house where he was born overlooked East Usk Yard and watching 1509 at work is one of his earliest childhood memories. For almost all of its working life on British Railways, 1509 was allocated to Newport Ebbw Junction Shed. After its withdrawal on August 24th, 1959, 1509 was sold to the National Coal Board, surviving at Coventry Colliery until October 1970 when it was disposed of to Cashmore, Great Bridge.

*A Saintry Collection/Colour-Rail*

*In the second of a series of articles featuring the shed-bashing trips of ESS members Roger Butcher and Terry Hayward (Link 106), Roger recalled their first weekend trip in October 1964. In this article Roger reflects on their second weekend trip together where no less than 51 sheds and scrapyards were visited!*

Having been born in a house whose garden backed on to the South Wales Main Line (just east of Newport) it is perhaps not too surprising that not only did I become a railway enthusiast, but that I developed an unashamed obsession for the Western Region. Legend has it – so my mother tells me – that the best way to stop me crying (as a baby) was to hold me up to the window to watch the trains passing by! My wife Diane jokes that not a lot has changed since those days!

Until 1961 part of East Usk Junction Signal Box was – quite literally – in my grandparents' back garden, the land having been 'acquired' by the Ministry of Transport in the early part of the Second World War in order to build a new signal box (opened in October 1941) as part of the works required for the quadrupling of the main line between Severn Tunnel Junction and East Usk Junction, Newport. To quote from a Ministry of Transport report in November 1947: "The quadrupling of this vital bottleneck was of great value during the war and heavy traffic is still being worked." The report then shows a table of a typical day's work – including over 150 freight or light engine movements!

The signal box in my grandparents' back garden – having had a life of nearly 20 years – was closed in mid-April 1961, being replaced by a signal box immediately opposite in East Usk Yard itself, the new signal box being known as either East Usk Signal Box or East Usk Panel. The 'old' signal box was demolished but my grandparents never got that part of their garden back!

## **PAULSGROVE JUNIOR BOYS SCHOOL**

Although visits to my maternal grandparents' home at 218 Conway Road were a regular feature of the first ten years of my life, my father's naval career meant a nomadic life with time spent in both Malta and Gibraltar. The family home base was though in Portsmouth and I was now a pupil at Paulsgrove

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Junior Boys School. Coincidentally – and doesn't fate play an important part in all our lives – the school was situated immediately adjacent to the railway line between Portsmouth and Southampton!

In the third year (of four) in Junior School a craze for trainspotting began, although I was not immediately bitten by the 'bug'. Two of my friends Adrian Graydon and Derek Crawford though were and it was Derek who encouraged me (when he knew I was going on holiday to my grandparents in Newport in August 1957) to write down the numbers of the locomotives I saw. My paternal grandparents had moved to Portchester from South Wales to be near my parents and it was my paternal grandmother who bought me my first *Ian Allan ABC Western Region* book from the newsagent on Cosham Station as she waited to wave off my mother and myself on the 9.42 am through train to Newport. The whole holiday was spent either looking out of the back window, or in my grandparents' garden, and a lifelong hobby had commenced, although, of course, I did not know it at the time! A great pity as I would have kept that Western Region ABC rather than simply transferring the underlined numbers into my first Combined Volume the following year.

#### **AIDAN FULLER'S SHED DIRECTORY**

Fortunately, I still retain that *Ian Allan Winter 1958 Combined Volume* as I do the book that was going to influence my life so much – Aidan Fuller's '*The British Locomotive Shed Directory*'. The ninth edition was published in January 1960 and - having seen an advertisement for the book in the February 1960 issue of *Trains Illustrated* - I duly spent six shillings of the money I had just received for my 13th birthday. I doubt whether I have ever had better value for that amount of expenditure!

Quite simply, Aidan Fuller's marvellous shed directory gave a completely new dynamic to my trainspotting ambitions as, before it dropped on to my doormat at 23 Masefield Avenue, Paulsgrove, I had 'only' been around 20 or so sheds, mainly with my father or with Adrian Graydon and his father. As regards bunking sheds by myself, that had been limited to Fratton and Stourbridge Junction and (with schoolfriends) Eastleigh and Tonbridge.

Whilst I have no idea how many hours I spent gazing in awe at the 120+ pages of Aidan Fuller's 'bible', my subsequent approach to this marvellous hobby of ours is probably best summed up by my deletion of ten words from the foreword – all neatly crossed out by my red biro! I am sure that some of you reading this article will have already guessed that the crossed out words (which were all in capitals) were 'it in no way gives authority to enter these places'. Although only a teenager for several weeks my rebellious instinct was clearly already to be seen!

It was, however, the eighteen pages that covered the Western Region sheds that captured much of my interest and, in particular, pages 79 to 87 which dealt with the Welsh sheds – 52 of them, excluding 84J and 84K! And, whilst between the spring of 1960 to meeting Terry in July 1964 I had visited most of the Welsh sheds, I had never been west of Carmarthen or Oswestry, nor been to any of the Central Wales Line sheds. Now, thanks to my chance meeting with Terry at Eastleigh Shed 50 years ago, the weekend of November 7th and 8th 1964 was going to be a weekend I could previously only ever have dreamed of.

#### **THE WHEATSHEAF, OGBOURNE ST ANDREW**

Including scrapyards and the newly-opened diesel depot at Margam, there were potentially 60 locations that could be visited, including a number *en route* to Wales to 'break up' the journey. When Terry, Ian and David arrived at my parents' house in Hordean around 7.00 pm on Friday evening November 6th I had no idea of how many we would actually be able to visit, the remit being 'as many as possible', whilst any locations we had to miss out should be easily accessible on a follow-up trip, or be diesel-only sheds. And, all known locomotive scrapyards had to be visited!

Eastleigh Shed was visited first, the attraction being the LMS 8Fs coming to the Works for overhaul. The next stop was the 'spit and sawdust' public house whose name heads up this section of my article. The reason for 'The Wheatsheaf' being referenced is that it is the only public house we ever visited in our 2½ years' relentless march from shed to shed (including recently closed sheds and sub-sheds). Quite simply, both Terry and I felt that the 30-40 minutes we spent there with a pint of beer and a packet of crisps could be better spent in future trying to squeeze in an extra shed!

Amongst the sheds visited that evening and in the early hours of Saturday morning were the sub-sheds at Cirencester Town and Ross-on-Wye and my normal practice was to always walk to the back of the shed (even if it was empty) so that I could underline the shed in my precious shed directory.

As for visiting sheds at night, it did sometimes bring problems and, on this particular night, we were – for a short while – unable to leave the station car park at Cirencester Town, the car park having been locked as we visited the shed. Fortunately, the key was found in a box attached to the station car park entrance! Also that night Terry walked into a points lever at Gloucester (Barnwood) Shed and had to face the inevitable jokes about his voice now sounding different!

#### **BARTON ROAD BRIDGE, HEREFORD**

Our night's sleep in Terry's car was in the access road to Hereford Shed from Barton Road Bridge and nobody bothered us, perhaps because the shed was closed the previous weekend. Breakfast was taken in the station buffet on Hereford Station – tomato soup for me and mushroom soup for Terry!

It was around nine hours before we saw another steam locomotive as our route took us via a series

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of closed sheds and sub-sheds before we dropped down to the end of the Great Western Main Line at Fishguard Harbour and then on to all the sheds and sub-sheds in West Wales from Fishguard to Swansea. Llanelly was now the most westerly steam outpost in West Wales and the sighting of two steam locomotives at Pembrey and Burry Port – four miles west of Llanelly – was a memorable moment. As for the sheds and sub-sheds west of Carmarthen, I will always regret not seeing steam at those depots but a combination of a relatively limited passenger service, and the small number of locomotives allocated to each shed, meant that days out from my grandmother's home in Newport only ever took me as far west as Carmarthen.

### **SCRAPYARDS**

The scrapyards at Bynea and Morriston were visited for the first time whilst the 11 condemned steam locomotives at the staging point at Swansea East Dock shed were completely different from my visit of four weeks earlier (see Link 109). Ironically one of the condemned steam locomotives awaiting movement was Midland Railway 0-4-0T No.41535 en route from Neath Shed to Bird, Morriston. 41535 had been allocated to Swansea East Dock Shed for shunting a part of the docks that had too sharp a curvature for the 204hp and 350hp diesel shunters that were now responsible for shunting the railway yards in the docks.

As it was now late evening and the intention was to start our Sunday morning visits with the Albion Steelworks at Briton Ferry – no steam locomotives awaiting scrapping as it transpired – the decision was taken to leave the sub-sheds at Pantyffynnon, Upper Bank and Gurnos until our follow-up trip. However, the fact that my January 1960 shed directory included directions to Swansea (Paxton Street), and an addendum that the shed was now closed, meant I was very keen to visit the depot despite it having been closed over 5 years earlier. No doubt anyone watching me – torch in hand – gingerly walking around a derelict and debris-strewn empty locomotive shed at night would have not been too surprised to learn that I am now an enthusiastic member of the Engine Shed Society!

### **THE BRITON FERRY BRIDGE**

Our night's sleep in Terry's car was on the rough ground below the Briton Ferry bridge which had been opened in the late 1950s. I can still remember our relief when we found a café not far from Neath General Station which – fortunately for us – opened very early on a Sunday morning!

The first shed of the day was Duffryn Yard which although closed on March 2nd, 1964 had still contained withdrawn locomotives on my previous visit on June 27th. Now it was completely empty but as I walked around for the very last time I reflected on my first visit in April 1960 when I had first begun using Aidan Fuller's 'bible'. In particular the instruction 'Turn left by the Talbot Arms Hotel into Duffryn Road' has always stayed in my mind. In Harry Maeers' excellent article in Link 108, Harry referenced that there were six sheds that have a special place in his memory. Duffryn Yard would be one of my six, although it is only recently I have learnt (from the HSBT database) that the last withdrawn locomotives (Nos 4256, 4282, 5238 and 8482) left the depot just six days after my June 27th visit.

On the same day that Duffryn Yard Shed closed, Margam Diesel Depot was brought into use. The new depot took some finding (as John Aitchison observed in Link 107) particularly as it was not, of course, in my beloved 1960 shed directory! As for the Welsh Valley sheds that followed during the day, I am quite sure there will be a significant number of ESS members who have the same fond memories of them that I do. As can be seen from the accompanying lists, some valley sheds were still all-steam whilst others were completely taken over by diesel locomotives. The biggest surprise to me was that two of the sub-sheds in my 1960 shed directory, Radyr and Rhymney, now – as sheds with their own shed codes – had a combined total of 79 locomotives present! For my own part there were no longer any Western Region steam locomotives in South Wales on my wants list, 3730 and 5651 having been noted on Radyr and Rhymney respectively. I do, however, regret not having chased the Welsh 56xx class locomotives a little harder as, although I saw the vast majority, I would have liked to have seen all 200 as a number of ESS members were able to.

### **TIME RUNNING OUT**

With time running out and a universal acceptance that all locomotive scrapyards had to be visited, it was decided to leave the closed sheds at Cardiff (Cathays) and Dowlais Central to a follow-up visit whilst our usual practice of revisiting some 30 minutes later any shed we were ejected from was not followed at Cardiff (Canton) as seeing steam locomotives had to be our priority. By now it was dark and, of the locations in Newport and the immediate area, Newport (Pill) was the obvious one to be left out as it would 'only' contain diesel shunters which we could see another time.

Although very worthwhile for Terry as many of the 78 withdrawn locomotives seen in Newport Town Dock East Sidings and Pontymister South Sidings were 'just in time' observations, noting down condemned steam locomotives in the dark is a rather time-consuming task and slightly risky. And so another decision had to be taken as it was around 10.00 pm and not only were we four hours travelling time from Portsmouth but Terry had now been driving for 16 hours and was the only capable driver of the four of us. Leaving out Lydney and Tredegar was an easy decision but with a visit to Severn Tunnel Junction Shed essential it meant Aberbeeg and Pontypool Road would have to wait until our follow-up visit to South Wales.

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## AND FINALLY ...

Writing about this weekend nearly 50 years later has made me appreciate even more Terry's extraordinary ability to drive safely for long periods, whilst I remain to this day very grateful to the company that provided a self-service milk machine in the high street at Cirencester. Quite simply it was the only facility *en route* from Severn Tunnel Junction (via Gloucester) to Portsmouth where food or drink could be purchased after midnight, as in late 1964 most garages had yet to diversify into providing food, drink, etc and that's if you could find any that were actually open! And, of course, our frantic schedule had meant we hadn't stocked up properly with food and drink – a lesson learnt!

Despite that, it was a weekend that I often fondly reflect on, particularly when I browse through ESS Chairman Eddie Lyons' quite stunning book 'An Historical Survey of Great Western Engine Sheds 1947' and consider how many of the locations pictured we managed to visit in just one weekend. With the exception of swapping a visit to Pontypool Road Shed (does anyone know what was on shed that November Sunday evening?) for our beer and crisps in 'The Wheatshaf', I would not change anything from the itinerary that evolved as we went on our merry permit-less way.

As for 'The Wheatshaf', it remains open but is now a high-class bar/restaurant named 'Silks on the Downs'. And very popular with the horse-racing fraternity I am told!

## LOCOMOTIVES NOTED

My thanks to Terry for providing the details we saw on the trip discussed above. Whilst we both booked everything we saw, Terry differentiates between shed/shed yards/workshops etc, whilst my records do not.

### FRIDAY, NOVEMBER 6th, 1964

EASTLEIGH SERVICE: 76016

EASTLEIGH SHED YARD: D2985 D3462 D6524 D6826 30069 30072 30073 30548 31412 31814 31828 31869 34009 34033 34039 34045 34058 34064 34065 34067 34072 34073 34081 34104 34105 35006 41260 41303 41319 43122 48061 48329 48380 48506 48700 48724 73017 73084 73114 75018 76029 76032 76034 76054 76058 92152

EASTLEIGH SHED: 30071 30830 32646 34004 34023 34025 34028 34034 34050 34061 34079 34088 34091 34094 34096 34098 41325 73050 75066 76009 76018 76019 76060 76061 76065 80014 80016 80017 80065 80066 80082 80083 80087

EASTLEIGH DIESEL SHED YARD: D2285 D6583 15201

EASTLEIGH DIESEL SHED: D2998 D6525

TRAMWAY CROSSING GLOUCESTER: D1687 2890 73093

GLOUCESTER HORTON ROAD SHED YARD: D20 D141 D1734 1420 1453 1458 1472 4082 4093 4698 6113 6368 6848 7318 7912 8402 8471 9453 9606 43887 44123 44843 45263 48284 73096 78006 90276 90275 92151

GLOUCESTER HORTON ROAD SHED: D32 D2137 1444 2242 2287 3745 3775 3848 5545 6128 6412 6928 6942 7029 7814 8403 9711 44045\* 44429 48183 73019 73028 78001 78004 (\* withdrawn on this day)

GLOUCESTER HORTON ROAD SHOPS: 45270

GLOUCESTER BARNWOOD SHED YARD: D4168 1445 1474 3737 4564 4624 4958 5055 5184 6346 6985 7319 7815 8400 8749 9471 9493 31868 78005

### SATURDAY, NOVEMBER 7th, 1964

HEREFORD SHED YARD: 1631 1657 2286 3683 7320 47368

HEREFORD SHED: D2128 D2235 D7044

HEREFORD SHOPS: 1667

HEREFORD AVOIDING LINE: D1755 4993 48102

HEREFORD BARRS COURT UP SIDINGS: D1599 D1602 D1605

HEREFORD STATION: D2240 80102

FISHGUARD HARBOUR: D2125 D2182 D6899

MILFORD HAVEN SHED YARD: D2184

WHITLAND SHED YARD: D2116 D6853 D6865

CARMARTHEN SERVICE: D1066 D7091

CARMARTHEN SHED YARD: D2191 D7085

CARMARTHEN SHED: D2185 D6930 D7086

PEMBREY & BURRY PORT SERVICE: 80097

PEMBREY & BURRY PORT SHED YARD: D2121 7232

LLANELLY SHED YARD: D6929 9472

LLANELLY SHED TABLE 1: 6602 6613 6643 6810 6821 7201 7223 7244 7248 7826 9621 48419 48760 48761

LLANELLY SHED TABLE 2: D2124 D3355 D6880 1607 1611 1623 1643 1651 1655 1669 4604 4676 5675 6822 7439 8474 9452 9677

LLANELLY SHOPS: 3671

BIRD – BYNEA: W21W W23W W24W W26W W32W (Diesel Railcars)

BIRD – MORRISTON: 1661 4136 4278 4284 4286 5230 5634 5674 6144 6690 7310 7444 8431 8446 9620 9628 9648

COHEN – MORRISTON: 3734 4916 6941 7025

SWANSEA LANDORE SHED YARD: D1028 D1052 D1054 D1057 D1067 D1609 D1756 D2087 D2181 D2190 D6858 D6862 D6898 D6927 D6930

SWANSEA LANDORE SHED: D1047 D3360 D3743 D3808 D3812 D3813 D3825 D3987 D6837 D6915 D6923 D6926

SWANSEA EAST DOCK SHED: D3356 D3826 D6833 2886 6140 6867 6913 7213 31812 31849 31856 31913 45682

SWANSEA EAST DOCK SHED: D2118 D6861 41535

SWANSEA DOCKS: D3255 D3358 D3758 D3760 D3827 D3829

DANYGRAIG SHED YARD: D6909

NEATH (N&B) SHED: D3605 D6897 D6918  
NEATH (COURT SART) SHED TABLE 1: 3615 3647 3687 3864 3866 4612 5261 6628 9446 9475 9609 9625 9631 9675  
9678 9716 9780  
NEATH (COURT SART) SHED TABLE 2: D3186 3616 3642 3690 3797 4110 4653 9464 9617 9660 48393 51218  
NEATH (COURT SART) SHED YARD: D3520 D3746 D6845 D6892 3654 4108 4292 5245 6987 9656  
**SUNDAY, NOVEMBER 8th, 1964**  
MARGAM SHED YARD: D1049 D1585 D1597 D1614 D1729 D1738 D1754 D3431 D3434 D3438 D3824 D6823  
D6836 D6851 D6868 D6872 D6888 D6903 D6933 D9512 D9518  
MARGAM SHED: D1691 D1696 D3745 D4027 D6887 D6892  
TONDU SHED YARD: D3430 D3606 D6842 D6869 D6885 D6895 D6906 D6908  
HAYES – BRIDGEND: 1151\* 4218 4269 6370 7016 8416 34075 (\* in use as yard shunter)  
LLANTRISANT SHED YARD: D6856 4620  
LLANTRISANT SHED: D6910 3644 4674 9682 9778  
TREHERBERT SHED YARD: D9516  
TREHERBERT SHED: 4679 6606 9632 9787  
NCB, ABERPERGWYM COLLIERY SHED YARD: 9615  
ABERDARE SHED YARD: 4294  
ABERDARE SHED: 3699 3753 3796 4258 5200 5210 5223 5237 5242 5252 5256 7222 7253 7408 9600  
FERNDALSHED: D6821 D6870  
ABERCYNOON SHED YARD: D6820 D6826 D6839 D6840 D6846 D6904 9611  
MERTHYR SHED YARD: D6948  
DOWLAIS CAE HARRIS SHED: 5605 5677 6655 6658 6661  
RHYMNEY SHED YARD: D6945 5603 5621 5655 5659 5662 5665 5670 5696 6691  
RHYMNEY SHED: 5601 5618 5651 5681 5686 5688 6612 6622 6649  
RADYR SHED YARD: D3422 D3510 D6944 1641 3406 3409 3730 4177 4621 5226 5633 5648 5660 5669 5673  
5689 5691 5694 5699 6614 6626 6648 6650 6654 6672 6684 6689 7250 7252 8475 8479 8495 9461 9622 9667  
9798  
RADYR SHED: 1612 1613 3400 3401 3402 3403 3405 3738 3784 4169 4268 4623 4662 5676 5692 6116 6621  
6657 8469 9426 9480 9488 9602 9666  
BARRY DOCKS: D3266  
WOODHAM – BARRY: 2807 2857 2861 2874 2885 3727 3803 3822 4141 4248 4253 4270 4277 4561 4566 4588  
4930 4936 4942 4953 4979 4983 5029 5043 5051 5080 5164 5193 5199 5224 5227 5239 5322 5422 5510 5521  
5526 5532 5538 5539 5541 5542 5547 5552 5553 5557 5558 5572 5619 5637 5643 5668 5794 5900 5952 5967  
5972 6023 6024 6619 6634 6686 6695 6960 6989 7027 7200 7202 7325 7722 7723 7903 8419 9445 9449 9462  
9466 9468 9491 9499 30499 30506 30512 30825 30828 30841 30844 30847 31618 31625 31638 31806 31874  
34070 45690 48431 53808 53809  
BARRY SERVICE: D6829  
BARRY SHED YARD: D3402 D3603 D6819 D6828 D6830 D6838 D6893 D6911  
CARDIFF DOCKS: D3421 15103  
CARDIFF EAST DOCK SHED YARD: 3612 4222 4247 4663 4928 5213 6608 6685 6830 6924 6933\* 6945 7811 7928  
8484 9651 9794 76085 92216 92246 (\* withdrawn 1W 14.11.64)  
CARDIFF EAST DOCK SHED: 3617 3790 4285 5202 5206 5984 6820 6826 6837 6863 6872 6877 6931 6936 7916  
9437 9629 9671 9676 9681 92219 92224 92232  
CARDIFF CANTON SERVICE: D1007  
CARDIFF CANTON SHED YARD: D1040 D1059 D1600 D1601 D1605 D1608 D1694 D1697 D1698 D1718 D1721  
D1726 D1730 D1735 D1744 D1747 D1753 D1755 D3749 D6844 D6859 D6931 D7029 D7030 D7037 D7043 D7084  
D7090 D9511  
CARDIFF CANTON SHED (Before being ejected!): D1070 D6896 D7000 D9514  
NEWPORT EBBW JUNCTION SHED YARD: D1586 D4001 D6824 D6835 D6843 D6857 D6860 D6875 D6879 D6889  
D6900 D6901 D6913 D6914 D6919 3621 3805 4233 4273 4283 4627 5609 5939 92210  
NEWPORT EBBW JUNCTION SHED TABLE 1: 3662 3772 3807 3830 3861 4227 4297 4643 5235 7229 92230  
NEWPORT EBBW JUNCTION SHED TABLE 2: D6876 3691 3705 3747 5209 5241 7249 9649 9662 48461 92118 92226  
NEWPORT EBBW JUNCTION SHOPS: D4171 D4179 D9501 6665 6869 6944 92225  
TOWN DOCK EAST SIDINGS, NEWPORT (The reception sidings outside Cashmore's scrapyards): D4184 1001 1012  
1013 1014 2879 3212 3679 3800 3801 3860 4132 4238 4241 4574 5060 5092 5097 5247 5253 5537 5548 5555  
5641 5901 5975 5994 6357 6379 6950 7003 7247 7306 31626 31628 31629 31875 33007 41328 41329 44569  
47308 48463 82007  
NEWPORT HIGH STREET STATION: 3767  
NEWPORT GODFREY ROAD DIESEL DEPOT: D6849 D6878 D6920 D6946 D9509  
PONTYMISTER SOUTH SIDINGS (The reception sidings for Bird's Risca scrapyards): 2856 2875 2882 2884 2896 3824  
3834 3853 4135 4143 4166 4242 4255 4259 4569 4591 5222 5244 5250 5259 5687 5963 6338 6349 6378 6380  
6825 6970 6992 7208 7225 7238 9655 9730 45685  
SEVERN TUNNEL JUNCTION STATION: D1016 4156  
SEVERN TUNNEL JUNCTION SHED YARD: D1022 D1056 D1723 D3103 D6848 D6863 D6874 D6935 D7011 D7038  
D7066 2201 2836 2839 2862 3746 3845 3856 4124 4128 4137 4150 4951 4985 5336 6114 6115 6345 6909 6955  
7308 7339 7817 7825 31797 31846 31854 31864 34062 34083 41210 48726 92238 92243  
SEVERN TUNNEL JUNCTION SHED: 2231 3700 3802 3835 4107 4115 4157 4160 4254 4671 6984 7226 7818 9616  
9619 48180 92003 92250  
NB. "Service" is Terry's indication of a locomotive(s) booked passing the named location. Locomotives marked in RED  
were withdrawn (see also \* notes). Also visited were the closed sheds and sub-sheds at Cirencester Town, Ross-on-Wye,  
Brecon, Llandovery, Aberayron, Cardigan, Goodwick, Neyland, Pembroke Dock, Swansea (Paxton Street), Duffryn Yard  
and Glyn Neath. The buildings were still standing but no locomotives were present.