

PRETTY WOMAN

by ROGER BUTCHER



No.2257 is pictured in 1956 leaving Sonning Cutting en route to London with a new Eastleigh-built electric multiple unit. No.2257 was one of four locomotives of this class seen by Roger and Terry on Oxford Shed on October 18th, 1964. Although 2248/49/57/61 were all allocated to Reading when they were condemned in week ending August 29th, 1964, they were moved to Oxford prior to their official condemnation. Based on official documentation held by the Steam Railway Research Society, it is apparent that Mr GF Fiennes, General Manager, Western Region, had expressed concern at the number of condemned steam locomotives on the region that could be seen from passing passenger trains. So, movements of condemned locomotives between depots were authorised 'in order to improve the aesthetic appearance of some of the locomotive depots on this region'. Nos 2248/49/57/61 were sold to Cashmore, Great Bridge, on October 14th, 1964 and taken into their yard for scrapping on November 5th, 1964. The above quotation, therefore, becomes the 13th reason why the WHTS 'formula' for storage of withdrawn locomotives does not provide the correct answer (see [Link 102](#))!

Colour-Rail BRW1376

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 weekend trip together in October 1964. In this third article Roger reflects on the other trips they made in that month.

Following the success of our first weekend trip it was decided that our next trips would both be day trips, but do though bear in mind that to Terry a day trip meant 19-20 hours! But first one of my regular trips to my grandmother in South Wales needed to be fitted into the month's trainspotting plans.

So, on Friday evening October 9th I boarded the 11.32 pm from Portsmouth & Southsea Station to Eastleigh. Hauled by 34006 *Bude*, arrival at Eastleigh was eleven minutes after midnight and with my connecting train to Salisbury not due until 1.50 am there was time to visit the shed at Eastleigh, but not the Works! Having been a regular visitor to Eastleigh since I started this wonderful hobby of ours in 1957 I had always been fascinated by the combination of working, withdrawn and 'awaiting works' locomotives that could be seen on a visit to the shed. This late night visit produced 84 locomotives of which 48061 and 92028 were seen for the first time. Yeovil Town-bound 73162 duly hauled me to Salisbury where my next connecting train was the 3.05 am to Bristol Temple Meads. Salisbury was the regional boundary and Western Region D7012 took me to Bristol Temple Meads. Watching the locomotive changeover at Salisbury on direct Portsmouth & Southsea trains to Newport was a ritual I first observed in August 1957 when 4056 *Princess Margaret* (which was withdrawn two months later) became the first Western Region locomotive to be recorded in my notebook.

STILL DARK

Arrival at Bristol Temple Meads was 4.42 am and the opportunity was taken to visit the Bristol sheds. Not perhaps too sensible to be wandering around Bristol on foot at that time of the night but, nevertheless, by 5.00 am I was checking that the recently closed St Philip's Marsh shed had no stored

withdrawn locomotives present. Barrow Road was visited next with Bath Road then being accessed by walking down the Temple Meads avoiding line (from St Philip's Marsh). Then a return to Temple Meads via the boarded crossing between the shed and the station. All done just in time to catch the 7.30 am (a diesel multiple unit) to Severn Tunnel Junction.

During the latter years of Western Region steam, Severn Tunnel Junction was a particularly interesting shed to visit as not only did it have its 'own' withdrawn locomotives (eg 2836) there were normally withdrawn locomotives (eg 31854 and 41210) in transit from England to the South Wales scrapyards as well as locomotives that were simply not capable of returning to their home shed and were, therefore, condemned at Severn Tunnel Junction (eg Neath-allocated 4985). As regards its own allocation, on the date visited there were still 33 steam locomotives allocated here as well as long-term resident diesel shunters D3102-04 and D3188-90.

STAGING POINTS

Next stop was Newport and a bus ride to visit the scrapyard at Bird, Risca. Then, back to Newport and a trip by dmu to Swansea [and with a break in the journey to visit Neath (Court Sart) Shed]. One of the advantages of travelling by dmu was that by sitting right at the front (behind the driver's cab) one had an excellent view of oncoming locomotives and which side to look for locomotives being passed on the journey. On this particular Saturday no less than 89 locomotives were seen on the 67-mile journey from Severn Tunnel Junction to Swansea. Although steam traction was, of course, being rapidly phased out in South Wales, 15 of the locomotives seen were working steam locomotives whilst 5258, 8416 and 41213 were seen in the Hayes, Bridgend scrapyard awaiting their fate.

The reason for going to Swansea was to visit the shed at Swansea East Dock as, although the depot had closed to steam on June 15th, my previous visit on June 30th had produced no less than 10 Southern Region locomotives amongst the condemned locomotives present. It was, therefore, apparent that the depot had become a staging point for condemned steam locomotives en route to the two scrapyards at Morrision (Bird and Cohen).

Awaiting movement up the Swansea Valley were 3695, 3752, 4136, 5254, 5634, 6144, 7243, 8717 and 48172. Sightings such as the above are an essential element of trying to ensure (some five decades later) the dates in the *What Really Happened to Steam* books are as accurate as is possible. I would, therefore, urge any Engine Shed Society member who has dated sightings of condemned locomotives at either Swansea East Dock or Severn Tunnel Junction to get in touch with the HSBT Project Team.

CASHMORE, NEWPORT

I eventually got to my grandmother's house in Newport (opposite East Usk Signal Box) late that evening. After virtually no sleep the night before a good night's sleep in a bed was much appreciated! The first visit the next morning was to the scrapyard that was only a couple of miles away from my grandmother's house - Cashmore's. Located on the site of the old Western Dry Dock the company had actually been scrapping BR steam locomotives since April 1959 but its location meant that pre-1963 sightings and photographs of the yard are almost non-existent.

For my own part I did not visit the yard until April 5th 1964 and 50 years after the event I can still vividly recall my father driving me over Octopus Bridge and my astonishment at seeing 26 steam locomotives awaiting their fate in Town Dock East Sidings, just outside Cashmore's scrapyard. Particularly pleasing was to see 1003 *County of Wilts*, the only one of its class I had not previously seen. Withdrawn 1W ending October 13th 1962 it transpired that, following 15 months of storage at Plymouth Laira, it was despatched to Newport on January 22nd, 1964 and was taken into Cashmore's scrapyard for scrapping on April 13th, just eight days after my visit!

Although I did not realise it at the time but the fact that my late father knew exactly where to find Cashmore's yard within the extensive freight-only complex of Newport Docks was key to stimulating my interest in the disposal of the BR steam locomotive fleet. 50 years later I can still clearly recall asking my father (whilst we were at my grandmother's during the school holidays) did he know where Cashmore's yard was. This followed a reference to the company in the April 1964 *Railway Magazine*.

Little did I also then realise that some 35 years later I would acquire a copy of the Cashmore company's official records of the locomotives it had scrapped. It was, however Terry's forensic comparison of the Cashmore records with the 'What Happened to Steam' (WHTS) books that was the catalyst for the setting up of the HSBT Project. Terry's meticulous work confirmed his strong suspicion that the WHTS books were seriously flawed. Naively I had fallen for the 'there are bound to be some errors' caveat. Terry though felt very differently simply because as part of our exercise in revisiting our trainspotting notes he kept referring to the WHTS books (of which he had a full set) and would constantly tease me when our sightings were at variance with what was in the books - as they so often were.

On this visit there were 28 steam locomotives awaiting their fate, six of which were present on my first visit some six months earlier. Next stop was the depot at Newport Godfrey Road before moving on to Barry for the shed and Woodham's scrapyard. The final visit of the day was to the newly-opened diesel depot at Cardiff Canton, 50 locomotives being present. The journey back to Cosham was on the 5.10 pm through train to Portsmouth & Southsea, D7090 taking the train to Salisbury with 75075 hauling the train for the remainder of the journey.

OCTOBER 18TH, 1964

Seven days later the focus was on the sheds in the 81 and 82 divisions that Terry and I had not visited on our previous trips together. And, where time permitted, their sub-sheds. My Western Region steam locomotive 'wants' list was reduced by the sightings of 7803 *Barcote Manor* and 8405 in the Works Yard at Swindon, whilst the presence of nine V2s (without tenders) from the Eastern Region was a surprise. It transpired that they were here to donate their tenders for the snowploughs being constructed at the adjacent Carriage and Wagon Works.

For the second week running the Bristol sheds were visited, the Bristol Temple Meads avoiding line again providing a 'back way' into Bath Road shed. As to be expected a Sunday visit produced on each shed over 50% more locomotives than my early Saturday morning visit the previous week! As regards Bath Green Park, the accompanying tables show how the locomotives present were split between the former Midland Railway and Somerset & Dorset locomotive sheds.

SUSSEX AND KENT

The accompanying lists detail everything we saw on our Southern Region day out on October 25th and it will be noted that the Central Division still contained significant pockets of steam. It was though a surprise to see steam still in Kent, six standard tank locomotives being noted at Tonbridge. All six were allocated to Redhill, although 82024 was only on loan from Nine Elms.

The day started with a visit to Lancing Carriage Works to see the two resident USA departmental locomotives whilst also seen there was home-built shunter 499. Access to the Works was achieved by walking off the platform at Lancing Station and walking down the trackside to then enter the Works Yard via the rail entrance. As with our West Country trip the strategy was to try and visit every shed including sub-sheds and recently closed sheds. In other words every possible place where we might find steam or diesel locomotives.

It was a strategy that was to prove to be worthwhile as so often a 'closed' shed still stabled either visiting diesel locomotives or the 'local' diesel shunter(s). Seven locomotives at Eastbourne was a surprise particularly as my battered 1960 Aidan Fuller shed directory described the sub-shed as 'now only used as a turning point for locomotives from other depots.' As for the state of the shed, was there a more derelict (active) shed on BR at this time? As with the steam locomotives seen at Tonbridge and Tunbridge Wells West they were all allocated to Redhill, although 82028 was only on loan from Nine Elms. So, all the steam locomotives seen in Sussex and Kent were allocated to a shed in Surrey!

Although the priority was to see the handful of Central Division steam locomotives we had not previously seen, I can still vividly recall Terry's disappointment when the diesel shed at St Leonards produced only two of the twelve Hasting Line gauge Type 3s allocated there. Fortunately we later saw six more at the 'closed' shed at Tonbridge!

AND FINALLY.....

If you are wondering why this article is titled 'Pretty Woman', quite simply Roy Orbison's song was number one in the charts for most of October 1964 and was constantly being played on the transistor radio that accompanied us on our trips!

LOCOMOTIVES NOTED

My thanks to Terry for providing the details of the locomotives we saw on the day trips discussed above. Whilst we both booked everything we saw, Terry differentiates between shed / shed yards / workshops etc, whilst my records do not. As regards my weekend trip to Bristol and South Wales, my observations will appear in due course on the WRHTS website but are not listed here as all the locations visited were revisited by Terry and myself within four weeks and will, therefore, be featured in the lists Terry is providing for this series of articles.

SUNDAY, OCTOBER 18TH, 1964

BASINGSTOKE SHED YARD; D3012 D3046 D6505 30833 34060 35008 73088 75065 76058 76062

BASINGSTOKE SHED; 31408 35011 73085 73119 80069

READING WR SHED YARD; D3268 D3518 D3804 D3831 6135 6931 6980 7019 7904 31811 44851 80145 92164

READING WR SHED; 4919 5927* 6103 6107 6131 6134 6161 6803 6924 6974 7910 9404 31831 73081 75074

(*Withdrawn 1W 24/10/64)

READING WR DIESEL SHED; D7062

READING WR SERVICE; D7053

READING SR SERVICE; D2286

READING SR SHED YARD; D3047

DIDCOT SHED YARD; D3949 2898 4670 5330 5971 6112 6136 6145 6156 6309 6378 6982 6996 7340 8720 73024

DIDCOT SHED; 2893 3751 3851 4959 6863 6969 6983 9726

OXFORD SHED YARD; D3195 D3960 D3967 D3971 D7028 D7035 D7059 2248 2249 2257 2261 2891 3802 3810 4649

4920 6111 6126 6150 6812 6900 6910 6923 6966 6970 6984 7911 9654 44854

OXFORD SHED; 3794 6108 6154 6840 6841 6849 9653 73049

BANBURY SERVICE; D3108 D3110 6904

BANBURY SHED YARD; D3107 D3112 3819 3821 3828 3861 4125 4154 5990 6854 6874 6911 6927 6965 7207 7218

7221 7805 7900 43006 48662 78008 92004 92102

BANBURY SHED; D3106 2221 3817 4962 6129 6830 6903 6907 6952 7912 92203 92213

BLOXHAM; D3105

SWINDON SERVICE; D1013 D7048 D7055
SWINDON SHED YARD; D1014 D1712 D2126 D3512 D4119 D4120 D6908 D6946 D7001 D7018 D7047 D7067
 3826 5974 15100 73044 92204
SWINDON SHED;1012 1658 1664 3607 4698 **4903** 6106 **6122** 6855 7014 **7782** 7808 7813 7816 7829 9680 9754
 9773 43940* 92128 92243 (*Withdrawn 1W 24/10/64)
SWINDON STOCK SHED; D2086 D2088 D2146 D2186 D2187 D2188 D2189 D2192 D2193 D3824 D4124 D9515
SWINDON GAS WORKS SIDINGS; **3702 4569 4591 4916 5963 6804** 73012
SWINDON WORKS YARD; D830 D860 D1065 D6330 D6355 D7022 **450** (as NCB 67) 2210 **4659 5257 6000** 6951 7803
 8405 8409 9425 9457 43003
SWINDON WORKS; PWM653 D602 D806 D815 D817 D849 D1006 D1010 D1020 D1060 D1062 D1072 D3025 D3437
 D3807 D3820 D3966 D6335 D6356 D7017 D7027 D7063 D7064 D9516* D9517* D9518* D9519* D9520* D9521*
 D9522* D9523* D9524* D9525* LTE L95 (5764) 6823 6827 7924 7929 15102 42945 42975 43001 43012 43112
 43120 43137 73034 92223 (*D9516-25 under construction)
SWINDON WORKS TEST PLANT; D843 D1032 D3190
SWINDON WORKS SCRAP YARD; **2818 3748 4626 5264 5602 6010 6824 6873 8401 8418 9484 9752 60809**
60812 60887 60916 60922 60932 60941 60942 60945 78009
SWINDON RAILWAY MUSEUM; **2516 3440** (as 3717) **4003 9400**
CHIPPENHAM GOODS YARD; D2194
BATH SPA SERVICE; D1722
BATH GREEN PARK MR SHED YARD; **53807** 75003
BATH GREEN PARK MR SHED; 3742 3758 44146 47506
BATH GREEN PARK S&D SHED YARD; 3681 44558 82004 82041
BATH GREEN PARK S&D SHED; 48309 48409 48444 48525 48660 48737 73047 73051 73068 73092 76013 76027
BATH SPA SHED; D3503
BRISTOL BARROW ROAD SERVICE; D21
BRISTOL BARROW ROAD SHED YARD; D3751 3643 3659 3675 3677 3863 4684 4992 **6825** 6876 6877 6917 6978
 6997 **7003** 7023 8714 8795 9626 **34075** 42974 **44102** 44135 44264 44269 44466 44534 **44569** 44812 45062
 48358 48623 73001 73003 82001 92000 92028 92103 92137 92151 92209 92227 92238
BRISTOL BARROW ROAD SHED; D2134 D2135 2822 **3798** 4630 4689 5955 6816 **6846** 6908 7907 9601
 9623 9672 43924 **82007** 82036 82037 82038 92003 92155
BRISTOL BARROW ROAD SHOPS; 3696
BRISTOL MARSH JUNCTION SHED YARD; D2143 D3001 D3002 D3182 D3184 D3505 D3506 D3508 D3806 D3999
 D4020 D4169
BRISTOL BATH ROAD SHED YARD; D29 D34 D36 D40 D79 D145 D834 D856 D861 D1002 D1027 D1028 D1029 D1068
 D1585 D1595 D1734 D1750 D3805 D6353 D7002 D7005 D7009 D7038 D7040 D7041 D7045 D7050 D7058 D7075
 D7100 D9500 D9503 D9504 D9505
BRISTOL BATH ROAD SHED; D21 D42 D1007 D1025 D1692 D7000 D7006 D7008 D7019 D7020 D7052
 D7070 D7079 D7093



This rare photograph shows No.499 at Lancing Carriage Works on May 2nd, 1964. The number 499 is a plant and machinery number, not a number from the main Southern Region departmental stock series as generally believed. Home-built, probably about 1935, 499 had a brake van type underframe, a 25hp Thornycroft petrol engine and a centre cab. The last recorded observation of 499 was at Lancing Carriage Works in March 1965, three months before the Works final closure on June 25th, 1965. The precise date in 1965 of its scrapping at Lancing Carriage Works is not known.

Roger Bird

SUNDAY, OCTOBER 25TH, 1964

LANCING CARRIAGE WORKS YARD; 499 DS235 (30066) DS236 (30074)
BRIGHTON SHED YARD; D2276 D3096 D3100 D3668 D6521 D6548 D6550
BRIGHTON SHED; D2281 D2282 D3040 D6510 D6577
BRIGHTON LOVERS WALK SIDINGS; D6517
NEWHAVEN DOCKS; D3217 D3219
EASTBOURNE SERVICE; 82028
EASTBOURNE SHED YARD; D6538
EASTBOURNE SHED; D2283 80011 80084 80141 80144
ST LEONARDS DIESEL SHED YARD; D6586
ST LEONARDS DIESEL SHED; D6595
ASHFORD SERVICE; D2399 D6514
ASHFORD SHED YARD; D3671 D4101 D6519
ASHFORD SHED; D2258 D6501 E6003 E6006
ASHFORD WAGON WORKS YARD; DS237 (30065) DS238 (30070) DS239 (31592) DS240 (31271) **31065**
FOLKESTONE JUNCTION GOODS YARD; D3665
DOVER PRIORITY STATION; D6554
DOVER TOWN GOODS YARD (on site of steam shed); D2255 D2287 D2293 D2399 D4100 15219 15223
RAMSGATE SHED; D2257
FAVERSHAM SHED YARD; E6001 E6004
FAVERSHAM SHED; 15217
GILLINGHAM SHED YARD; D6500 D6511 D6532
TONBRIDGE SHED YARD; D2256 D6519 D6557 D6591 D6593 80068 80088 82024
TONBRIDGE SHED; D6588 D6589 D6590 D6594 80032 80152 80153
TUNBRIDGE WELLS WEST STATION; D6531
TUNBRIDGE WELLS WEST SHED; 80019 80094 80145
REDHILL SHED YARD; D3225 D3464 31405 31800 31866 73113 75074 75077 **80031** 80033 80034
REDHILL SHED; 31411 31873 73050 80089 80139 80140
THREE BRIDGES SHED YARD; D3094 D3100 D6509 31816 80085
THREE BRIDGES SHED; D6545 D6555 41287 41294

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 Marlow, Henley-on-Thames, Wallingford, Chippenham, Newhaven, St Leonards, Folkestone Junction and Horsham. The buildings were still standing but no locomotives were present.
