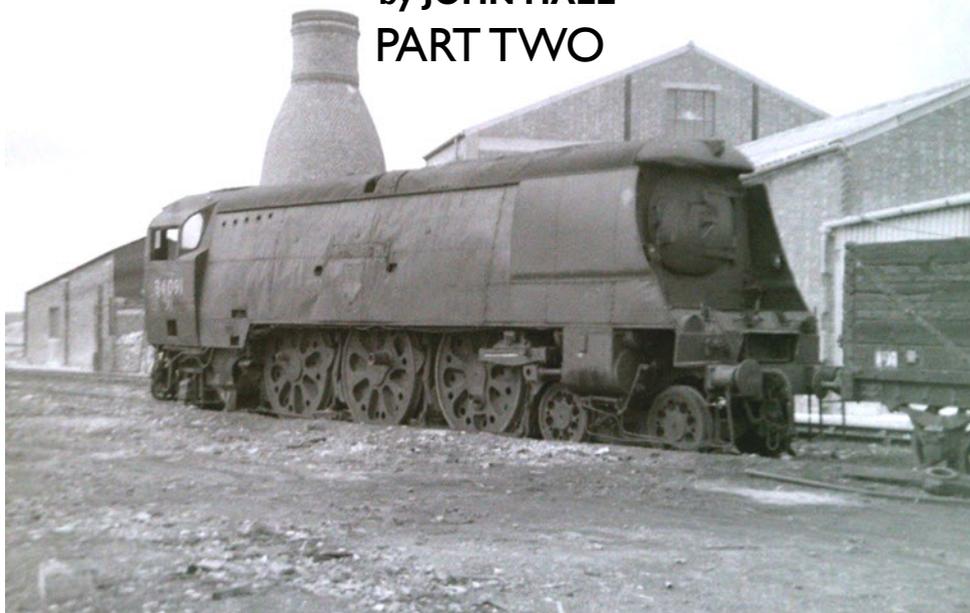


# THE DIESEL FABRICATIONS

by JOHN HALL

## PART TWO



Ex-SR Class WC 4-6-2 No. 34091 *Weymouth* awaiting scrap at Lacmots, Queenborough on March 14th, 1965.

Roger Butcher

*In Link 115 ESS member John Hall explained that Zulu's diesel locomotive disposal fabrications predated those he provided for the discredited What Happened to Steam books. In this second part of a two-part article John completes his comments on the misinformation relating to Queenborough before discussing the role of the British shipbreaking industry in the disposal of redundant locomotives and rolling stock. Tables 1 and 2 are a complete list of the locomotives whose disposals are fabricated (or potentially are).*

As stated in the first part of this article (in Link 115) the location P.Wood, Queenborough, has never existed, whatever you may continue to see to the contrary! Research has revealed that the disposal (coal washer) wharf at Queenborough was in use by Lacmots, who rented it from Settle Speakman who owned the site. The site subsequently passed to Shipbreaking (Queenborough) and I am grateful to Roger Butcher for submitting the accompanying photograph of 34091 *Weymouth* which he took at Lacmots, Queenborough, on March 14th, 1965. Roger's photograph emphasises the importance of enthusiasts who actually visited scrapyards making their photographs and observations available.

As regards the alleged disposal of D2289 to Italy (via Queenborough) there is not one reported sighting of the locomotive at Queenborough, whilst ESS member John Wade who examined the locomotive in Italy alleged to be D2289 is doubtful that indeed it is D2289. And, significantly, the report in the RCTS *Railway Observer* (RO) only followed one of the appeal lists of unknown disposals!

### THE BRITISH SHIPBREAKING INDUSTRY

It is perhaps not fully appreciated why the British shipbreaking industry played such a significant role in the disposal of redundant railway rolling stock. By the late 1950s and early 1960s, the British shipbreaking industry was in decline with the number of vessels available and tonnage of metal both decreasing. With the cessation of the British Iron and Steel Company – who acted as agents – individual shipbreakers now had to tender for and purchase their own ships. As a result, yards such as Ward, Inverkeithing / Briton Ferry; Shipbreaking Industries, Faslane; Arnott, Young, Troon / Dalmuir and Hughes Bolckow, Blyth, all turned to breaking up redundant railway stock as well as shipbreaking. As did Cashmore, Newport, a 1964 photograph showing Western Region steam locomotives awaiting scrap with destroyer *HMS Cockade* in the background awaiting its fate.

As regards diesel locomotives, D2551 (which was pictured in Link 114) is known to have been disposed of to Hughes Bolckow, Blyth – through sale documentation and dispatch advice – but there have never been any dated reports of diesel locomotives actually being seen in the yard. In fact almost

no information at all was forthcoming on diesel locomotives going to Hughes Bolckow until the appeal lists of unknown disposals in the RO produced a list of diesel shunters that allegedly had been scrapped there. All the indications are that that list was provided by Zulu!

#### ON-SITE DISPOSALS

In the late 1960s and early 1970s the movement of locomotives in poor condition was not the problem it would be today. In simple terms at that time BR was not averse to moving complete wrecks about the system. For example, a derelict D2441 was moved by rail from St Rollox Works to Slag Reduction, Ickles, a photograph dated September 14th, 1967 being published in *The Power of the 8Fs* of D2441 (with D2712 and D2752) near Ais Gill behind 48505.

Similarly, crash victims such as D1671 and D6983 were moved from Bridgend Station to Bird's yard east of Bridgend by rail, as were D1734 and D1908 to Crewe Works following their accidents at Coton Hill, Shrewsbury and (near) Monmore Green, Wolverhampton respectively. The point being that diesel locomotive disposals on site were very rare at this time yet the so-called 'answers' to the appeals in the RO produced a disproportionate number of locomotives allegedly scrapped on site and a number of these we actually have in Zulus's own handwriting. In other words they are fabricated!

So, unless documentation, photographs and observations become available to prove the provenance of a scrapped on-site entry in the various listings in books, websites etc I would suggest it is not to be believed.

On that point, Roger Butcher has located the following entry in his notebook for 1968, when he visited Valley Goods Yard on December 8th and spoke to the signalman present who said "ED6 left the Breakwater line at Holyhead in the summer of 1967, arriving on a low-loader at Valley Goods Yard. A few days later another low-loader arrived and took it to an unknown destination". Roger left his home address with the signalman who kindly said he would make enquiries and would write to Roger if he could add to what was in his daily signal box logbook. A letter duly arrived stating that ED6 had been moved to Mona Fuel & Trading, Holyhead. So, clearly none of the varying entries for this locomotive in any of the various diesel disposal listings is correct, although a number do at least correctly identify who purchased the locomotive.

### 15100 AT SWINDON WORKS



GWR 0-6-0DE shunter No. **15100** at **Swindon Works** on June 23rd, 1961. Where was this diesel shunter really scrapped?  
T Owen/Colour-Rail 284207

## D2289 AT EASTLEIGH MPD



Class 04 0-6-0DM shunter No.**D2289** at **Eastleigh MPD** on September 25th, 1970. Did this shunter really go to Italy?  
*Ken Fairey/Colour-Rail DE2924*

## ED6 AT DERBY LOCOMOTIVE WORKS



Fowler 0-4-0DM departmental shunter No.**ED6** at **Derby Locomotive Works** on April 30th, 1960. Despite the most common published reference being that this locomotive was scrapped on site by BR at Valley Goods in 1968, this was the wrong place, the wrong contractor and the wrong year!  
*D Forsyth/Colour-Rail G3807*

## INDUSTRY

One area of BR diesel locomotive disposal history that has been (generally) properly documented is that of the ex-BR diesel locomotive fleet that was sold to industry. And that is mainly thanks to ESS member Adrian Booth and the Industrial Railway Society (IRS). Thankfully, Zulu's loyalties were firmly aligned to the RCTS and his fabricated input does not appear to have entered into the very carefully researched books the IRS has built its excellent reputation on.

However, I do believe that the Dupont Steelworks at Briton Ferry and Llanelli need further investigation. Also, I believe that there are a number of other ex-BR diesels that passed into industry unrecorded, including D2266, D2320 and D3443 at least.

## POTENTIAL FABRICATIONS

The accompanying tables to this article detail the diesel and electric locomotive disposals that are potentially fabricated. This list is published following a forensic examination I have undertaken of all previously published references and all the available primary documentation, be that BR documentation such as tender/sales advice, dispatch advice, special traffic notices regarding movements or enthusiast observations and photographs. For example, sales and dispatch documentation kindly provided by ESS member Richard Strange showed that D2571 was dispatched to G. Campbell, Airdrie on September 11th, 1968, the disposal given in the October 1971 RO being – it is believed – one of Zulu's initial fabrications. D2571 was pictured in part 1 of this article.

At the time of writing there are 190 diesel and electric locomotive disposals that cannot be verified and are, therefore, potentially fabricated. Identifying exactly which published references originate from Zulu is not straightforward as it is apparent that he drip-fed his fabrications into all the early reference books. I have, therefore, divided the tables into two categories, Table 1 listing those locomotives whose disposal is unknown and where there is no primary information available at all. Table 2 lists those locomotives where it is possible that the published reference may be correct but it simply cannot be proved.

Please note very carefully the words I have chosen in my last sentence – 'may be correct'. That is very different to 'may be wrong'. Very different!

## CAN YOU HELP?

If you possess any of the types of information detailed above, or know of anyone who does, please get in touch with Peter Hall. Peter's contact details are [peter@hall59.freemove.co.uk](mailto:peter@hall59.freemove.co.uk)

**TABLE 1 - DISPOSAL UNKNOWN**

D2002	D2003	D2031	D2042	D2122	D2136	D2212	D2254	D2261
D2265	D2289	D2309	D2312	D2320	D2323	D2405	D2427	D2429
D2434	D2593	D2602	D2704	D2754	D2859	D3034	D3051	D3117
D3141	D3172	D3193	D3617	D4091	D5043	D5093	D5138	D5139
D5383	D8578	I2011	I2029	I2030	I5100	I5106	E2001	

**TABLE 2 - DISPOSAL NOT PROVEN**

D2083	D2115	D2127	D2191	D2206	D2251	D2252	D2256	D2266
D2268	D2277	D2278	D2283	D2285	D2296	D2297	D2318	D2330
D2331	D2338	D2339	D2341	D2377	D2379	D2383	D2392	D2393
D2409	D2410	D2411	D2412	D2418	D2419	D2430	D2435	D2438
D2442	D2550	D2573	D2576	D2579	D2582	D2583	D2585	D2592
D2612	D2703	D2705	D2717	D2720	D2723	D2734	D2744	D2750
D2751	D2759	D2761	D2768	D2775	D2776	D2850	D2855	D2861
D2869	D3020	D3093	D3122	D3140	D3142	D3143	D3144	D3146
D3150	D3151	D3165	D3440	D3443	D3445	D3453	D3474	D3479
D3483	D3485	D3487	D3492	D3621	D3629	D3630	D3633	D3640
D3643	D3644	D3646	D3647	D4049	D4051	D4058	D4059	D4064
D4081	D4082	D4084	D4085	D5005	D5025	D6104	D6105	D6111
D6117	D6125	D6127	D6134	D6136	D6143	D6152	D8554	D8589
D8591	D9501	I2034	I2035	I2046	I2053	I2062	I2069	I2089
I2091	I2112	I2116	I2117	I2121	I2125	I2135	I5004	I5213
I5216	I5217	E3055	26000	26017	26035	26042	Dept 83	Dept 84
Dept 85	Dept 86							