

"WHAT ARE YOU DOING WITH MY DAUGHTER?" by ROGER BUTCHER



Pictured here on June 2nd, 1965 awaiting transfer from **Town Dock East Sidings** into Cashmore's scrapyards are ex-GWR 0-6-0PT No. **6430** (left) and ex-GWR 2-8-0T No. **5226**. Whilst 5226 was taken into Cashmore's yard for scrapping on June 10th, 6430 was resold to the Dart Valley Railway and moved from Newport to Exmouth Junction for temporary storage later in 1965.
Michael Hale/NPT Publishing

In the latest of a series of articles featuring the shed-bashing trips of ESS members Roger Butcher and Terry Hayward, Roger reflects on the significance (to Roger and Terry) of a broken window at Stratford, a kind railwayman at Bletchley and an irate mother at Hitchin!

Following our weekend trip in May to Liverpool, Manchester and Sheffield, June 1965 saw a lull in our weekend trips. It was, though, literally the lull before the storm as July and the first half of August saw a series of trips whose relentless intensity was intended to ensure that Terry and I saw as many as possible of the steam locomotive fleet that survived and, at the same time, embraced the new fleet of diesel and electric traction.

LONDON

Although the sheds at Kentish Town and Norwood Junction had closed since our first London trip together on July 19th, 1964 (a week after Terry and I first met at Eastleigh), there were still 17 sheds to be visited as the new diesel and electric depot at Willesden was now on our itinerary for June 6th as was the diesel depot at Temple Mills. The most memorable moment of the day was as we walked alongside the former No.2 Paint Shop at Stratford and a head appeared from a broken window followed by a body scrambling out. And then another! What we had thought was an empty and disused locked building was in fact a secure and virtually unknown (at the time) storage location for locomotives earmarked for preservation!

At that time of our life (I was 18-years old and Terry was 22-years old) we were able to clamber through the relatively small opening some five feet or so off the ground without hurting ourselves. To our astonishment there were no less than 14 locomotives inside the locked building and we duly recorded 450, 6000, (30)120, 30245, 30587, 30777, 30850, 30925, 33001, 42500, 49395, 1008 (50621), 63460 and 63601.

As for the diesel depot at Temple Mills, the directions to this site were in the shed directory we were now using, having not been in the edition we had used for our previous London trips. The directions had a relatively unusual footnote 'Several lines have to be crossed and there is no distinct path. Great care should be taken'. We had no idea of how many locomotives we would see at this sub-shed of Stratford so it was a pleasant surprise to find no less than 17 present. Inside the two-road servicing shed were D3498, 12103, 12104 and 12111 whilst outside in the shed yard were D3499, D3501, D3502, D3633, D8200, D8202, D8204, D8217, D8237, D8242, D8400, D8407 and D8408.

Opened in March 1961, this depot was not to have a long life and within ten years it was being used for wagon storage. Although Terry and I accessed the shed on a number of times in 1965 and 1966 as we chased down Stratford's large fleet of diesel shunters, my abiding memory was walking through the shell of the shed on August 31st, 2000. Not as part of an exercise to contribute to 'Sights of Sites' or Philip Stuart's amazing summer reports but to access the five EWS Class 66s stabled in what remained of Temple Mills Yard. As my previously used access point adjacent to Ruckholt Road Bridge was now a locked security gate I chose to try and access the yard by the Marsh Lane entrance to Temple Mills Yard. In other words the way in Terry and I had used in the middle 1960s. Whilst it was indeed possible to access the site that way, I had totally underestimated quite how large it was and with much of the site now being 'returned to nature' I felt vulnerable as I made my lonely walk back through the vegetation towards the relatively small part of the site still in use. With all the track long removed from this area of the yard, it was a surprise to see the forlorn shell of the shed still standing. Inevitably I made a point of walking through the shed and reflecting on my visits there with Terry some 35 years earlier!

IT'S ONLY ROGER!

It was, however, a relief when I emerged from the undergrowth to reach the part of the site that was still an operational railway site. My emergence from the undergrowth was, however, quickly noticed by the railway staff working in the yard. Clearly it was unusual for someone to arrive from the direction I had come! However, as I got nearer the reception committee waiting for me, the wary / suspicious looks suddenly changed to a friendly wave and the words from the yardmaster, Roger Pannell, "It's only Roger". Fortunately, I had got to know Roger Pannell in the middle 1990s when he worked at Dollands Moor and I was a regular visitor there as I recorded the worksplates of the (then) recently-built Class 92s. Roger, therefore, knew of my specific 'need' to see locomotives close up and stationary so I could record their worksplates. So, following a cup of tea and a chat about our mutual support of Spurs, I was let out of the security gate into Ruckholt Road and although it was a long walk back to my car I was relieved not to have to return the way I had come! As for the shell of the diesel servicing shed at Temple Mills, it was not to last much longer as the very same week of my visit work began to clear the site in readiness for the short-lived EWS five-bay maintenance depot to be built. A depot I visited on September 15th, 2002 as I chased down the final EWS 66s whose worksplates I had not recorded. A depot which very few enthusiasts seem to have visited or photographed.



The steam locomotives earmarked for preservation and held in secure storage inside the former No.2 Paint Shop at Stratford were rarely photographed whilst they were held there. This picture, which was taken the same month as Roger and Terry's visit on June 6th, 1965, shows Class 0298 2-4-0WT No.30587 and Class V Schools 4-4-0 No.30925 Cheltenham. Did any other ESS members manage to access this locked building?

Colour-Rail

Returning to our trip to London on June 6th, 1965, the other new location (to us) that we visited was the Continental Goods Yard at Hither Green where Terry and I recorded D3097, D3465, D3467, D4099, D6539, E5001, E5002, E5006, E5009, E5014, E5019, E5020, E5021 and E5023.

GWENDDWR GRANGE

Perhaps inevitably the temporary lull in June of trips with Terry gave me the opportunity to return to South Wales as I endeavoured to make the most of the final period of steam there.

So, on Friday evening June 18th, I boarded the 11.37pm from Cosham (changing at Fareham) to Eastleigh. With the connecting train to Salisbury not due until 1.50am I made a nocturnal visit to the shed at Eastleigh, no less than 60 locomotives being present. The first locomotive haulage of the trip was when D7100 took me on the 3.05am from Salisbury to Bristol Temple Meads.

Arrival at Bristol Temple Meads was at 4.42am and the opportunity was taken to visit the sheds at Bath Road and Barrow Road. With sunrise at around the same time as I arrived in Bristol my last visit to Barrow Road was in daylight and my abiding memory of the 36 steam locomotives I recorded that early morning was how difficult it was to tear myself away from looking at 7029 at the coaling plant. I knew it was a sight I would never see again.

That theme was an emotion that I knew would be repeated that weekend as I wanted to see steam on some of my favourite South Wales sheds just one more time. As well as visit as many of the scrapyards as was possible by public transport. The 7.30am to Newport (a diesel multiple unit) took me into South Wales and then a bus ride from Newport to visit the scrapyard at Bird, Risca. Present inside the yard were 6817, 6995 and 73049, whilst awaiting movement from Pontymister South Sidings into the yard was 73044. Work on scrapping 6817 *Gwenddwr Grange* was under way and, to my surprise, its smokebox numberplate was still carried. I asked one of the men working on 6817 if I could have the smokebox numberplate and he referred me to the gate keeper / watchman at the entrance to the yard. I duly posed the same question to him and was asked to make him an offer. I responded by saying I had no idea what to suggest. He then asked me how much money I had on me and when I showed him the 11 shillings (or so) I had with me, he suggested 10 shillings as that would leave me enough money to get the bus back to my grandmother's in Newport.

Deal done, he arranged for the smokebox numberplate to be removed and I proudly took it back to my grandmother at 218 Conway Road. She kindly replenished my finances so I could head back to Newport Station and travel behind D7018 along the South Wales Main Line to Neath, and later by dmu to Swansea and Llanelly. At Neath it transpired that Court Sart Shed had closed the previous Monday and no-one was about. Still present were eight of the last 12 steam locomotives to be allocated here - 3647, 3687, 3690, 4669, 6614, 6628, 9617 and 9716. They were awaiting disposal whilst 3654, 4612, 9625 and 9678 had been transferred to Cardiff East Dock the previous weekend and would survive a little longer. Also present were D3605, D6823, D6864, D6893 and D9541.

ACHING ARMS AND TREASURED MEMORIES

It was, however, the visit to Llanelly Shed that I recall with particular fondness. As with Neath Court Sart, Llanelly Shed was a double roundhouse under one roof. My first visit was in July 1960 as a 13-year old besotted with my 1960 edition of Aidan Fuller's bible *The British Locomotive Shed Directory*. At that time the shed had an allocation of around one hundred locomotives. Further visits in 1961, 1963 and 1964 had done nothing to diminish my empathy for this shed, particularly when I saw withdrawn Neyland-allocated 1001 *County of Bucks* stored there on December 21st, 1963. Withdrawn on May 24th, 1963, it was a locomotive I never expected to see.

Although it was not my practice (because of the risk of refusal) to ask permission to visit a shed, on this occasion I did. Quite simply I wanted to slowly walk round, absorb the atmosphere and take some photographs. And then walk round once more to give me memories that would last a lifetime. The foreman could not have been more friendly but said that I must report back to him before I left the premises. That I duly did, assuming he just wanted to know I had safely left. On my return he took me to the stores where a variety of shedplates was being kept - waiting for a further use that was never going to come. He duly gave me some brown paper and said to take whatever I wanted.

With a 20 minute walk back to Llanelly Station to take into account I took five (85C, 87B, 87D, 87F and 87G) and, yes, the walk back to the station took longer than the walk to the shed! It was though an act of kindness which is one of the most treasured memories our wonderful hobby has given me. Of the 20 steam locomotives present, 1623, 4675, 7232, 7248, 8474, 8488, 9452, 9472 and 9631 had all been withdrawn in recent weeks. 6691 was officially withdrawn on the day of my visit whilst 1607, 1611, 1643, 1651, 3671, 4604, 4676, 6613, 6643 and 9609 had between one to three months (or so) left in service. Of the 12 steam locomotives still allocated to Llanelly only 1669 and 4668 were not present at this final outpost of steam west of Cardiff. Also present were D2129, D2146, D2181, D6862 and D6986.

Travelling back to Newport, none of the 38 locomotives recorded were steam and with only four working steam locomotives noted on the outward journey from Newport to Llanelly, it was clear that the end of steam in South Wales was getting very, very close. For the record the four working steam locomotives seen were 3662, 6815, 6819 and 6859.



This elevated view of the scrapyard at **Bird, Risca**, was taken on June 19th, 1965, the very same day as Roger's visit! Pictured from left to right are ex-GWR Grange Class 4-6-0 No. **6817** *Gwenddwr Grange*, Modified Hall Class 4-6-0 No. **6995** *Benthall Hall* and Standard Class 5 4-6-0 No. **73049**. A special feature on this rarely photographed scrapyard is being prepared for publication so if you have any photographs that could be used, please get in touch with Roger.

Jeff Stone

THE NEWPORT SCRAPYARDS

One of the issues the What Really Happened to Steam team is yet to fully unravel is the precise location of all the different yards in the Newport area that scrapped steam locomotives. On my June 20th visits, there was nothing present in Buttigieg's scrapyard in Church Street nor in Woodfield's scrapyard in Mill Parade, both sites being very close to Courtybella Crossing. As for Cashmore's yard in Newport Town Dock, 92222 was present inside the scrapyard whilst 2899, 5253, 5994, 6430 and 7247 were outside the yard in Town Dock East Sidings awaiting their final journey into the adjacent scrapyard. Noted in Town Dock West Sidings were 73012 and 73052 awaiting scrapping by Buttigieg. Whether these were the first two locomotives to be scrapped at this site (as opposed to Church Street) remains to be established.

VERY DIFFERENT

The Newport Ebbw Junction Shed of June 20th, 1965 was very different to the shed my father took me around as an 11-year old in August 1958. It was the first Western Region shed I had ever been round and to see over 100 steam locomotives in one place was a memorable experience. Some 40 years later the shed's Great Western Railway Code NPT inspired the name of the publishing company I own!

Nearly seven years after my first visit, the steam locomotive shed at Newport Ebbw Junction, after 50 years of life, was just some three and half months (or so) from closing to steam. On this visit 39 locomotives were recorded almost evenly split between steam and diesel. Present were D1655, D4170, D4181, D6824, D6834, D6843, D6847, D6860, D6867, D6871, D6872, D6874, D6875, D6877, D6889, D6921, D9501, D9538, 3662, 3708, 3767, 3772, 3837, 4268, 4620, 5209, 5235, 5961, 6967, 6978, 9600, 9649, 9662, 9666, 92203, 92216, 92225, 92230 and 92235. At the beginning of August 1958, this was a shed with an allocation of 137 steam locomotives whilst at the time of this visit it was now only 25 steam locomotives.

SEVERN TUNNEL JUNCTION SHED

Also visited on June 20th, 1965 was Severn Tunnel Junction Shed, a shed that would retain its steam allocation for another 5 months (or so) and be the last bastion of steam in South Wales. Unlike Newport Ebbw Junction, where none of the steam locomotives recorded were withdrawn, 16 of the 30 steam locomotives on the shed were withdrawn and awaiting disposal, these being 4107, 4110, 4115, 4121, 4144, 4150, 4156, 4157, 4160, 4258, 7205, 7252, 75007, 80035, 92236 and 92242. Still in service were 3686, 3816, 3823, 4621, 4671, 6827, 6961, 7925, 9616, 9619, 48183, 92128, 92218 and 92238. Also present were D1072, D1585, D1645, D1667, D1672, D1687, D1710, D1729, D1737, D3190, D6839, D6897, D6912 and D6976.

The nine 41XX 2-6-2Ts listed above had all been withdrawn during the previous month and, therefore, had brought to an end the shed's long association with a class which had performed the lion's share of banking duties through the Severn Tunnel. Whilst I realise that I am luckier than many enthusiasts in

that I retain (in one form or another) a record of almost every steam, diesel and electric locomotive I have seen, my failure to retain my first *Ian Allan ABC Western Region* book (Summer 1957) means I have no record of which (and how many) of the seven class 3150 2-6-2Ts allocated to Severn Tunnel Junction between August 1957 and March 1958 (and all withdrawn before my *Ian Allan Winter 1958 Combined Volume*) I have seen. I do though clearly remember as a 10-year old the sight of seeing them seemingly everywhere as I passed back and fore through Severn Tunnel Junction on my visits to Newport in the summer and Christmas holidays of 1957.

All these thoughts were on my mind as I travelled back by train (with my still-treasured souvenirs) to Portsmouth although I was fully aware of how lucky I was to have seen (at a relatively young age) as many Western Region steam locomotives as I had. Now though it was time to embark on the most intensive period of shed-bashing I have ever experienced.

ANOTHER SHEDPLATE!

The accompanying lists detail everything Terry and I saw on the first of the four trips we had planned for July and the first half of August. The strategy for that one and a half months was simple - every shed on British Railways that had steam locomotives we had yet to see was to be visited at least once and twice if possible / necessary. The only exception was South Wales which we had already covered extensively and where there were only two surviving steam locomotives that Terry had not yet seen. The first night of the first trip turned out to be an eventful one!

Our first stop was Bletchley and as we crept round shortly before midnight a foreman suddenly appeared. His body language was friendly and it transpired that the shed was closing that very weekend and its allocation was to be dispersed all over the London Midland Region in the coming days. He then enquired whether we would all like a Bletchley IE shedplate as a souvenir! Another act of kindness from a railwayman and no doubt there will be other ESS members who can recount similar experiences.

NOT GUILTY!

Following nocturnal visits to Bedford and Hitchin (where six Baby Deltics were noted), we headed off of Hitchin on the A505 to Baldock with the intention of joining the A1 to drive further north. Seeing a suitable place to park up, Terry decided some rest was essential and we all settled down for a few hours' sleep.

The next thing I remember is being woken up and seeing Dave Farmer (who was asleep in the front passenger seat of Terry's two-door Ford 100E) almost topple out into the street because the front passenger door had been opened from the outside. As I came to, a woman shouted "What are you doing with my daughter?" Before any of us could reply, she quickly realised that she had misinterpreted the



This 1983 photograph shows the view northwards from the Hump Cabin at **Temple Mills Yard**. The disused servicing depot is pictured on the left of the hump yard which had closed the previous year. A 1961 photograph taken from the same spot would have shown the old coaling plant and turntable in the left foreground of the diesel locomotive servicing depot, that facility being retained for several years for visiting steam locomotives.

Colour-Rail 109395

reason for the misted-up windows and the occupants of the car were only four very tired young men! She apologised and stepped back from the car. To my surprise standing on the pavement and simply a bystander was (presumably) her husband, who had left it to his wife to take the lead! I suggested to Terry we should move on and park somewhere else and we duly did!

AND FINALLY

Fortunately, the next two days passed without anyone enquiring what we were up to and even visits to goods yards at York, Doncaster and Frodingham went unchallenged. Whilst it was pleasing to see on this trip so many WDs and 9Fs, it was a disappointment for me to find the shed at Woodford Halse empty, it having closed just three weeks earlier. The reason for my disappointment reflected the depot's close connection with my beloved South Wales as this ex-Great Central shed had provided the motive power for three daily freight trains to the area. It did, however, serve to remind me that Terry and I were engaged in a race against time.

As regards my steam locomotive 'wants' list, this weekend trip had reduced it to 836. And taught us to always lock the doors of the car at night before we went to sleep!

LOCOMOTIVES NOTED

My thanks to Terry for providing the details of the locomotives we saw on our first weekend trip in July 1965. Whilst we both booked everything we saw, Terry differentiates between shed / shed yard / workshops, etc, whilst my records do not. Our June observations will appear in due course on the WRHTS website (www.wrhts.co.uk).

FRIDAY, JULY 2nd, 1965

BLETCHLEY SHED YARD: D8041 45186 47435 48408 48559

BLETCHLEY SHED: D5074 D5078 43017 43122 44837 44909 44936 44938 47307 47500 47606 48077 48207 48427 48550 48603 48610 48688 76039 84002

BLETCHLEY STATION: D3796

SATURDAY, JULY 3rd, 1965

BEDFORD MIDLAND ROAD STATION: D88

BEDFORD SERVICE: D52

BEDFORD SHED YARD: D3249 D5407

BEDFORD SHED: ED3 D3022 D4135 D4136 D5204 D5403 D7517

HITCHIN STATION: D1527 D5603

HITCHIN SHED YARD: D2001 D3128 D3687 D3708 D5902 D5903 D5905 D5908 D5909 D8046 D8047 D8049

HITCHIN SHED: D2003

HITCHIN STEAM SHED: D3690 D5904

GRANTHAM STATION: D1523 D5641 D5651

GRANTHAM SERVICE: D1535

GRANTHAM GOODS YARD: D3453 D4084

TUXFORD: D1787 D3476

RETFORD GC SERVICE: D5836

RETFORD STATION: D1513 D1864 D6818

DONCASTER SHED YARD: D1788 D3639 D5590 D5626 48177 48721 61039 61050 61127 61158 61224

61225 61326 61360 61370 63593 63661 63730 63741 63785 63793 90073 90096 90108 90115

90149 90158 90166 90169 90195 90203 90211 90235 90277 90285 90293 90296 90330 90349

90365 90448 90454 90460 90476 90501 90577 90675 90683 92005 92006 92147 92168 92173

92183 92190

DONCASTER SHED: D1772 61058 61087 61093 61348 61367 61384 63613 63734 63764 63858 90018

90063 90154 90156 90255 90480 90484 90538 90636 90687 90709

DONCASTER SHOPS: D3482 D3649 61157

DONCASTER STATION: D4079 D6732

DONCASTER DECOY YARD: D3473 D3480 D3481 D3623 D4081 D5674 D5676 D5811 45075 61110 90099

90178 90232

SELBY: D1548 D6513

SELBY STATION: D2269 61329

TURNHEAD: D9005

RICCALL: D390

YORK CARRIAGE SIDINGS: D3314 D5664

YORK STATION: D360 D2063 D2159

YORK NORTH SERVICE: D357 D9010 65823

YORK NORTH SHED YARD: D275 D1538 45126 48153 60121 60152 60156 60806 60847 60929 60963

61021 61026 61051 61208 61275 61276 61303 62012 62028 62042 62049 62056 62057 65846

90217 90252 90352 90369 90428 90644 92205 92221

YORK NORTH TABLE 1: D2066 42204 43055 43071 43097 43133 60831 60895 61018 61176 62060

62065 90045 90517 92239

YORK NORTH TABLE 2: 43126 43138 60145 60146 60155 60828 60837 60876 61049 61094 61389

65894 92231

YORK NORTH DIESEL SHED: D186 D2051 D2054

YORK NORTH SHOPS: D347 D387 D1559 D2081 D2112 D2158 D3872 D5098 60138 62010

YORK LEEMAN ROAD ENGINEERS YARD: D2231 D3946

BEVERLEY: D6758 61255

HULL (SPRINGHEAD) WAGON WORKS: D2102

HULL (BOTANIC GARDENS) DMU DEPOT: D2170

HULL (DAIRYCOATES) SERVICE: D6733 12120 12121
HULL (DAIRYCOATES) SHED YARD: D3081 43076 **45664 60961** 61010 61012 61289 **90005** 90009 90092
 90094 90099 **90139** 90213 90262 90272 **90290 90522** 90677 90688
HULL (DAIRYCOATES) TABLE: 43078 61121 61306 90008 90057 90265 90378 90458 90586 90711
HULL (DAIRYCOATES) DIESEL SHED: D2052 D2168 D2169 D2172 D3070 D3233 D3234 D6731 D6732
 D6735 D6740 D6741 12116 61032
HULL (ALEXANDRA DOCK): D3232
HULL (ALEXANDRA DOCK) SHED: D2155 D2156 D2157 D2171 D3079 D3236 D3313 D3318 D3945 12114
 12117 12118 12119
HULL (DRYPOOL DOCK): D2053 D2098 D2101
DRAPER, SCULCOATES, HULL: **45602 90131 90647**
GOOLE STATION: 90094
GOOLE DOCKS: D2602
GOOLE (DUTCH RIVER): D6739 90450
GOOLE MINERAL JUNCTION: D2600 D2613 D5815
GOOLE SHED YARD: 43079
GOOLE SHED: D2609 D2610 D2611 D2614 D2701 D2702 43077 43098 43125 90072 90081 90132
 90172 90273 90406 90451
ALTHORPE: D5626
SCUNTHORPE & FRODINGHAM STATION: D3640 D3641 45015
FRODINGHAM SHED YARD: D1876 D3644 D8066 **62014** 62015 62017 63586 **63606** 63653 **63671 90000**
 90007 90013 90024 90032 90053 90183 90190 90212 90232 90243 90248 90280 90390 **90422**
 90509 90516 90551 90572 **90601 90613** 90689 90730
FRODINGHAM SHED: D3647 63651 90025 90133 90537 90669
FRODINGHAM GOODS YARD: D3477 D3643 D3645 D3648 63788 90035
IMMINGHAM SHED YARD: D2022 61089 61223 90148
IMMINGHAM SHED: D1764 D1768 D3153 D3166 D5593 D5596 D5599 D5802 D5846 D6813 12124 12125
 12133 12135 61003 61042 61098 61168 61250 61406 90029 90044 90075 90142 **90175 90215**
 90274 90294 90518 90569 90660 90662 90718 **92193** 92194 92202
SUNDAY, JULY 4th, 1965
LINCOLN SHED YARD: D2297 D2299 D2400 D2404 D2405 D2406 D5261 D5688 D5689 D5801
LINCOLN SHED: D2408 D3612
LINCOLN ST MARKS SHED YARD: D2029 D3619 D6968
BOSTON GOODS YARD: D2018 D2024 D2025 D2027 D2296 D2298 D2301 D5651 D5674
SPALDING GOODS YARD: D2241 D3489
NEW ENGLAND SERVICE: D5626
NEW ENGLAND SHED YARD: D1502 D1758 D1763 D3441 D3445 D3447 D3448 D3449 D3450 D3488
 D3494 D3629 D3630 D4076 D4087 D5071 D5619 D5670 D5854
NEW ENGLAND SHED: D272 D388 D397 D1525 D1547 D2031 D3453 D3487 D4083 D5586 D5589 D5595
 D5601 D5612 D5613 D5654 D6960 **61272** (as Departmental No.25)
MARCH STATION: D2207 D5636
MARCH SERVICE: D5638 D5659 D5669
MARCH SHED YARD: D203 D204 D207 D281 D1760 D1761 D1762 D2011 D2229 D2237 D3492 D5045
 D5206 D5414 D5520 D5526 D5548 D5555 D5557 D5561 D5564 D5565 D5568 D5574 D5577 D5600
 D5617 D5631 D5655 D5657 D5665 D5676 D5678 D6700 D6707 D6747 D6810 D6965 D6968 D7518
61300 (as Departmental No.23)
MARCH DIESEL SHED: D1555 D1556 D1560 D1564 D2201 D3065 D3130 D3327 D3491 D3493 D5525
 D5621 D5633 D6966 15000 15001 15003
MARCH NEW SHED (The Washout Shed): **61181** (as Departmental No.18) **61233** (as Departmental No.21) **61375** (as
 Departmental No.24) **61572*** **65462*** (* Preserved)
THREE HORSE SHOES (WEST FEN): D1874
KETTERING: D79 D5240
COHEN, KETTERING: **92036 92143 92181**
WELLINGBOROUGH SERVICE: D49
WELLINGBOROUGH SHED YARD: D52 D59 D70 D157 D160 D2904 D3791 D5248 D5379 D7597 92096
 92101
WELLINGBOROUGH SHED: D3776 D3790 44869 48045 48082 48301 48376 48382 48454 48530 48545
 48600 48696 48759 78028
NORTHAMPTON SHED YARD: D7575 48035
NORTHAMPTON SHED: D2907 D3066 D3068 D5005 D5225 12046 12099 44863 44909 44915 45186
 45287 45289 45308 45454 47286 47499 47590 48440 48549 48606 48671
NORTHAMPTON CMD: 41218 (Withdrawn 1W 10/7/65)
NORTHAMPTON CASTLE YARD: 41219
BANBURY SERVICE: D1729 6924 45234
BANBURY SHED YARD: D3105 D3106 D3108 D3109 3864* 4920 **5990 6644** 6851 **6911 6922 6926**
 6951 6952 7908 **42082** 42814 48385 48631 48650 48753 73003 73097 75016 90580 92128 92155
 92203 92224 (* Withdrawn 1W 10/7/65)
BANBURY SHED: **2210** 6833 6917 6934 6964 73021 92033 92129 92213 92218
 NB. "SERVICE" is Terry's indication of a locomotive(s) passing the named location. Locomotives marked in **RED** were
 withdrawn (see also * notes).

Also visited were the closed sheds and sub-sheds at Boston, Grantham, Hull (Springhead), Kettering, Retford GC,
 Retford GN, Selby, Sleaford, Spalding, Tuxford and Woodford Halse. The buildings were still standing at Kettering,
 Retford GC, Retford GN and Woodford Halse.