

DON'T FORGET TO BRING A TORCH!

by ROGER BUTCHER



Ex-SR BB 4-6-2 No. **34054** *Lord Beaverbrook* is pictured at **Yeovil Town MPD** in 1961. When seen by Roger and Terry at, firstly, Exmouth Junction Shed and, later the same day, running light engine between Lipson Jct and Mount Gould Jct (the west side of the triangle inside which Laira shed is located) it was the last active Southern Region Pacific to be allocated to Exmouth Junction. According to official WR records, it was one of 22 SR Pacifics either withdrawn or transferred away at the time of the complete dieselisation of the Waterloo West of England service. So, whilst 34054 and 35009 were pressed into service after their official withdrawal during the week ending September 5th, 1964, the fact that the information made available through the BR Public Relations Office quoted the 7 week period ending October 12th, their unofficial reinstatement would not have been apparent. Does any ESS member know if any of the other Exmouth Junction Pacifics were similarly used after their withdrawal?

Colour-Rail BRS898

In the first of a series of articles featuring the shed-bashing trips of ESS members Roger Butcher and Terry Hayward (Link 104), Roger recalled how he and Terry met at Eastleigh Shed and their first day out together visiting all the London sheds. In this second article, Roger reflects on their first weekend trip.

Despite thoroughly enjoying my first trip with Terry, I had a problem – no job, no finance. And, because of too much trainspotting – particularly on the Western Region – no A levels! Whilst for my classmates at Portsmouth Grammar School, half-term would be a perfect opportunity to study, for me it was simply an opportunity to get down to South Wales, stay at my grandmother's house in Newport (opposite East Usk Signal Box) and see as many Western Region locomotives as possible! Not surprisingly my parents felt I had got my priorities wrong!

Following my 'A' Level results, or more precisely a lack of them, I had to make a choice between a further year in the sixth form or find a job. Whilst another attempt at my 'A' Levels would have been available to me as I had taken both my 'O' Levels and subsequently my 'A' Levels a year earlier than the norm, I simply wanted to find a job so that I could pursue my railway hobby and see Spurs on a regular basis. Six years of having to go to school on a Saturday morning meant that I viewed a five-day week as a priority which took out possible job opportunities such as banks. The solution was to work for a local authority, my Uncle Reg – The Town Clerk for Worcester – recommending it as a 'safe job with a good pension.'

CLIVE SIBSON

I duly joined Havant & Waterlooville Urban District Council in September 1964 as a filing clerk at a salary of £290 per annum. It was a long wait until the end of the month and my first pay cheque but as that day approached my thoughts turned to resuming my trainspotting. However, in 1964 there was no social media nor mobile phones, whilst many people (like Terry) didn't have a phone at home. So, although Terry and I had exchanged addresses I had little idea where 69, Gladys Avenue, North End, Portsmouth was. And then fate again took a hand.

My close friend at school Clive Sibson – a lifelong pal who sadly passed away in February 2011 – lived at 27, Ophir Road, North End and I regularly visited him for evenings playing magnetic soccer, Subbuteo, 'Penalty', 'Shoot', etc. I happened to mention to Clive that I wished I had a telephone number for Terry. To my surprise, Clive told me that Gladys Avenue was only about five minutes walk away and, if I wanted to, why didn't I go and knock on Terry's front door. I duly did and fortunately Terry was at home. We quickly agreed to have a day out to Eastleigh, Bournemouth and Salisbury the following Sunday and I returned to Clive's for the rest of the evening.

THE FIRST WEEKEND TRIP

Our day out went well and it was agreed that the following weekend we would visit the West Country. I was very keen that not only should we try and visit every shed, but that sub-sheds and recently closed

sheds should also be visited. In other words every possible place where we might find steam or diesel locomotives. Although I did not realise it at the time my keenness to visit engine sheds – whether they had locomotives present or not – meant that my future membership of the Engine Shed Society was assured!

My main aim though was to see as many as possible of the 50 or so locomotives I needed from what remained of the Western Region steam locomotive fleet. Fortunately, although Terry did not share my unashamed obsession for the Western Region, he could see that the Western Region steam fleet was diminishing rapidly and, therefore, it made sense to initially focus on that region.

NO PERMITS, NO ACCOMMODATION

As neither Terry nor I would recognise a permit if we saw one, the format and strategy for the first weekend trip was simple. Bring a map, Aidan Fuller's shed directory, some food and drink and don't forget to bring a torch! Terry's car would provide our overnight accommodation as that would give us the maximum time available to achieve our objectives.

The accompanying lists detail everything we saw that weekend and it will be noted that west of Exeter steam had ceased on the former GWR main line but still predominated on the former L&SWR lines. It was, though, a strange feeling to revisit sheds such as Laira, St Blazey, Truro and Penzance which, at the time of my previous visits in September 1960 had a mixture of steam and diesel traction. Now there were diesel locomotives only and it was a sight I was increasingly going to get used to in the years to come.

A LAY-BY ON THE A3052

It is said 'you always remember your first time' and our first ever (half a) night's sleep in Terry's car was in a lay-by on the A3052 several miles short of Exmouth Junction shed. It was around 03.00 when we stopped, our previous stop having been the engine shed at Exmouth, a sub-shed to Exmouth Junction. As one would expect, the station and the shed immediately adjacent to it were deserted except for the two Ivatt tanks awaiting their work later that morning. I was, however, puzzled at why a small one-road shed was in Aidan Fuller's shed directory as – although the article in Link 103 that inferred sub-sheds were not in the shed directory was obviously incorrect – I had always imagined that it was only the bigger sub-sheds that were included. Can any ESS member comment on the criteria Aidan Fuller used for his quite brilliant guide?

With the exception of Eastleigh – an add-on to the trip as we had time – Exmouth Junction was the engine shed with the most locomotives present. With the entire Waterloo-West of England service revised from September 7th to be in the hands of 'Warship' class diesels, the shed and the sidings on the south side of the main line (the locomotive shed being on the north side) contained a dozen condemned West Country/Battle of Britain/Merchant Navy locomotives. Still in service were Nos 34026/33/54/79, therefore 34054 presumably being the last active Southern Region Pacific to be allocated to Exmouth Junction.

JUST IN TIME

A phrase coined by Terry was 'just in time'. For Terry, No.35009 was a 'just in time' steam locomotive as we had seen it working through Salisbury Station the previous Sunday – this weekend it was just one of thirteen condemned steam locomotives stored in sidings normally used for freight traffic. For Terry it was the only Merchant Navy he had not previously seen, so seeing it in service only days before it was finally condemned is a special memory for him.

Exmouth Junction was one of only two sheds on the trip where we were stopped. We left as requested but came back (via the sidings with the condemned locomotives) some 30 minutes later and finished off the shed. It was not our practice to seek permission as we did not want to risk a refusal, although at a number of sheds in the UK the location of the foreman's office meant you had little choice but to ask! The only other shed on this trip where we experienced any trouble was Yeovil (as we were leaving) and that is when I learnt that working in HM Dockyard, Portsmouth, gave Terry a much wider vocabulary than a polite, albeit confident, boy who had only just left grammar school!

CHASING DIESEL SHUNTERS TO DOUBLEBOIS

Although not part of our strategy when the weekend was planned it became apparent we were doing very well in seeing the fleet of diesel shunters allocated to the West Country, so when only three of the eight diesel shunters allocated to St Blazey were present, I couldn't resist asking where the other five could be found.

Although it was clear from the foreman's reaction that he had hardly (if ever) been asked that question before, he readily gave us the information we required. The five diesel shunters were duly seen, the driver of D4013 at Fowey kindly giving Terry a cab ride, whilst Ian Fairhead and I perched on the shunters' truck attached to it. D2129 was duly seen at Doublebois, the existence of a small P.Way yard there being the reason for its presence. Although we did not realise it at the time, the quest to complete the 2,000+ diesel shunters in BR stock had begun – a journey that was going to see locations such as Markinch, Masons Arms, Methil East and West recorded in our notebooks.

A COUNCIL CAR PARK AT BODMIN

Our second night's sleep in Terry's car was in a council car park at Bodmin. Although not exactly

comfortable, the 'end justified the means' and it was clear to me already that the flexibility it gave made any discomfort a small price to pay. Also, sheds visited at night were – or so it seemed – relatively deserted, particularly at weekends, and the hours of darkness were, therefore, not a restriction we need be concerned about.

On the Sunday we continued on our merry way and were delighted to find steam still in evidence at locations such as Launceston, Okehampton and Barnstaple Junction, although the state of the last-mentioned shed can only be described as shocking!

Also shocking was the navigation which resulted in us finding ourselves on a rough track below Meldon Viaduct, instead of in the quarry above! The car was left and we climbed the bank to access the track and the quarry where USA tank No.30062 (now in departmental service as DS234) was found. I can safely say that it was a climb Terry and I could no longer make!

Despite only having 14 steam locomotives present, only the Eastern Region was not represented at Yeovil, whilst the presence of No.3200 at Templecombe was of particular interest to Terry, that being the 'last' WR steam locomotive needed by his late father, Reg Hayward.

WESTBURY

One locomotive shed I had particularly looked forward to visiting for the first time was Westbury, not because I needed any locomotives allocated there but I had passed it so many times on my regular visits from Portsmouth to my grandparents in Newport. Since August 1957 – when I started this wonderful hobby of ours – it was always slightly frustrating because, although in view, the shed was just a little too far away to be able to identify what you saw.

In addition to its own allocation, the shed sidings also contained condemned locomotives from Yeovil Town, Nos 5563 and 31798, the site having the necessary spare space required that Yeovil did not have. Also condemned awaiting disposal were Nos 5903 and 9628, their withdrawal dates being as long ago as 1W 7.9.63 and 1W 7.3.63 respectively. Llanelly-allocated No.5903 had been here since it was condemned and is one of many examples of a condemned steam locomotive stored far away from its home shed.

Next stop was Salisbury and a break in the station buffet – even our infrequent stops for food or drink had to be where we might see something of interest! Still present – from our visit of the previous Sunday – was No.4672, on its delayed journey from Nine Elms to Ward, Briton Ferry.

AND FINALLY ...

Writing about this weekend trip nearly 49 years later has made me realise that its success set a blueprint for the next 2½ years. It was the first weekend of many as our relentless march took us anywhere and everywhere where there was a railway shed. It was a journey where a torch was as essential as a map and Aidan Fuller's shed directory!

LOCOMOTIVES NOTED

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

FRIDAY, OCTOBER 2ND, 1964

SOUTHAMPTON CENTRAL STATION: 75065

BOURNEMOUTH CENTRAL STATION: 6959 34084

BOURNEMOUTH SHED YARD: D2180 D2288 34077 34098 35026 41270 73002 73041 73094 76059 80081 80083 80146

BOURNEMOUTH SHED: 34023 34024 **34045** 35003 35013 35017 35021 **41260** 41303* 76025 76026 76027 80134 80147 (* withdrawn 2 days later)

WAREHAM - SERVICE: 73018

WEYMOUTH TOWN STATION: D2295 D7021 41305

WEYMOUTH SHED YARD: D2397 7907 34036 34084 34085 34097 34103 35019 35024 35027 41261 41293 41298 41310 73018 76057

WEYMOUTH SHED: D2082 35005 35012 35022 41324

SATURDAY, OCTOBER 3RD, 1964

EXMOUTH SHED YARD: 41283 41291

EXMOUTH JUNCTION - SERVICE: D824 41307

EXMOUTH JUNCTION GOODS YARD: **31406 31845 31856 31859 31875 34020 34030 34070 34078 34106 34107 35009 35025**

EXMOUTH JUNCTION SHED YARD: D3519 3759 4655 34026 **34054 34080 34109** 41321 80036 **80038**

EXMOUTH JUNCTION SHED: 4610 4666 **4692** 9647 **31846** 34033 **34062 34075** 34079 41224 41284 41308 75022 80039 80042 82039 82040 82042 82044

EXMOUTH JUNCTION SHOPS: D822 34083

EXETER CENTRAL STATION: D820 3759 4694 34026 41206

EXETER ST DAVIDS - SERVICE: D1051 D3516 D3521 D4162 D7100

EXETER ST DAVIDS SHED YARD: D4129 D4130 **31835 31843 31849**

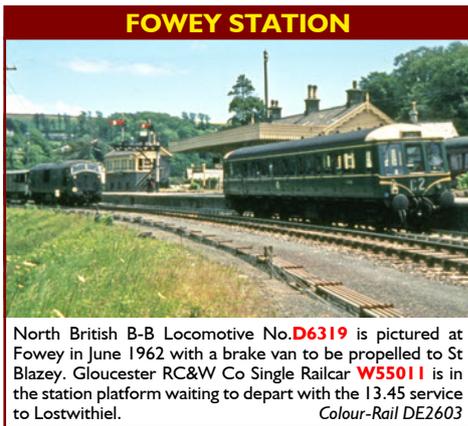
EXETER ST DAVIDS SHED: 2214 3205 **31812 31853 31855**

EXETER ST THOMAS - SERVICE: D808

NEWTON ABBOT - SERVICE: D1064 D6325 D7098

NEWTON ABBOT SHED YARD: D860 D1027 D1059 D2130 D4160 D6331

NEWTON ABBOT SHED: D810 D829 D830 D847 D4165 D6330
TOTNES STATION: D825 D6332
GWS TOTNES: 1363 1466
LAIRA - SERVICE: D604 D1004
BETWEEN LIPSON JCT AND MOUNT GOULD JCT - SERVICE: 34054
LAIRA SHED YARD: D603 D834 D835 D841 D864 D866 D869 D1052 D1060 D2177 D2183 D2197 D3523
 D3525 D6300 D6308 D6310 D6327 D6342
LAIRA SHED: D600 D804 D814 D838 D853 D870 D1005 D1010 D1018 D1019 D1030 D1067 D6303 D6323
 D6344 D6346
PLYMOUTH FRIARY GOODS YARD: D2128 D2176 D4159
PLYMOUTH NORTH ROAD STATION: D834 D4005 D6327
ST BLAZEY - SERVICE: D6317 D6322
ST BLAZEY SHED YARD: D4009 D6312 D6319 D6345
 D6348
ST BLAZEY SHED: D4008 D4166 D6307 D6311 D6334
FOWEY DOCKS: D4013 D6317 D6322
PAR - SERVICE: D7095
ST AUSTELL GOODS YARD: D3524 D4007
TRURO - SERVICE: D858
TRURO SHED YARD: D3509 D3510 D6314 D6316 D6341
TRURO SHED: D6313 D6339 D6345
PENZANCE STATION: D6318
PENZANCE SHED YARD: D3514 D4161 D6324
PENZANCE SHED: D601 D7095
WADEBRIDGE SHED YARD: 1367* 1368*
 (* withdrawn on the next day, 4.10.64)
WADEBRIDGE SHED: D2127 1369 31837
SUNDAY, OCTOBER 4TH, 1964
DOUBLEBOIS P.WAY YARD: D2129
LAUNCESTON SHED: 80043
MELDON QUARRY: DS234 (30062)
OKEHAMPTON SHED YARD: 80041
OKEHAMPTON SHED: 80037 80064
INSTOW - SERVICE: D6349
BARNSTAPLE SHED YARD: D3522 D6333 31840 41248 41249
TIVERTON JUNCTION SHED YARD: D2140
TAUNTON STATION: D1041 D1049 D1073 D3517 PWM652
TAUNTON SHED YARD: D854 D6306 D6350 D7024 D7053 2887 4103 4131 5336 6326 6345 6363 7303 7337
 7909 9635 41208 41216 41223 92082
TAUNTON SHED: D2142 D4163 D4164 1442 1450 3802 3863 4932 6148 9663 9670
YEOVIL TOWN STATION: D824
YEOVIL TOWN SHED YARD: 6430* 31632 31802 75000 75001 75005 76007 80035 82035
 (* withdrawn 1W 10.10.64)
YEOVIL TOWN SHED: 4593 6419 6435* 41290 73166 (* withdrawn 1W 10.10.64)
TEMPLECOMBE SHED YARD: 2217 3201 3210 3218 4634 4691 41214 41242 44422 44560 75003 75007
 80067
TEMPLECOMBE SHED: 3200 4631 75008 75073
WESTBURY - SERVICE: D1041 D7042
WESTBURY SHED YARD: D3998 D4019 D4023 D7010 D7023 2886 4079 4949 4978 5563 5903 6973 7904
 7920 9628 9729 31798 92247
WESTBURY SHED: D3511 2859 3735 3739 4607 4636 4697 4992 5992 6900 6955 6988 6999 9605 9754
WESTBURY SHOPS: 9790
WESTBURY DIESEL DEPOT: D4021 D7009 D7040 D7050
SALISBURY STATION: D7023 76005 76012 76069
SALISBURY FISHERTON YARD: 4672
SALISBURY SHED YARD: 34007 34079 41320 73085 73161
SALISBURY SHED: D2290 D3101 D7042 6872 15231 30025 30254 30535 34003 34005 34006 34014 34015
 34026 34032 34048 34051 34059 34063 34066 34089 34092 34100 35007 35020 41230 41300 41315
 73046 73174 76029* 76032 76034 76054 80017 92045 92053 92056 92240 (* withdrawn on this day)
EASTLEIGH SHED YARD: D2285 D2998 D3010 D3012 D3014 D3040 E5004 15234 15236 30512 30546 30548
 30830 30835 30836 31412 31413 31626 31628 31629 31797 31801 31804 31814 31828 31864 31868
 31869 33006 33023 33033 33035 33039 34002 34008 34019 34022 34028 34058 34061 34065 34067
 34073 34076 34081 34091 34096 34101 34105* 35006 35010 41325 41328 41329 48279 73017* 73110
 76009 76014 76029* 76032 76034 76054 80017 92045 92053 92056 92240 (* withdrawn on this day)
EASTLEIGH SHED: 30133 32646 34050 34053 34085 34086 34093 34094 34108 41313 41319 48671 73029
 73043 73087 73111 73116 73119 75065 75066 75067* 76006 76008 76010 76013 76019 76022 76060
 76064 76065 80014 80016 80065 80066 80082 80087 80150 82031 (* withdrawn on this day)
EASTLEIGH DIESEL SHED YARD: D6512 D6530 D6536 D6541 D6549 D6556 D6583 D6585 D6592 15201 15230
EASTLEIGH DIESEL SHED: D2291 D6525 15235



North British B-B Locomotive No. **D6319** is pictured at Fowey in June 1962 with a brake van to be propelled to St Blazey. Gloucester RC&W Co Single Railcar **W55011** is in the station platform waiting to depart with the 13.45 service to Lostwithiel. *Colour-Rail DE2603*

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 Bridport, Lyme Regis, Seaton, Plymouth Friary, Callington, Helston, St Ives, Bodmin, Torrington and Frome. The buildings were still standing but no locomotives were present.