

# HAVE YOU BEEN ROUND THE WORKS YET?

by ROGER BUTCHER



No.4707 is pictured at **Southall Shed** in June 1963. When seen there by Roger and Terry it was awaiting disposal and was one of a number of withdrawn locomotives which, although allocated to Old Oak Common, were stored at Southall as Old Oak Common was being rebuilt as a diesel depot (See P.56 of Link 102). *Colour-Rail BRW563*

To those of us who shed-bashed in the latter days of steam the articles where fellow enthusiasts tell of their adventures and experiences are always of great interest. In simple terms they inevitably remind us of our own adventures and of a time we would all like to relive if we possibly could! If only!

Often though those articles include an apology for a lack of numerical detail – in other words notebooks have been lost as has contact with the people the trips were made with. Or only cops were recorded and it is not, therefore, possible to present a comprehensive picture of what was seen.

Fortunately at the age of fifteen I made the decision in December 1962 with steam locomotive stock down to 8,785 and literally dozens of diesel and electric locomotives being delivered to British Railways every month I would revert to 'full booking' – in other words not just cops, but every locomotive I saw. Even as a schoolboy I thought that in my dotage (ie now!) it would help to tell a story of the transition from steam to diesel and electric traction. A decision I am now so pleased I made.

## TERRY HAYWARD

If that decision was fortuitous, quite the luckiest occurrence of my 55 years of trainspotting was the day I met Terry Hayward and this is where our story begins. As many of you reading this article will know, Terry is a fellow Engine Shed Society member and is the H in HSBT. What you will not know is that when it comes to the hobby of trainspotting Terry and I have the same DNA and this will become evident as the story of our trips

together in the middle 1960s gets told.

There will be a significant number of ESS members who saw and recorded more steam locomotives than Terry and I but I suspect there will be hardly anyone who saw and copped so many locomotives (steam, diesel and electric) in such a short time. Our story begins on July 12th, 1964, but first some background.

## EASTLEIGH WORKS AND SHED

Living in the Portsmouth area, Eastleigh and its shed were easily accessible even when I was at junior school. Providing you entered the depot at a point well away from the foreman's office you were hardly ever stopped – except on a Works open day that is! My visits started in 1958 but the increasing withdrawal of Southern Region locomotives from 1962 resulted in my visits becoming more frequent. I realised in 1963 that it was possible to access the Works and its scrapyard by walking down the track that led from the rear end of the shed directly into the scrapyard and that became a regular occurrence.

## JULY 12TH, 1964

I normally travelled by train from Portchester, but although my London shed-bashing trips were normally with either some friends from school, or latterly Ian Fairhead, my Eastleigh trips were usually by myself. I saw nobody, spoke to nobody, did the shed and Works and went back to my grandparents' house in Portchester for a late lunch. On Sunday July 12th, 1964 that all changed as a chance encounter at the front end of Eastleigh Shed was the beginning of a journey that in the

next 2½ years took me from Penzance to Wick, Fishguard to Newcastle, Holyhead to Dover, Stranraer to Norwich – in fact anywhere and everywhere where there was a railway shed! It was a journey where day and night blurred into each other, where eating and sleeping were normally done as we travelled. In simple terms nothing was allowed to slow down the relentless march from shed to shed (including recently closed sheds and sub-sheds). Our goal was to see as many as possible of the steam locomotive fleet that survived and, at the same time, embrace the new fleet of diesel and electric traction. A fleet that was destined itself to suffer from mass withdrawals in the relatively near future although we did not, of course, realise that at the time.

That chance encounter came after I heard voices talking quietly just outside the front end of the shed building at Eastleigh and I kept in the shadows of the shed thinking it might be shed staff. Once I could see that they (Terry Hayward and Dave Farmer) were fellow enthusiasts, I emerged from the shed casually and asked 'Have you been round the Works yet?', thinking that – if they had – I could enquire what they had seen and, if there was nothing I needed, I could get an earlier train back to Portchester.

Puzzled at my question, they shook their heads and that was that. Having finished the shed I took my normal walk from the rear end of the shed along the track that led to the back of the Works. Coincidentally – and thankfully – Terry and Dave had driven around to the back of the Works scrapper yard and were looking over/through the fence with binoculars to see what was visible. As it transpired the regular scrapping of steam locomotives at Eastleigh had ceased the previous month and the scrapyards of South Wales were shortly to be the normal destination of withdrawn steam locomotives from the Southern Region.

Terry and Dave were about to return to Terry's car when I casually asked if they wanted to come round the Works with me. Somewhat bemused by the confidence of this schoolboy they agreed and the Works was (again) successfully bunked. Little did I realise it at the time but 'the journey' had begun. A journey that saw us detained by the police at diverse places such as Alloa, Boston and Evesham as even in the tolerant (to enthusiasts) era of the mid-1960s being found in a railway goods yard in the middle of the night attracted the interest of the police! It was a journey where we were to witness the immediate aftermath of the tragedy of Aberfan but also experience the kindness and tolerance of almost all the railway staff we met in our quest to see every locomotive we possibly could. It was a journey done without permits of any kind and whilst most teenage boys spent their time in pubs and clubs and chasing young ladies my teenage years were spent trying to see as many locomotives as I possibly could. And I do not regret one moment of it!

Returning to that first meeting with Terry, de-

tailed below are his memories of that trip around the Works and of our subsequent visits there, before Terry relates how our chance meeting enabled me to clear a class of 14 diesel locomotives in one go later that same day!

#### **KITTENS AT EASTLEIGH WORKS**

"Having survived my first 'heart thumping' experience of bunking a railway works with Roger on 12/07/64 further visits to Eastleigh Shed and Works became a regular occurrence. It became apparent that the security of the Works was monitored by a short, stout gentleman who always wore his BR issue greatcoat. It was necessary to 'take cover' upon hearing his approach, always accompanied by an inane whistling. Having 'clocked in' at a centrally positioned office he would wend his way to other clocking stations within the Works.

As further visits were made, we were able to ascertain whether or not the watchman had crossed our path in the erecting shop. If he had passed, a group of five or six tiny kittens would be lapping up milk from a plate provided by the watchman and they would show no fear as we crept past. However, if we were earlier there would be no sign of the kittens nor the plate of milk.

This has always remained firm in my memory because my family always had cats which arrived as feral kittens from HM Dockyard, Portsmouth via my father. With a lot of TLC these tiny little creatures would develop from hissing and spitting to very affectionate pets. My father had a liking for black kittens and they were always named 'Blackie'.

Just over three years ago I was offered a feral black kitten riddled with fleas and worms. Now Rosie has become a lovely companion – ask Roger!"

#### **SOUTHAMPTON DOCKS, Savannah AND HOW A CLASS WAS CLEARED IN ONE GO**

"Having completed the Eastleigh complex I offered Roger a lift home despite him having a return half rail ticket explaining that I could see him home quicker than the wait/train journey. As



**D2991** is pictured in **Southampton Docks** on March 10th 1963. The fourteen Ruston diesel locomotives were delivered to Southampton Docks during 1962, the whole fleet remaining there until mid-July 1964 when (almost immediately after Roger and Terry's visit) D2985/98 were transferred to Eastleigh.

Colour-Rail

---

we headed out of Eastleigh the conversation turned to Southampton Docks where Roger had never seen a Ruston (later class 07) diesel shunter, while I needed four. It didn't take much persuading to divert to the Docks where nine were on hand. Upon enquiring of the whereabouts of the missing five the Shed Foreman told us - 'they're in the 'New' Docks but you won't be able to see them'. Well, for Roger and I 'no' is a word we do not understand.

As we arrived at the 'New' Docks (the Western Docks) we noticed a large crowd of pedestrians approaching the Dock Gate. Having joined the throng we saw a notice at the Dock Gate saying 'visitors to the *Savannah* Open Day must keep within the designated markers and must not leave this route'. Once inside the Gate we ducked under the tape and crossed the roadway and quickly got out of sight of any officials. We duly found the other five Rustons stabled near the west end of the carriage shed! We never did visit the *Savannah*, but what was so special about her? She was the first and only nuclear-powered cargo vessel for many years, of USA ownership. My next encounter with nuclear merchant vessels was in the winter of 1984/85 in the form of Finnish ice breakers in the frozen Baltic and Gulf of Bothnia nearly crunching our way to such ports as Rauma, Pietarsaari and Oulu in up to four feet of ice."

#### **JULY 19TH, 1964**

The following Sunday I had planned a London shed-bashing trip with Ian Fairhead. As normal the trip either preceded a school term or followed the end of a school term and that was the case this time. It was in fact the end of my schooldays and I was now anxious to find a job so that I could pursue my railway hobby and see Spurs on a regular basis. No lofty ambitions, just a 9 to 5 job that would finance my hobbies!

My normal Sunday out in London consisted of a train journey from Portsmouth and Southsea to Waterloo, and then to visit around half a dozen sheds using public transport and then back home during the evening. Terry's suggestion that we instead went by (his) car, shared petrol costs and attempted to do every London shed in the one day was a much more attractive proposition!

As we sat down at my house to plan the day it soon became apparent that Terry's idea of a day out was around 19-20 hours! Rather more than I was used to! Terry, Dave and Ian duly arrived at my house at (to me) the ungodly hour of 06.00 and it was first stop Guildford! The accompanying lists detail everything we saw that day and as the London sheds have nearly all been very well covered in relatively recent issues of Link I will simply pick out a selection of my memories of that day.

Although probably not politically correct, I have to mention my surprise that early on a Sunday morning we appeared to be the only white people in Southall - I had a lot to learn! For the first time (for me) there were more diesel locomotives on

Old Oak Common Shed than steam locomotives, whilst it was a surprise to see a couple of steam locomotives on Camden Shed. Both Camden and Ripple Lane were having repairs carried out to the shed buildings, hence the locomotives mainly being stabled outside the shed.

By the time we arrived at Nine Elms Shed the hours of daylight were all gone and we had the misfortune to be stopped at the entrance. With two more sheds still to visit and the fact that there were only likely to be a minimal number of possible cops on the depot the decision was taken to move on to the next depot. Nearly five decades later Terry still wonders if No.82025 was on Nine Elms that evening, that being the only one of its class he never saw.

#### **STEWARTS LANE SHED**

I am sure that every ESS member reading this article will have their 'favourite' shed. We know for instance that for the President Nick Pigott it is Grantham! Often it will be a local shed near to where one was born or a glamorous shed or perhaps a depot where there was a large number of locomotives to be seen. *Stewarts Lane* was none of those to me but for a wide range of reasons it was to become my favourite depot partly because in later years the depot staff (unofficially) allowed me to sleep on the depot whilst the depot's role in encouraging my interest in departmental stock during the 1970s was an important step towards the eventual setting up of the publishing company I now own. Stories for another day!

Late on that July Sunday evening I was particularly keen to access the shed having in 1962 been turned away from the 'Longhedge Works' entrance given in Aidan Fuller's bible '*The British Locomotive Shed Directory*!' Clearly we needed to find another way in and were aware that there was a footbridge at the top end of the shed yard. We duly found the access to the footbridge in Corunna Terrace and gingerly made our way to the top of it to find a panoramic view of the depot below and in front of us. Unfortunately we could also see the twin hazards of electrified third rail to the left of us (the access to the electric depot and the multiple unit shed) and an office at the bottom of the footbridge steps - the office being occupied by a gentleman reading a newspaper.

The sensible decision would, of course, have been to turn back but in the pursuit of our wonderful hobby it has to be admitted that since the age of ten I have miserably failed 'to be sensible'. We watched the occupant of the office for some minutes and it became apparent that he was so absorbed in his newspaper he was neither looking up at the footbridge nor the steps leading to ground level. Also, whilst the lighting generally was adequate the lights immediately outside the office were almost non-existent. And so it had to be worth a try! I descended the steps watching him closely but his eyes never wandered in my direction and I was soon past him and into the

---

shed yard. Ian came with me whilst Terry and David stayed on the footbridge.

The reality was that the Stewarts Lane Shed of 1964/65 normally only contained up to ten locomotives on a Sunday split roughly 50-50 between diesel and electric locomotives. We duly noted D2253/78, D3462/63 in the section of the steam shed now used for stabling and servicing diesel locomotives whilst E5002 and 20003 were outside the electric depot. A combination of a third rail, no torch and, for once perhaps, some common sense meant we didn't cross the lines into the electric depot. Well, not until our next visit anyway!

We left in the same way as we had entered, leaving our man in the office still reading his newspaper. Years later when I was well-known at Stewarts Lane for my interest in the coaches and vans the Carriage and Wagon Department were converting into departmental rolling stock I had a cup of tea in that very same office and quietly reflected on my first visit to Stewarts Lane!

Terry was never to let common sense get in the way again and is the only person I know to have

## DS1173



Departmental locomotive **DS1173** is pictured near **Hither Green Shed** in October 1962. This former demonstration shunter normally operated at the adjacent Pre-Assembly Depot before transfer to running stock as D2341 in 1967.

*Colour-Rail DE2333*

been detained whilst booking Royal Coach numbers in the Royal Shops at Wolverton Works. A story for another day!

### LOCOMOTIVES NOTED

My thanks to Terry for providing the details of locomotives we saw on the trips discussed above. In simple terms whilst we both booked everything we saw his records are better than mine in that he differentiates between shed / shed yard / workshops etc whilst my records do not.

#### JULY 12TH, 1964

**EASTLEIGH SHED YARD:** D3014 D3220 15221/31/32/34/36 **30029/67/69/73 30102/07/33 30512/46/48 30667 30824 31413 31626/28/29 31797 31801/04/64/68 32650/62 33033/35/39 34028/65/67/73** 34105 35003 **41328/29** 73094 76006/28 80017/82/87 82019 92138

**EASTLEIGH SHED:** **30052 30108 30480** 30823/34/36 31401 **32646** 34001/34/97 34104 41313/19/25 73088/89 75067 76010/11/14/16/29/59/60/68 80014/15/16/65/66/83 80154

**EASTLEIGH DIESEL SHED YARD:** D2290 D6526/30/34/54/83/85

**EASTLEIGH DIESEL SHED:** D2289 D3011 D6505/21/36

**EASTLEIGH WORKS YARD:** 20002 **34016** 92134 92240

**EASTLEIGH WORKS:** D2083 D3094 D6557/63 E5016 E6001 **32640/78** 34005/12/26/37/47/89 35007 73001/43/50 73160 75016 76053 80141 92135

**SOUTHAMPTON DOCKS SHED YARD:** 30071

**SOUTHAMPTON DOCKS SHED:** D2985/92/93/94/96/97/98

**SOUTHAMPTON DOCKS:** D2986/90

**SOUTHAMPTON 'NEW' DOCKS:** D2987/88/89/91/95

**FRATTON - SERVICE:** 34109

**FRATTON SHED YARD:** D3012 **30777 30850** 34072 73087 73114/16 76009/67/69

**FRATTON SHED:** 15235 **120 30245 30538/87 30925/26/52 80010**

#### JULY 19TH, 1964

**GUILDFORD - SERVICE:** 31790

**GUILDFORD SHED YARD:** 34093 41294 73110

**GUILDFORD SHED:** D2284 D3049 30064 31410 31620/27 33015 41299 76034/54

**FELTHAM SHED YARD:** D3042/45/93 D3459 D6524/25/26/36 **30506 30837/44 33003/07** 76030 **80148**

**FELTHAM SHED:** D3040 D3272 D6512/37/83/85 30833/34/40/42/43 31912/14/24 33006/12/20/26 73016/65 73167/68/70/71 80018 80137

**SOUTHALL SHED YARD:** D1688 **2841** 3848 4089 **4703/04/07** 5971 6108/17/32/41/60 **6950/61/86** 7020 8498 9726 92129 92245

**SOUTHALL SHED:** D3753/59 D3955/61 2873/79 3620 4608/97 4903 5076 5508/31/69/71 6139/43/67 7923 9642 9707 92226

**SOUTHALL SHOPS:** 92241

**WILLESDEN - SERVICE:** D8002/12 48493 48550

**WILLESDEN SHED YARD:** D369/79 D3177 D8008/37/44 42071 42102/18 42430/31 42782 42816 42958/81 44682 45093 45128 45250 45308/14/31/98 45676 45733 46235/39/40/45 47501 48388

---

48518/45 48649 48759 70004/08/10/19/21/25/43/48/49/54 73067 78019/38/39 92119  
WILLESDEN TABLE SHED: D292 D334 D2518 D3051/52 D3835 D5004/07/09/15/23/31/33/73/75/77  
/80/81 D5142/44 D8003 10001 12101 **41239** 75028  
WILLESDEN SHED: 42080 42222 42573 44763 45288/92 45434 45672 48007/36 48247/52 48416  
48614/24/28 70012/14/31/32 75018 78060/63 92106  
WILLESDEN SHOPS: D8005 **42234** 45077 47500  
OLD OAK COMMON SHED YARD: D847/56 D1014/37/45 D1709/11/40/47 D3406 D3599 D3604 D3966  
D4000 D6343 D7000/10/49/55/57/78 6163 7008 8768 9470  
OLD OAK COMMON SHED TABLE 1: D817/20/45 D1038 D1717/19 D3962 D7076 3763 4082 4606  
6808 9406/63/95 9659 9706  
OLD OAK COMMON SHED TABLE 2: D854 D1002/10/24/48/50/56/69 D1690 D4003 D7061/62/63/86  
OLD OAK COMMON SHED TABLE 3: 3608 3715 4611/70 4985 6125/35/42/56 6827/31 6921/84 7029  
9405/11/15/18/98 9710/89 92207  
OLD OAK COMMON DIESEL SHED: D1588 D1694 D1710/21/25 D3602 D3965 D4006 D6326 D7060  
NEASDEN LTE SHED YARD: L93 (7779)  
NEASDEN LTE SHED: L89 (5775) L90 (7760) L91 (5757) L94 (7752) L95 (5764) L96 (7741) L98  
(7739)  
NEASDEN - SERVICE: D3181 D3304  
CRICKLEWOOD - SERVICE: D3024 D3306 D4131 D7573  
CRICKLEWOOD SHED YARD: D76/77 D105 D5091 D5260 48029 70020  
CRICKLEWOOD SHED TABLE 1: D3249 D3773 D7576 12069 42086/**90**/92 45735 47432/35  
76035/36/38/40/41/42/43/48  
CRICKLEWOOD SHED TABLE 2: D3023 D5084/90/92 D5211/13/20/23 D5398 D5402/03 D7572 45263  
45346 46163 73066/69 73156  
CRICKLEWOOD DIESEL SHED YARD: D47 D3573 D5206  
CRICKLEWOOD DIESEL SHED: D89 D111/31/55 D3179/80 D4116/38 D5085/87/88/93 D5204/09  
D5382/84 D5401/09 D7569 12064/67/68  
KENTISH TOWN - SERVICE: D8004  
KENTISH TOWN SHED YARD: D3024 D3305 D4138 D5086/89 D5206/16/17/19 D5381/99 D5415  
D7571 12064/65  
CAMDEN - SERVICE: D5034 42289  
CAMDEN SHED YARD: D218/31/36/89/99 D312/14/34/44/69/71/77/79/80/83 D3015/50 D3851  
D5000/08/16/26 D5137 D8001/08/40/44 92160  
CAMDEN SHED: D375 D5018  
HORNSEY - SERVICE: D5055 D5611/81  
HORNSEY SHED YARD: D173 D260/85 D1547/82 D3334 D5057/63/71/94 D5676 D5854  
D8229/30/31/32  
HORNSEY SHED: D3308/31 D3717/18 D5051/52/56/60/61/64/67/69/72 D5640/42/74/77 12131/38  
FINSBURY PARK SHED YARD: DP2 D1504 D3310 D3706/16 D5062/68/70 D5644/50 D5853 D9015  
12112  
FINSBURY PARK SHED: D1512/18/24/26/46 D3710 D5054/58/59/95 D5646 D8048 D8233/36  
D9000/01/20 12129  
STRATFORD - SERVICE: D8201/20  
STRATFORD SHED YARD: D200/06/08 D3635 D5045/47 D5162 D5502/03/06/14/20/36/41/45/47  
/76/79 D5629/61/65/94 D6714/16/17/27 D8015/16/18/19 D8202/04/07/08/10/11/12/14/17/23/37  
/38/39 D8401/02/07/09 12104  
STRATFORD SHED: D2217 D2901/03/05/55/56/58 D3301 D3631/34 D4187/90 D8400  
12108/10/28/32  
STRATFORD WORKS: D201 D5508/17/40/98 D6705/10/13 D8014 D8206/09  
DEVONS ROAD SHED: **61572 65462**  
RIPPLE LANE - SERVICE: D5503  
RIPPLE LANE YARD: D3501 D3632/82 D5500/04/05/09/10/11/12/13/16/18/97 D5630/56 12105/27  
HITHER GREEN SHED YARD: DS1173 D2251 D3465 D6503/08/50/65/73/91 15214/15/16  
HITHER GREEN SHED: D3472 D4099 D6501/11/13/55/68/72 15212  
NINE ELMS SHED YARD (Refused entry): **82014**  
STEWARTS LANE SHED YARD: E5002 20003  
STEWARTS LANE SHED: D2253/78 D3462/63  
NORWOOD JUNCTION SHED YARD: D2279 D3222/25 D3667 D6547/54  
NORWOOD JUNCTION SHED: D3461/64/69 D3720 D6535/38/45/52/53/61/62/81 15203/11/24/25  
Also visited were the closed sheds at Neasden (BR) and Plaistow. The buildings were still standing but  
no locomotives were present.  
NB "Service" is Terry's indication of a locomotive(s) booked passing the named location.  
Locomotives marked in **RED** were withdrawn.

**To be continued ...**