

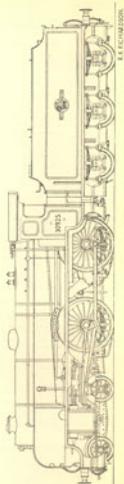


# RAILWAY OBSERVER "SALE" DATES

## by RICHARD STRANGE

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provide a run over routes. Both types of lamp, and this was originally intended to be a standard design, but it did not materialise due to a shortage of Cl. 7 lamps. This did not detract from the design of the lamp. Mr. Blunt and his staff

### BRITISH RAILWAYS

**RAILWAY LAMPS**  
The traditional oil lamp withdrawn from British Railways during the next 18 months was replaced by a high voltage electric lamp which was produced in large numbers in 1962. This was a development with British Railways and tested by the trade union officials. A final design was approved by the Railways Board and the British Railways in its final form the lamp has a push-pull switch incorporating a single-handed finger-tip rotary control for operating the desired white, red, amber or green aspect. The main housing and base, including the handle, is a one-piece aluminium die casting, power being provided by a 4½ volt dry battery with an intermittent life of approximately six months and a continuous rating of 15 to 18 hours, located in the base. The weight of the lamp is 2½ pounds, including battery, and the overall dimensions are six inches long, 4½ inches wide and 5½ inches deep.

**WORKS NUMBERS.**—  
D1828/34/6 Brush 590/6/8 of 1965.  
D6970/2/3 E.E./V.F. 3530/2/3/D959/61/2 of 1965  
E3161-5 E.E./V.F. 3453-7/E299, 300-3 of 1964.

**M. R. LOCOMOTIVE FUND.**—A fund has been operating for five months in order to purchase for preservation a M.R. Johnson IF 0-6-0T with half-section cab, for use on one of the preserved lines. Over £100 has been raised towards the purchase price of £875. Donations may be sent to Mr. J. Payne, 149 Montrose Avenue, Luton, Bedfordshire.

**WITHDRAWN LOCOMOTIVES.**—The following have been reported as sold during 1963 and not been previously recorded.  
R. & S. Hayes, Bridgend: 7402.  
J. Cashmore, Newport: 1005, 3204, 3833, 4145/6/52, 5611/95, 6362, 6642/69.  
Messrs. Meyer Newman, Blackwall: 6741/2/60/4.

at Crewe North, particularly the joiner who made the nameplates, for the condition of the engine and to the B.R. Stoke office where Mr. Dow and his staff did all in their power to ensure success. Thanks are also due to the Lancs. & North West Branch who arranged the tour at relatively short notice, and who could not have chosen a better February day had they had control of the weather. (W.H.A.).

### SCRAP

The following have been sold as scrap during late February and March.  
Cox & Danks, Park Royal: 5508/31/64/9 (from Southall).  
Birds Commercial Motors, Risca: 1445 3737, 4619/24/34/91, 8720/68, 9663, 44102.  
Birds Commercial Motors, Bynea: 4593, 6148.  
Birds Commercial Motors, Morriston: 4120, 5000, 35001.  
Steel Supply Co., Jersey Marine, Swansea: 4903, 5184, 6368, 7319.  
R. & S. Hayes, Bridgend: 1444 2893, 4932, 5979, 7815.  
J. Cashmore, Newport: 1011, 1658/64, 2217/8, 3218, 3739/45, 4610, 6430, 6850, 6942, 9729, 75001, 80010/7/36/8/87, 44146, 44534/58, 53807.  
J. Cashmore, Great Bridge: 90282 (from Colwick), 4613, 6971, 8104, 8793, 49361, 49407/30.  
J. Buttigieg, Newport: 4959, 6103 (from Didcot), 5242, 5984, 6419, 6622, 7926, 8714, 9490, 73052, 73161.  
Woodham Bros., Barry (see below): 1367/8 (from Wadebridge) 3794, 6621, 45699.  
G. Cohen, Morriston: 5675, 41317.  
Steel Supply Co., West Drayton: 80031, 80148 (from Redhill).  
Messrs. J. Friswell, Banbury: 7900, 73164 (from Oxford), 7221. (Engines cut up at Banbury shed).  
G. Cohen, Ickles: 44362 (from Westhouses).  
Cox & Danks, Wadsley Bridge: 44121 (from Springs Branch), 42799, 44486 (from Gorton).  
P. Wood, Ickles: 43058/60, 43154 (from Colwick).  
Slag Reduction Co., Holmes, Rotherham: 61382 (from Wakefield).  
Steel Breakers and Dismantling Co., Chesterfield: 43127, 44049.  
R. A. King, Norwich: 43150/8, 60062, 60106 (from New England).  
T. W. Ward, Killamarsh: 45642, 46472 (from Newton Heath), 44399, 44402 (from Trafford Park), 92171/6 (from New England),

In Link 105 Richard Strange and Ross Woollard reported significant discrepancies in the dating of locomotive withdrawals published in Trains Illustrated. In this issue Richard looks at the steam locomotive 'sale' dates appearing in The Railway Observer, another publication we all tended to trust.

I began to compile a computer database of disposals several years before the 'HSBT' Project was formed. A significant source for steam locomotive disposals to private breakers in volume terms was the RCTS 'Railway Observer' (RO). Lists of locomotives purchased by breakers were provided, under headings which described them as calendar months of sale.

I duly added information to my database, with attribution to the RO, and the sale month given. As other document types became available for study, I began to notice contradictions with the RO information. It eventually became clear that a majority of the sale months in the RCTS magazine were actually months when locomotives were sent off to breakers and NOT sale months at all. Obviously there would be insufficient space here to document all the discrepancies, so a few examples will have to suffice.

Under reference RAIL 254/512 at The National Archives at Kew, there exist lists of WR-operated locomotives disposed of to private breakers. They are summaries, giving date of sale and name of the breaker. Contractual and other legal documents are presumably separately referenced.

Example comparisons between RO and RAIL 254/512 data include:

	RO ISSUE	'SALE' DATE	RAIL 254/512 DATE
1444	5/65	2-3/65	10/12/64
1445	5/65	2-3/65	14/10/64
1612	12/65	9-10/65	25/8/65 and was noted at breaker on 29/8/65!
1655	12/65	9-10/65	25/8/65 and was also at breaker on 29/8/65!

The last two above were neither sale months nor despatch months!

Additional relevant data came to light with the availability of transcriptions from the Cashmore records of disposals at Newport and Great Bridge:

	RO ISSUE	'SALE' DATE	RAIL 254/512 DATE	CASHMORE DATE INTO YARD
1613	8/65	6/65	4/5/65	Newport - 29/5/65!

I also added data from the Derby CMEC records, which the Derby Industrial Museum had kindly copied for me.

	RO SALE DATE	CMEC SALE	CASHMORE DATE INTO YARD
42079	10/67	9/8/67	Great Bridge - 12/10/67
42081	10/67	9/8/67	Great Bridge - 13/10/67
42577	5/67	---	Newport - 27/4/67
44727	1/68	8/12/67	Not applicable
44732	12/67	3/10/67	Great Bridge - 4/1/68
44758	10/68	17/9/68	Not applicable
44768	11/67	22/8/67	Not applicable
92019	10/67	24/8/67	Not applicable
92009	6/68	7/5/68	Newport - 8/7/68

In the case of 92009, the RO 'sale' month was that when the locomotive left Shrewsbury Locomotive Disposal Concentration Point!

Finally, the example of 92008, whose 'sale' date to Buttigieg varied with the RO issue - 12/67 (RO 3/68), 2/68 (RO 4/68) and 6/68 (RO 8/68). The first date was actually correct (CMEC = sold 5/12/67) The last was when the locomotive left Shrewsbury Locomotive Disposal Concentration Point.

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