

WRHTS



WHAT REALLY HAPPENED TO STEAM

WHAT REALLY HAPPENED TO SOME DIESELS

by **ROGER BUTCHER**



D0260 Lion at **Doncaster Works** in October 1963.

Colour-Rail DE1451

The ESS continues to act as one of the main channels of communication in the attempts of the HSBT team to bring an end to the constant recycling of erroneous and fabricated information on the allocation, storage and disposal of steam locomotives. For the first time Roger Butcher reveals that Zulu (a Northampton RCTS Branch member) also fabricated diesel locomotive disposal information. The opportunity is then taken to update ESS members on the ongoing work of the HSBT team.

Picture the scene. A terraced house in Northampton and a RCTS member is sitting down to fabricate some more locomotive disposals. As always he focuses on disposals which are not known and the chance of being 'caught out' he believes are slim. Whilst he has around 2,500 spaces to fill in for steam locomotives (from 1957 to 1968) – and an author only too willing to include 'information' being submitted without ever questioning the source – there are far fewer gaps to fill as regards diesel locomotives, but there are still opportunities and he takes them. A variety of diesel locomotive reference books were being produced in the 1970s and 1980s and our notorious RCTS member got to work.

DIESEL DECEPTIONS

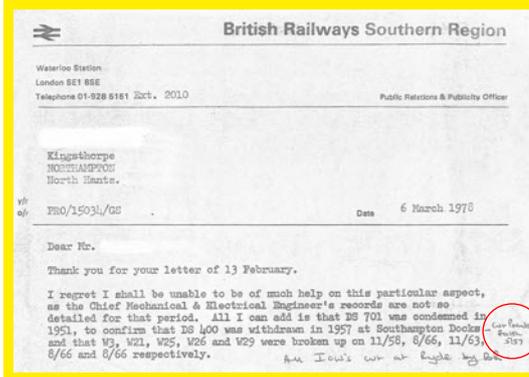
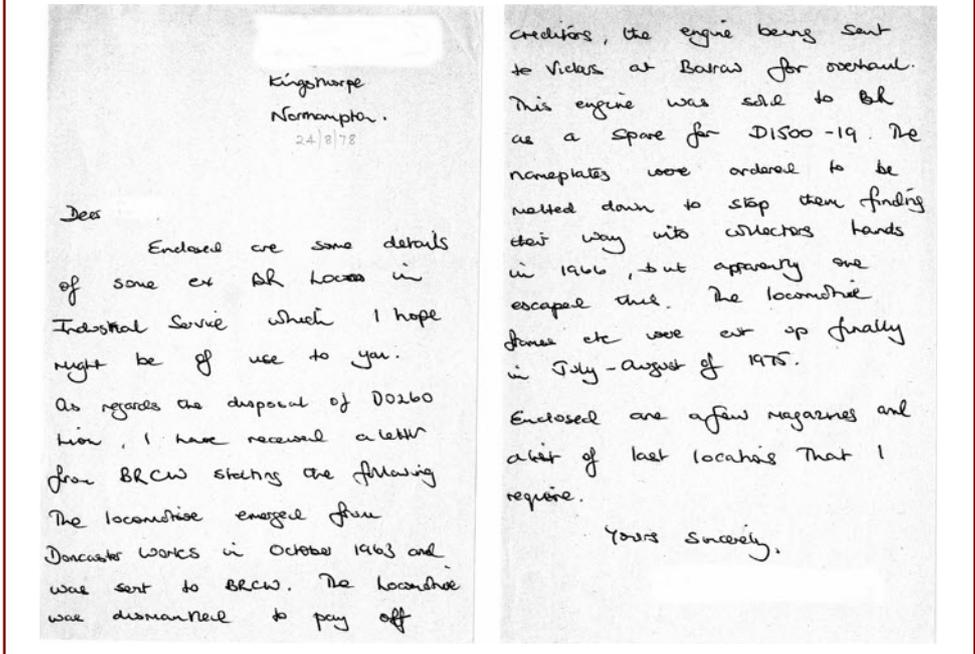
Over three decades later the RCTS has a website with a section rather quaintly named 'Diesel Dilemmas'. Does this mean that the RCTS has at long last accepted that this area of locomotive history has been tainted by one of its members and that it is now time to accept that it has happened? Unfortunately not, but as I study the file of letters that Zulu wrote, the synergy between some of the diesel locomotives listed on the website and Zulu's fabrications are there to be seen.

Lion, ED2 & DS400

So, as a link from the RCTS website points out quite correctly regarding *Lion*, 'the commonly touted BRCW' disposal is not true. But where did that disposal information originate from? The scanned letter (*on facing page*) shows how a number of fabrications came into being, including the so-called reuse of its engine and the melting down of its nameplates. Note how the letter Zulu claims to have received has not been forwarded. Not a surprise really as, of course, there was no such letter. It is pleasing to note that the correct disposal of Ward, Attercliffe, has been established on the website by ESS members John Wade and Peter Hall. John is pretty sure the photographs (*on Page 78*) were taken in April 1965 and says there is no evidence of major component recovery. He should know, having recovered components from main line locomotives for a living! Certainly *Lion* was not present at either Broughton Lane Goods Depot or the adjacent Ward, Attercliffe scrapyards on May 9th, 1965 when Terry Hayward and I visited both sites, as well as the Ward yards at Beighton and Killamarsh. We only wish it had been!

As for ED2, Zulu, in one of his lengthy lists of fabricated disposals, gives Derby Works 2/65. His normal practice if someone pointed out that it was still there (say) the following year was just to amend the date claiming it was 'a slip of the pen'. The true story - or the first part of it - can be found in the Diesel Dilemmas section of the RCTS website, whilst the scanned official documents (*on Page 78*) complete the story of the disposal of this locomotive. So ED2 ended its days at Cohen, Rotherham, and not the regularly quoted Derby Works (with varying dates).

ZULU'S LETTER REGARDING "LION"



DS400

Another example of the deceit being practised by Zulu was to write to contractors / BR offices seeking information on the disposal of locomotives and then distort / amend the reply. A good example of this relates to DS400 and the letter (left) reveals its fictitious disposal to Pound, Fratton, shown in the 'amended' reply. The reality is quite different, of course, DS400 being sold to Ward, Grays by September 1957 and then resold to Eagle Construction, Scunthorpe, from where it was either sold or scrapped after 1961.

RAILWAY CORRESPONDENCE & TREACLE SOCIETY

But, please bear in mind that according to the RCTS Management Committee (RMC) that these fabrications - such as the many examples in the Society's 9F book - "are minimal", whilst "the information we have published is basically correct".

Really! How can the society condone such blatant deceit? No wonder there are jokes flying around the railway community that the RMC recently expressed its delight that North Korean leader Kim Jong-un was safe and well and had been seen in public again. More seriously, do they not realise the damage they are doing to the society's reputation by continuing to stand by the quite ridiculous position they have adopted on this matter? Please just answer the five questions I asked in the October 2013 RO.

At this point I must make it absolutely clear that Peter Hall, who is responsible for the Diesel Dilemmas section of the RCTS website, should in no way whatsoever be associated with the current philosophy of the RMC. I believe Peter, who is also an ESS member, represents what the RCTS 'used' to stand for - integrity, an eye for detail, and a keen desire for accuracy. For Peter the truth does matter! So, I can only imagine he has chosen his words carefully on the website to avoid any comeback from the RMC.

OFFICIAL DOCUMENTS RELATING TO DISPOSAL OF ED2

SALE DOCUMENT

Chief Mechanical & Electrical Engineer,
Nelson Street,
DERBY.

To: General Manager,
Movements Office,
DERBY

Estn. 056 - 2497
Ref. CME/A-23/179/S/A-19
Date: 13 DEC 1967

Divisional Manager,
NOTTINGHAM

Copy to: Supplies Manager,
Railway Technical Centre,
London Road,
DERBY.

SALE OF CONDEMNED LOCOMOTIVES

I give below details of condemned locomotives which have been sold by the Supplies Manager, and shall be glad if you will arrange delivery and inspection/preparation as indicated in my letter of the 29th June, 1967.

A.H. EMERSON
C.M. & E.E.

LOCO. NO.	LOCATION	FIRM TO WHICH SOLD	DELIVERY INSTRUCTIONS	SALE ORDER	
				No.	DATE
ED2	Derby	J. Cohen Sons & Co. Ltd. 600 Wood Lane, London, W.12	As soon as possible to London, W.12 at Rotham.	15/12/67	7/1/68

DESPATCH DOCUMENT

British Railways

No. CME/123/179/4/A19

to C.M. & E.E.,
Nelson Street,
DERBY.

15 FEB 68

No. DPA/3/3
date 14.2.68

from Movements Manager,
DERBY.

ref 056-2352

SALE OF CONDEMNED LOCOMOTIVES WEEK ENDING 10TH FEBRUARY, 1968.

The unmentioned condemned locomotives were despatched to Private Buyers during the week:-

Loco No.	From	Firm to which sold	Date of Despatch
E.D.2	Derby	G. Cohen Sons & Co. Ltd., 600 Wood Lane, London, W.12	5.2.68
D3166	Toton	R.E. Tren & Co. Ltd., Bewley Road, Floodingley, Nr. Doncaster, Yorks.	7.2.68
10000 10201 10202 10203	Derby	J. Cashmore Ltd., Great Bridge, Tipton, Staffs.	9.2.68

† Despatched to Concentration Point,
Walsley Central, Birmingham.

for Movements Manager

UTTER DRIVEL

Much as I enjoy running the 'What Really Happened to Steam' project I do cringe when I see some of the utter drivel that is written about the private contractors' scrapyards in the 1960s. A recent example in the *Severn Valley Railway News* comes to mind where a whole paragraph is devoted to telling of an enthusiast who, on one occasion, was not allowed access to Cashmore's Great Bridge scrapyard. The clear inference being that even if the writer of the article had visited private contractors' scrapyards in the 1960s, which with one exception he did not, access would have been very problematical.



Two views of **D0260** *Lion* at the AEI Works at Attercliffe in cApril 1965.
John Wade



Really! Well, my experience of regularly visiting such scrapyards in the 1960s reveals a very, very different picture. A quick count shows that Terry Hayward and I visited just short of 30 different private contractors' yards, some of them many times. Not once, not even once were we refused access, primarily because at weekends there was rarely anyone present! Health and Safety regulations were for the future - you simply walked in and walked out when you had seen what you had come for. As for fences, on the few sites where they did exist, they were scarcely a deterrent as there were more gaps than fencing! And, if we made a weekday visit, enthusiasts were seen as possible purchasers of number plates, Bird, Risca, for example, selling me the smokebox plate off No.6817 *Gwenddwr Grange* for the sum of ten shillings! And willingly providing me with a list of every locomotive they had scrapped to that date! So, please let's put a stop to that myth once and for all. As to why we visited so many scrapyards

the answer is simple – I was just out of school and such scrapyards were one last chance to see locomotives that otherwise I would never have seen. All ten of the major private scrapyards (as defined in the *Steam for Scrap* books) were visited – and not just once. Little though did I realise at the time that the visits Terry and I were making would be an invaluable source of primary material for a research project some five decades later!

As for the record number of visits to an individual scrapyard, that must surely go to *The Railway Magazine* reader who logged no less than 161 visits to Cashmore, Great Bridge. His notes have been made available exclusively to the HSBT team.

OUR BOOKS

As regards the proposed publication dates of the WRHTS books I am pleased to say that the initial draft of Terry Hayward's Standards and WD book has been completed. Unfortunately – no fortunately obviously – the project has just been given access to a quite incredible collection of Special Traffic Notices (STNs) which contain an amazing 3,000 movements of condemned steam locomotives to scrapyards. So, these all need to be included / cross referenced, etc and this will take some time. Rest assured we are edging closer but we will not be able to give proposed publication dates until every possible avenue of information has been explored and cross-checked.

Ed: Please note that all the letters and documents reproduced in this article are available to view at full size on our website.