

RETURN TO WHITE HART LANE PLEASE.

by ROGER BUTCHER



Class N 2-6-0 No. **31842** at Halwill Junction in 1960.

Colour-Rail 340077

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 day trips they made in November and December 1964. The significance (to Roger and Terry) of the sighting of 31842 on Guildford Shed is highlighted whilst Roger reveals how his passion for Tottenham Hotspur nearly brought a premature end to their shed-bashing trips!

After our epic weekend trip to South Wales (Link 110) it was decided that our remaining trips in November would all be day trips. And that the first priority was to clear what remained on our Southern Region locomotive wants list. The first step to achieving that was to visit the Isle of Wight on November 15th, 1964 to see the Island-based locomotives we needed. I required six whilst Terry needed five and all were duly seen following a visit to Ryde Shed and Works as well as on a journey from Ryde Pier Head to Ventnor behind W30. Part of the itinerary was a visit to an empty Newport Shed which, although we knew there would be nothing there, needed to be underlined in my precious shed directory. A marvellous day out on an all-steam railway and a very gentle itinerary compared to what I was starting to become familiar with!

No.31842

The last remaining locomotive on both of our Southern Region wants lists was 31842. After a lifetime working in the West Country, 31842 had been reallocated from Exmouth Junction to Guildford on June 14th, 1964. Its reallocation meant that 31842 was the only one of 22 Class N Moguls based at Exmouth Junction at the beginning of 1964 to survive that class's demise in the West Country, the other 21 being withdrawn at various dates between February 14th and week ending September 5th.

Of these 21, only 31838/48 (the first two to be withdrawn) came to Eastleigh Works for scrapping, the remaining 19 being sold directly to South Wales scrapyards. So, our tried and trusted formula for seeing withdrawn Southern Region locomotives – regular visits to Eastleigh Shed and Works – was no longer an option. Of the above-mentioned locomotives, 31838/41/46/74 were on my beginning of 1964 wants list. 31838 was duly seen on Eastleigh Shed on March 1st but, although 31846 was seen on Exmouth Junction Shed on October 3rd and 31874 at Woodham, Barry on July 1st, 31841 alas was never to be seen.

According to the HSBT database, 31841 was withdrawn on March 20th and was stored at Exeter St Davids Shed until July 28th when it began its journey to South Wales. As with many such journeys it was a slow process and August was spent at Taunton. Arrival at Rogerstone, just north of Newport, was on September 25th. The short movement on to Pontymister South Sidings (the reception sidings for Bird, Risca) followed quickly and 31841 subsequently entered the breaker's yard on September 29th. I visited Bird, Risca on October 11th to learn I had missed 31841 by just under two weeks. So near, yet so far, but I am still very pleased that of the 157 Maunsell Moguls listed in my *Jan Allan Winter 1958 Combined Volume* 155 are underlined. For the record the other locomotive I missed from the N, N1, U and U1 classes was 31893 which went directly from Stewarts Lane Shed to King, Norwich. According to

the HSBT database, 31893 left Stewarts Lane on April 9th, 1964. Its staging point was Cambridge whilst the first and last sightings of 31893 at King, Norwich were April 19th and May 19th respectively. As many of you reading this article will know, one inevitability of this wonderful hobby of ours is you always remember the locomotives that 'got away'!

REFLECTIONS OF CLASS 4A

For me, seeing 31842 was the end of a journey that began as a ten-year old at Paulsgrove Junior Boys' School. As mentioned in Link 110, the junior school I attended was immediately adjacent to the railway line between Portsmouth and Southampton. And in that last year at junior school my obsession for trainspotting got me into a great deal of trouble!

I was in Class 4A and by sheer luck our classroom was at the eastern end of the school complex and looked out directly on to the railway line – unlike many other classrooms. This was a huge frustration to our (very capable) class form master Mr Bailey who took us for the majority of our lessons as, whenever a locomotive went past, many of his pupils simply stopped listening to him and wrote the locomotive number down on an available piece of paper. And, whilst not the busiest of lines, there was an interesting variety of traffic, particularly with the route being used for locomotives 'running in' after overhaul / modifications at Eastleigh Works. Regular services from Brighton to the western destinations of Bournemouth, Bristol, Cardiff and Plymouth, coupled with a daily Western Region visitor from Reading all added to the interest as did the S15s and Q1s that dominated the passing freight traffic. In the minutes before certain of the above services there was a palpable sense of excitement in the class. As an initial step to improve the class's concentration, the class was banned from having paper or notebooks on which any locomotive numbers seen could be written down. Hence my mother wondering what those numbers were on the cuff of the left arm of my white shirt. Not that she ever complained when she was washing my shirts! The next step was to whitewash the lower panels of the window panes so that we could not see out of the window whilst we were sitting down. Although a few discrete peepholes appeared where the whitewash was scraped away, standing up was the only guaranteed way to view a passing locomotive during a lesson. The punishment from Mr Bailey for doing that was a firm rap from a ruler on the palm of your hand. It was a 'price' I was prepared to pay on a number of occasions!

After one such punishment, I was relegated to sit amongst those regarded as bottom of the class – and the farthest from the window. However, that backfired as during a maths test I finished earlier than those around me and I was idly rolling my pencil down my sloping desk and catching it before it fell on the floor. Without me being aware, Mr Bailey quietly came up behind me and grabbed my pencil as it rolled down my desk. He loudly announced to the class "Little things please little minds" to which I immediately responded "While bigger fools look on". Huge hilarity in the class and an appointment for a (just) 11-year old Roger with the headmaster Mr Colley. Before administering the cane – wouldn't be allowed these days of course – Mr Colley warned me that my obsession with trainspotting, and my lack of respect for authority, was not compatible with the grammar school that I was destined for. He hoped I would 'grow out of it.' No chance and more than five decades later I sometimes reflect on what he would have thought if he knew that my obsession would ultimately lead to me owning a successful railway publishing company.

As regards his concern regarding my time at Portsmouth Grammar School, I have to say it was justified as chasing steam around South Wales - instead of studying hard for my 'A' Levels – had its inevitable consequence! Looking back he was an excellent headmaster and his lecture to our class in July 1958 about not smoking was ahead of its time. In particular, I remember him emphasising what we could do and buy if we never spent any money on cigarettes. As for Mr Bailey, he clearly never forgot our exchange as he stated on my final junior school report "An intelligent, quick-witted boy who could nevertheless do better with a more co-operative approach."

As regards class discipline in 4A, that was becoming much easier for Mr Bailey to manage as almost all the passing locomotives were now familiar to his pupils and Eastleigh had become the centre of our railway world. The 07.48 from Portchester to Eastleigh (only 14 miles and 25 minutes away) was the service we took (often behind an M7) where Adrian Graydon, Derek Crawford, myself and others from Class 4A would join the many others on Campbell Road Bridge for a day's trainspotting and a visit to the shed. And no doubt a number of you reading this article will be reflecting on the time you too spent on Campbell Road Bridge!

NOVEMBER 22nd, 1964

31842 was duly noted on Guildford Shed and for both Terry and myself the first target had been achieved, although we both still needed a number of Southern Region-based Ivatt and Standard tank locomotives. Of the 19 sheds visited that day, I was surprised that – of the 85 diesel locomotives present at Stratford – no less than 40 had not been present on our July 19th visit. At this time Stratford had an allocation of 56 diesel shunters, 21 of which were present on this visit. Does anyone have a list of the locations they normally shunted in 1964 as I have never seen a list for that year and the era of *Shunter Duties* type books was a long way off?

Hither Green was notable for the presence of D5240/1/3/4/7, all, along with D5245, on a three-month loan / trial on the Southern Region (from the London Midland Region). Unlike our July London trip, Nine Elms was successfully visited, and amongst the withdrawn locomotives awaiting disposal were former Wellingborough-based 41225/7, their time in official stock on the Southern Region (before withdrawal) being only just over four months.

NOVEMBER 29th, 1964

The following Sunday it was a return to Western Region (or former Western Region) territory. My wants list of 34 Western Region locomotives was reduced by the sightings of 8745 on Gloucester (Horton Road) Shed and 3619, 9608/13 on Stourbridge Junction Shed. As for Swindon Works it was significant that, for the very first time since my first visit to the Works in July 1958, there was not a single Western Region steam locomotive inside 'A' Shop. A disappointment was the absence of 2222 from Worcester Shed, although our visit to Worcester Works was a first for all of us as was the visit to the temporary diesel depot at Worcester (see Links 100/101).

RETURN TO WHITE HART LANE PLEASE

Although I was thoroughly enjoying the trainspotting trips with Terry, Ian and David, and fully embraced their relentless intensity, I had yet to see a Spurs game since I left school and started work. As a third-generation Spurs supporter who during my time in the sixth form had managed (from Portsmouth) to see a game at White Hart Lane at least once every season, I was very keen to see Alan Gilzean's debut for Spurs following his record £72,500 transfer from Dundee. I, therefore, made myself unavailable for any shed-bashing on the first Saturday in December. Spurs beat Sheffield Wednesday 3-2, Jimmy Greaves scored (inevitably) twice and I thoroughly enjoyed my day out at White Hart Lane. To my great surprise and disappointment, and without ever mentioning it to me beforehand, Ian and Terry did a weekend trip to the Midlands and Yorkshire. Clearly, a crossroads had been reached as Ian (in particular) was anxious that trips should have as many cops (steam, diesel or electric) as possible. Also, Ian and, to a lesser extent, Terry felt there was too much focus on the Western Region. And now Roger wants to watch Spurs as well!

From my point of view, my absolute priority was to see the 30 Western Region steam locomotives I needed. With little more than 12 months before steam was due to be eliminated from the Region I wanted to ensure that as many as possible Western Region locomotives were underlined in my *Ian Allan Winter 1958 Combined Volume*. Whilst, obviously, there were many hundreds of Western Region locomotives in that book that were withdrawn before I had the opportunity to see them, there were nevertheless blocks of numbers such as the 10xx, 38xx, 49xx, 52xx, 68xx and 72xx where every single locomotive was underlined. And there was still the opportunity for me to similarly clear my Modified Halls and Manors.

So, in simple terms I had no interest (yet) in chasing down the thousands of Eastern / London Midland / Scottish Region steam locomotives I had not seen until I had completed the Western Region. And time was running out! Putting to one side my unashamed bias towards the Western Region, I firmly believed (anyway) that we should be focusing on the locomotives with the shortest life expectancy. Ultimately that strategy – if followed through – meant it would ensure our final totals of steam locomotives seen would be as high as possible. Hence, of course, my obsession for scrapyards!



Class 02 0-4-4T **W18** Ningwood departing Ryde St John's Road Station on August 9th 1959. *Colour-Rail 341705*

AEC

One reality of life is we all have different levels of energy, motivation and tolerance. It was already apparent that Ian and David simply did not get on and it seemed that our trips – as a team – had run their course. Terry, though, had different ideas! Although I did not know it at the time Terry – whose late father Reg had kept extensive records of his locomotive sightings since the early 1930s – had long had an aspiration to form a small team that could (importantly) share petrol costs and set its own agenda. A team whose shed-bashing trips would be of a much higher intensity than would be practical for society coach trips – of which Terry had been on several. The problem though was finding people who would buy into his vision. His own friend David did not share the single-minded enthusiasm of Terry, Ian and myself whilst it was clear that David was not comfortable with the intensity of the trips.

Terry even had an acronym for the team - AEC (Advanced Enthusiasts Club), a light-hearted reference to his love of London buses and one of their builders AEC (Associated Equipment Co.), Southall, – a location he often visited. Terry, therefore, decided that the way forward was to incorporate my wishes and future trips would avoid clashes with Spurs' home games. In addition, we would for the first three months of 1965 focus on the Western Region (including the former 84 and 89 districts that were now part of the London Midland Region) and make every effort to chase down my last 30 Western Region steam locomotives as well as the handful of Ivatt and Standard tanks we wanted on the Southern Region. As the junior of the team (I was 17-years old whilst Terry, Ian and David were 21-years old) I was very pleased that my wishes / strategy had been accepted, although Terry did refer to our Easter 1965 trip to Scotland and a variety of northern sheds as 'our escape from the Western Region' or perhaps it was something slightly ruder!

THANKS TERRY

More seriously, Terry's thinking / judgement took into account that David's participation was likely to peter out (as it did), and the financial advantages of three people sharing costs (no credit cards in those days) – particularly when your starting point is the South Coast! Much less mileage (and cost) involved if you were a Midlands-based trainspotter! And so, it would make more sense to do the longer trips to the northerly parts of the UK when the weather was warmer / better.

So, the crossroads we reached in December 1964 were successfully negotiated and two of the most memorable years of my life were about to begin. And I will always be very grateful to Terry for that!

LOCOMOTIVES NOTED

My thanks to Terry for providing the details of the locomotives we saw in the period discussed above. Whilst we both booked everything we saw, Terry differentiates between shed / shed yard / workshops, etc, whilst my records do not. Not all the shed visits we made on our day trips in November and December 1964 are listed here. All observations made will, though, appear in due course on the WRHTS website (www.wrhts.co.uk).

Also visited were the closed sheds and sub-shed at **Newport** (Isle of Wight), **Kentish Town**, **Andover Junction** and **Kidderminster**. The buildings were still standing but no locomotives were present. In Link 106 the reference to Torrington should have mentioned the shed building had been demolished.

SUNDAY, NOVEMBER 15th, 1964

RYDE PIER HEAD: W27 W28 W30 W31

RYDE St JOHN'S ROAD: W14

BRADING STATION: W32

RYDE SHED YARD: W18 W24 W26 W29

RYDE SHED: W16 W17 W20 W21 W33 W35

RYDE WORKS: W22 W36

FRATTON SHED YARD*: 30133 34060 34066 34071 73088 73111 73117 75018 76012 80015

FRATTON SHED*: 15234 30926 73041 75075 76060 80010 (* Terry's observations only)

SUNDAY, NOVEMBER 22nd, 1964

GUILDFORD SERVICE: 31401 34087 75018

GUILDFORD SHED YARD: 31405 31620 33004 34048

GUILDFORD SHED: D2284 30064 30541 30542 31408 31619 31627 31790 31791 31799 31800 31803 31811 31842

33009 33012* 33026 41287 41301 76005 76030 80154 (* withdrawn on this day)

FELTHAM SHED YARD: D6504 30834 30835* 73083 80148 (* withdrawn on this day)

FELTHAM SHED: D2179 D3041 D3042 D3044 D3093 D3272 D3459 D6506 D6526 D6540 D6546 D6556 D6578 30823

30824 30833 30837 30839 30842 33006 33020 33027 34076 34077 73016 73171 75066 80018 80137 80143 82023

SOUTHALL SHED YARD: 2841 2876 2899 3810 3826 4089 4608 4609 5508 5569 5571 5932 6110 6125 6143 6160

6163 6165 6167 6848 6965 6998 7008 7032 7922 9411 9435 9470 9498 9642 9659 9710 48105 48336 92216

92229 92233 92244 92245 92246

SOUTHALL SHED: D3762 D3954 D3955 2890 5531 5564 6117 6132 6141 6908 6986 92220 92241

SOUTHALL SHOPS: 9406 9707

WILLESDEN GREEN: D220 D310 D5027 D8042

WILLESDEN SERVICE: 70043

WILLESDEN SHED YARD: D321 D8002 D8005 D8008 D8039 42222 42234 42289 42430 42431 44775 44776 44814

44938 45068 45331 48416 48456 48531 70004 70020 70044 73032 75054 78018 78019 78039 78060 92085

WILLESDEN SHED TABLE: D226 D3018 D3052 D3851 D5009 D5026 D5031 D5089 D5134 D5139 D5146 D8037 D8038

D8041 10001 12101

WILLESDEN SHED: D5145 D8043 42071 42080 42118 42573 42583 42611 42777 44862 45299 45302 45379 45418

47501 48036 48325 48624 48665 70024 78043 78063

WILLEDEN SHED: D5145 D8043 42071 42080 42118 **42573** 42583 42611 42777 44862 45299 45302 45379 45418
47501 48036 48325 48624 48665 70024 78043 78063
WILLEDEN SHOPS: 70054
OLD OAK COMMON SHED YARD: D839 D857 D1058 D1062 D1735 D1747 D3597 D3965 D7056 D7058 D7067 D7073
3608 4609 4611 5983 8420 8459 8481 9418
OLD OAK COMMON SHED TABLE 1: D823 D865 D867 D1057 D3406 D3598 D6352 D7057 D7061 3620 3763 4606 4638
6963 6978 8433 8436 8486 8498 9404 9415 9495 9789
OLD OAK COMMON SHED TABLE 2: D842 D1005 D1008 D1012 D1051 D1069 D1682 D1731 D3030 D3114 D3601 D3602
D3604 D3962 D7034 D7075
OLD OAK COMMON SHED TABLE 3: 3715 5984 7029 **8768** 9477 **9706** 92204
OLD OAK COMMON DIESEL SHED: D1584 D1699 D1708 D1736 D1742 D1745 D1746 D3600 D6357 D7062 D7065 D7078
CRICKLEWOOD SHED YARD: D5093 D5222 D5286 D5291 D5400 D5402 D5403 D5408 D5409 D7576 12058 12068
44665 44835 45301 48024 48250 76047 76089 92101
CRICKLEWOOD SHED TABLE 1: D3024 12067 47432 47435 76037 76039 76041 92156
CRICKLEWOOD SHED TABLE 2: D5185 D5217 D5384 D5398
CRICKLEWOOD SERVICE: D5204
CRICKLEWOOD DIESEL SHED YARD: D3180 D5396
CRICKLEWOOD DIESEL SHED: D63 D64 D67 D74 D76 D107 D124 D129 D165 D3023 D3181 D3249 D4117 D4131
D4138 D5086 D5087 D5210 D5213 D5214 D5216 D5227 D5230 D5287 D5293 D5380 D5389 D5410 12069
KILBURN: 44681
MARYLEBONE: 76035
CAMDEN SHED YARD: D211 D216 D220 D229 D232 D235 D268 D288 D291 D301 D310 D313 D321 D372 D376 D380
D383 D3015 D3017 D5001 D5022 D8040
CAMDEN SHED: D267 D308 D381 D5028
HORNSEY SERVICE: D6812
HORNSEY SHED YARD: D251 D275 D362 D5053 D5056 D5605 D5612 D5650 D5651 D8230 D8231 D8232 D8233
D8235 D8236 12129
HORNSEY SHED: D1582 D3308 D3311 D3331 D3711 D3713 D3714 D5051 D5058 D5061 D5062 D5063 D5064 D5069
D5071 D5094 D5613 D5653 D5654 D5678
FINSBURY PARK SERVICE: D183
FINSBURY PARK SHED YARD: D1519 D1563 D1568 D1759 D3692 D3715 D5060 D5070 D5608 D5614 D9021 12112
12131 12138
FINSBURY PARK SHED: D254 D1510 D1512 D1520 D1522 D1523 D1524 D3309 D3334 D5054 D5059 D5068 D5604
D5641 D5647
STRATFORD SHED YARD: D206 D1555 D1565 D3496 D3500 D3681 D3683 D5042 D5512 D5513 D5525 D5545 D5551
D5566 D5567 D5572 D5591 D5594 D5622 D5629 D5637 D5661 D5665 D5667 D5696 D6719 D8015 D8016 D8018
D8019 D8204 D8205 D8206 D8207 D8208 D8218 D8221 D8222 D8224 D8238 D8242 D8243 D8401 D8404 D8405
D8407 D8408
STRATFORD SHED: D202 D209 D2209 D2901 D2903 D2905 D2906 D2958 D2999 D3499 D3635 D4188 D5507
D5519 D5694 D5695 D5699 D6706 D6714 D6717 D6725 D6728 D8203 D8213 12103 12106 12107 12127
12132
STRATFORD NEW WORKS: D2957 D3497 D5066 D5509 D5517 D5595 D5906 D6710 D6713
RIPPLE LANE SHED YARD: D3498 D3633 D3634 D4190 D5500 D5501 D5503 D5504 D5508 D5510 D5511 D5514 D5516
D5518 D5593 D5634 12104
HITTER GREEN SHED YARD: D2083 D3719 D4103 D5240 D5241 D5243 D5244 D5247 D6516 D6539 D6550 D6574
D6596 15217
HITTER GREEN SHED: D2084 D2250 D3472 D6518 D6522 D6554 D6564 D6571 D6577 D6584 15212
NINE ELMS SHED YARD: D2294 D3273 D3274 34090 82015 82027
NINE ELMS SHED: D3460 **30053** 30530 30545 34015 **34027 34029** 34032 34034 34041 34047 34059 34082 34108
35003 35010 35012 **35018** 35020 35022 35030 **41225 41227** 73006 73022 73029 **73074** 73084 73155 75069 75070
75076 75077 75079 80069 80095 80133 82010 82017 82018 82019 82026 82029
STEWARTS LANE SHED YARD: E5006 E5008 E5015 E5021 20001 20003
STEWARTS LANE SHED: D2279 D3222 D6513 D6572 E5024
NORWOOD JUNCTION SERVICE: D2278
NORWOOD JUNCTION SHED YARD: D3220 D3225 D3226 D3463 D6579 15224
NORWOOD JUNCTION SHED: D2280 D3223 D3461 D3469 D6517 D6525 D6575 D6582 15203* 15211 15225 (*withdrawn
during 11.64)
REDHILL SHED YARD: D3462 D3720 31411 31831 31862 75074 **80031** 80032 80033 80034
REDHILL SHED: 31866 73115 80140 80144 80152
SUNDAY, NOVEMBER 29th, 1964
WORCESTER SERVICE: D1693
WORCESTER SHED YARD: **1639 2232** 2253 **2291** 2895 3725 4613* 4664 **5000 5979** 6836 6837 6847 **6878** 6930
6967 7013 7909 7926 8104 8415 8793 9490 9680 90220 (* withdrawn 1W 5.12.64)
WORCESTER SHED: 2244 3682 **4619** 4680 6147 6155 6813 6848 7928 44768 48621
WORCESTER DIESEL SHED YARD: **W20W** D7066 D7078
WORCESTER DIESEL SHED: D1599 D1749 D2131 D2136 D2238 D4118 D6939 D7034 D7062 D7064
WORCESTER WORKS YARD: **6435** 6877
WORCESTER WORKS: D2240 6169 6856 48309
KIDDERMINSTER: D3004
STOURBRIDGE SHED YARD: 3836 **4153 6137 6364 6395** 6908 48402 48415 48771
STOURBRIDGE SHED: D3981 D7039 2876 3607 3619 3658 3782 4147 4168 4172 4173 4175 4179 4646 4665 4696
6633 6656 **6678** 6679 6683 6692 6854 8718 9608 9613 9614 9624 9641 9646 9724 9733 45062 48105 48330
48410 48450 48459 48460 **48468** 48749
STOURBRIDGE DIESEL SHED YARD: D3192 D3983 D3997 12094
STOURBRIDGE DIESEL SHED: D1689 D3029 D3113 D3976 D3982 D3988 D3995 D3996 12095
OXFORD SHED YARD: D1731 D3949 D3959 D3964 D3972 D7073 **2891** 3794 6111 6150 6154 6868 6879 6927 6958
6974 7900 **7911 9654** 34042 48426 73023 73037 73049 73164 92240
OXFORD SHED: D3195 D3971 5933 6108 6126 6820 6849 **6900** 6924 9653 9773 92003
NB. "Service" is Terry's indication of a locomotive(s) booked passing the named location. Locomotives marked in RED were with-
drawn (see also * notes).