

"WE HAVE BEEN EXPECTING YOU!" by ROGER BUTCHER



Clayton DE Bo-Bo No. **D8567** - location and date not known. The offer of a ride on D8567 into Leith Docks could not be refused!
Colour-Rail 200602

In the latest of a series of articles featuring the shed-bashing trips of ESS members Roger Butcher and Terry Hayward, Roger reflects on eight memorable days in Scotland in April 1965 when – with the exception of Killin – every shed, sub-shed and Works was visited. Also accessed – with the exception of Crieff – was every closed shed, sub-shed and Works that was listed in Roger's precious January 1960 edition of Aidan Fuller's 'The British Locomotive Shed Directory.'

The early morning of Saturday, April 17th, 1965 was for me both a time to reflect on the satisfaction of chasing down my last Western Region steam locomotive the day before but also to now focus on the next objective that I wanted to achieve in this wonderful hobby of ours. Quite simply, that was to see as many as possible of the surviving steam locomotives and, at the same time, fully embrace the new fleet of diesel and electric traction.

SCOTLAND

The initial stage of implementing that strategy was to spend almost eight full days in Scotland and endeavour to visit every shed and Works, including sub-sheds and recently closed sheds. No matter how remote. Too ambitious? Probably. Foolish? Possibly. As ever, we had no permits whilst Terry's car, a Ford 100E, would provide our overnight accommodation.

The accompanying tables show what was achieved and the order of our relentless march around Scotland. Whilst the steam locomotives fleet was diminishing rapidly only the 60 (Inverness) district had eliminated steam altogether. What we did not, of course, realise at the time was how many of the diesel locomotives we duly saw would be withdrawn before steam locomotives were themselves eliminated. Even now it seems hard to believe how many of the diesel locomotives we recorded were withdrawn in 1967/68!

A HOSTEL IN LEITH

Following a day in southwest Scotland, we duly slept in a side-street near Corkerhill, having visited the shed first. Sunday was a busy day with the Glasgow and Edinburgh sheds being our main focus. Cowfairs Works was accessed by walking up the main line from Eastfield Shed, whilst St Rollox Works was accessed when I believe (but neither Terry nor I can be sure) we were tagged on to an official party. Certainly the visit pre-dated us knowing about the way in through the Council Depot referred to in Link 112!

However, during the day Ian Fairhead became unwell and it was clear he would benefit from a night's sleep in a bed, rather than a fourth night in a car. All of us were on a very limited budget with our available resources mainly being channelled towards sharing the significant fuel costs this trip entailed.

A hostel primarily for lorry drivers was found in an insalubrious part of Leith and Ian and I took up the end beds in a dormitory. We were asleep before any of our fellow guests arrived and, although we were

vaguely aware of people arriving and leaving our dormitory, by the time Ian and I woke everyone else had departed! As required we duly did our own washing up after breakfast! Meanwhile, Terry and Dave Farmer slept in the car just outside St Margaret's Shed. Terry still jokes to this day how comfortable it was having the back of his car to himself, rather than – as had become the norm for him – sleeping in the driver's seat!

CHASING DIESEL SHUNTERS TO GRAHAMSTON

Our agreed meeting point that next morning was Edinburgh Waverley Station and it is remarkable to recall that in 1965 Terry was able to park on the sloping road that takes you directly on to the station from Princes Street! The plan for the day was to make significant progress up the West Highland lines and try and get to Oban. I was particularly looking forward to visiting Grangemouth Shed as the previous April my father drove past the shed entrance claiming there was no time for me to have a look round. It was the only time I can ever remember him disappointing his only child in such a way and I teased him about that for many years! His normal response was to remind me that he did stop at Bathgate Shed for me on the same day (April 20th, 1964) and that the shed yard at Bathgate contained no less than 30 withdrawn steam locomotives! All of which I obviously needed and were, with the exception of 68095, scrapped soon after my visit!

Inevitably almost every steam locomotive seen on Grangemouth Shed was new to me, as well as the eight diesel shunters present. However, as no less than ten of the diesel shunters allocated to the depot were not present, I could not resist asking where the nine we had not seen were, D3136 having been noted earlier at Grangemouth Station. Unfortunately the Scottish dialect of the person we asked was so strong that I had to get him to write down in my notebook the name Grahamston! All nine were duly seen but it was the subsequent sighting of D3132 and D3216 at Grahamston that still brings a smile to my face!

THREE DIFFERENT FERRIES

As we passed through Glasgow en route for the West Highlands the opportunity was taken to revisit four of the Glasgow sheds we had visited the day before. Not so many locomotives were present as on the previous day – which was a Sunday – but perhaps less changes than might have been expected. It was though an opportunity to see a significant number of locomotives before a couple of days when a huge amount of effort was going to be put in to see relatively few locomotives. Oban was duly reached shortly before midnight but a navigational error resulted in us missing the road leading to Oban Shed. As a result we ended up on a rough track on the hill above the shed. My abiding memory is of a (not surprisingly) very tired driver (Terry) being furious with Ian for slamming the car door as we left the car to descend the hill into the shed. Not because of the navigational error (Ian was our navigator, a role he very successfully fulfilled) but because Terry was extremely concerned about the fragility of his car, particularly just ahead of some of the remote locations we would be visiting in the coming days.

Where we had stopped was a convenient place to sleep and the following morning I could not resist a solo revisit to the shed, this time only D6120 being present. Later that morning we were advised by the shed staff at Fort William that D4098 could be found at the local British Aluminium Works and it is worth referencing that the days of books and TOPS lists giving advice on where to find diesel shunters were a long way off in 1965.

A feature of the day was the three ferries we used to cut down our road mileage. To this day I cannot see 'The Outlaw Josey Wales' without thinking of the ferry at Ballachulish, whilst the ferries from Mallaig to Armadale and Kyleakin to Kyle of Lochalsh took us on to the Isle of Skye!

Our planned destination that night was Wick and having visited Inverness Shed in the early evening Terry then drove the 100 plus miles to Wick, the plan being to visit all the various sheds and sub-sheds in-between Inverness and Wick on the return journey south. We duly arrived at Wick soon after midnight and, after a visit to the shed and station, settled down for a night's sleep in the station car park. My abiding memory of that night was that – for the first time – I slept through the night without waking up once. I was clearly getting used to sleeping in a seated position in cramped surroundings with three companions! D5129 was stabled in the station when we went to sleep, D5116 being present when we woke.



Terry's trusty car resting on the small ferry at Ballachulish on April 20th, 1965. The ferry ceased to run in 1975 when the Ballachulish Bridge opened. *Roger Butcher*



Ex-LNER Class J38 0-6-0 No.65914 pictured at **Craigentinny** in 1959. The first cab-ride of our trip was on 65914, from Markinch to Haig's Distillery on April 23rd, 1965. No time for a dram however.

Colour-Rail SCI339

JOHN O'GROATS

First stop the next morning was John O'Groats before the long journey back to Portsmouth began with a visit to Thurso. Back at Inverness the now inevitable question was as to the whereabouts of the diesel shunters allocated to the depot but not present on either of our two visits. We learnt D2422/24 were away for attention at Inverurie Works, whilst D4095 was at Forres. Also allocated here was D3896 which we were advised would be shunting near the cement silos at the rear of Millburn Yard. It is interesting to note that the official transfer of this locomotive to Inverness was not to happen for nearly three more years!

Our very long day, with another sixteen sheds and sub-sheds visited, ended soon after midnight when Ferryhill Shed was crept round. Following a night's sleep in an adjacent road to Ferryhill, Kittybrewster was the first stop of the day. Remarkably the shed had an allocation of twenty-three diesel shunters which now seems scarcely believable! Of the twelve we still needed to see, the answer was quite simple – the 08s (as we now know them) will either be in the goods yard opposite the shed or at Craiginches Goods Yard (about a mile south of Aberdeen Station) whilst the Barclays and one 08 will all be at Inverurie. One for work and the rest inside the Works for attention!

Arriving at Inverurie Works, a quick reconnoitre of the site revealed no obvious back way in so the only option was a polite enquiry at the gatehouse! Within five minutes a friendly guide was proudly showing us around the Works! Those were the days and I continue to believe that of all the parts of the country we visited in those far-off days, the Scottish railwaymen were the most tolerant and ambivalent towards railway enthusiasts. As the two cab-rides we were later given during this trip illustrate.

Whilst all the Kittybrewster diesel shunters were duly seen, it seemed that D2424 had started its return journey to Inverness and its sighting would have to wait until another day. All the diesel shunters allocated to Dundee and Perth were seen later in the day although we were stopped in Perth Marshalling Yard as we looked for D3535, D3541 and D3542. On this first visit I did not know how to access the yard by road, so we climbed the railway embankment at the north end of the yard and walked straight into the yard supervisor! He seemed more bemused than annoyed by our enthusiasm. However, once I said we were from Portsmouth, he could not have been more helpful as he had been based in the town whilst serving in the Royal Navy. So, the fact that Terry worked in the Dockyard and I came from a naval family ensured we were taken around the yard to see the locomotives we wanted to see!

The next element of the trip was to visit the other sub-sheds of Perth and Stirling but it was clear to me that we were now running a little behind the very ambitious schedule we were attempting. The decision was, therefore, taken to omit Crieff and Killin and to do an all-nighter, which would involve Dave Farmer doing some driving. It proved to be a night to remember!

WE HAVE BEEN EXPECTING YOU!

As I have mentioned before, even in the tolerant (to enthusiasts) era of the mid-1960s, being found at night in a railway goods yard attracted the interest of the police. On this occasion it was Cambus Goods Yard, just west of Alloa. As we passed by the yard in the early hours of the morning we heard the whistle of a steam locomotive and also glimpsed a diesel shunter. Terry drove on a little further but, with no obvious road access to the yard, turned in the road and drove back to where we could access the yard on foot. As it transpired our sudden stop and turnaround were being monitored by a suspicious signalman!

So, having duly recorded 90515 and D3344 in our notebooks we returned to Terry's car to find the police waiting for us. It fell to me to explain what we were doing and I suggested they contact the yard supervisor at Perth Marshalling Yard who would vouch for us. The police were, however, more interested in where we were going next and I responded by saying Thornton Junction, rather than Alloa and Dunfermline, as that shed was due to be the next one we would be visiting in daylight. The police sent us on our way and Alloa and Dunfermline were duly visited in darkness.

By the time we arrived at Thornton Junction it was just getting light and, to Terry's surprise, I said I would ask permission first. Not because of a sudden change in strategy but in case the police had rung ahead. I duly walked into the foreman's office and started to say we were from Portsmouth and could we ... He simply smiled and said "We have been expecting you!" Permission was kindly given and inevitably when we returned to his office to thank him I enquired about the whereabouts of the twelve diesel shunters allocated here that we had not seen on shed or in either St Rollox or Inverurie Works.

To my surprise they were at ten different locations to which Terry remarked "That will look good in the records". The accompanying tables show where we saw them all but the bonus for Terry, Ian and myself was a cab-ride on the branch from Markinch to Haig's Distillery in 65914. Terry recalls the fireman throwing over the side a very large boulder of coal and that the J38 was so 'knackered' that the firebox and boiler seemed to be moving on the frames! Dave Farmer drove Terry's car to the distillery, picked us up and we continued on our merry way.

ANOTHER CAB-RIDE

This was not our only cab-ride of the day as just after we had visited Seafield Shed, we saw D8567 stopped under a railway footbridge. Seeing our interest, the driver of the Clayton asked if we would like a ride into Leith Docks and Terry, Ian and myself were duly dropped off at King's Road Junction, Dave Farmer again picking us up.

All the Edinburgh sheds were revisited and Dalry Road Shed concluded our last full day in Scotland. Seven marvellous days with memories that would last a lifetime. Whilst we still needed to visit the sheds and sub-sheds south of Edinburgh on the East Coast and Waverley routes, it was now time to decide on our priorities once we had crossed the border back into England.

Was it to get back home to Portsmouth as soon as possible? No! Was it to have a bath and change of clothes? No, but it probably should have been! Was it to maintain the relentless intensity of our shed-bashing for the final two days? A resounding yes!

LOCOMOTIVES NOTED

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

SATURDAY, APRIL 17th, 1965

KIRTLBRIDGE: 45009

A74 near LOCKERBIE: 45118 92012

BEATTOCK STATION: 42125 42274 76090 80026

BEATTOCK SHED YARD: 42060 42693 44670 73009

BEATTOCK SHED: 42169 42214 42688

DUMFRIES GOODS YARD: D2731

DUMFRIES STATION: D2761 70007

DUMFRIES SHED YARD: D2738 D3926 42613 45164 76073 76074 80117

DUMFRIES SHED: 44723 45194 45432 45463 45480 46450 73103 80061

STRANRAER SERVICE: 44707

STRANRAER SHED YARD: 44899 44995 45162 72007 73079 76001 78016

STRANRAER SHED: D2575 44999 45097 76112

BUTLINS LTD, AYR: 32662 46233

AYR STATION: 76098

AYR SHED YARD: D2443 D2574 D3005 D3006 D3564 42702 42737 42740 42800 42801 42861 42863 42912 42917

42919 45167 45365 45460 46413 46482 46498 76096

AYR SHED: 42780 42789 42909 42913 42916 45160 45161 45471 45486 80023

AYR DIESEL SHED: D2435 D2612 as Deptl 88 D3201 D3207 D3534 D3563 D3927

HURLFORD SHED YARD: D3007 D3008 D3009 D3415 44955 45489 76024 76108 77016 77017 80029 80047

HURLFORD SHED: D3413 42736 42739 42795 42879 45124 45490 46451 76091 76092 76094 77007 77015 77018 77019 80091

KILMARNOCK SERVICE: 76098

KILMARNOCK WORKS YARD: 42741

WEST OF SCOTLAND SHIPBREAKING CO - TROON: 45527 47616 80030

ANDROSSAN SHED: D2436 D2437 D3208 D3414 D3928 D3929
KILMARNOCK STATION: 801111
SUNDAY, APRIL 18th, 1965
CORKERHILL SHED YARD: D2442 D3277 D3924 44791 44824 44992 45196 45530 73057 73102 73120 76093 80025 80047 80112
CORKERHILL SHED: 44699 44798 45105 45171 **HR103** 73104 73106 73122 73124 76114 78026 80000 80004 80020 80024 80046 80051 80063 80128
CORKERHILL SHOPS: 73005
CORKERHILL DIESEL SHED: D2438 D2439 D3922 D3923
JOHNSTONE STATION: D3925
GREENOCK SHED YARD: D2425 D2426 D2430 D3199 D3920 42241 42694
GREENOCK SHED: 42170 42176 42195 42197 42216 42260 42264 42265 42266 76070 76071 80002
GREENOCK SHOPS: 42259
GLASGOW CENTRAL STATION: D53 D218 D223
GLASGOW QUEEN STREET STATION: D5368 D5369 D6111 D6132
YOKER GOODS YARD: D2734 D2739 D3386 D3387 D3900
ST ROLLOX WORKS YARD: D5031
ST ROLLOX WORKS: D260 D2434 D2440 D2581 D2755 D3210 D3276 D3283 D3555 D5011 D5107 D5117 D5120 D5311 D5346 D5357 D6101 D6103 D6106 D8236
EASTFIELD SHED YARD: D2740 D2765 D3393 D3395 D3410 D3532 D3894 D3895 D5362 D5365 D5367 D6115 D6118 D6128 D6129 D6132 D8070 D8076 D8080 D8081 D8091 D8096 D8099 D8102 D8104 **42209 42478 42649** 42690 43076 45016 45373 60026 61116 61140 73108 80057
EASTFIELD SHED: D2756 D2757 D2759 D2760 D2763 D2768 D2771 D2774 D2777 D3389 D3391 D3394 D5349 D5355 D5356 D5364 D6104 D6108 D6111 D6119 D6126 D6137 D8071 D8072 D8078 D8079 D8082 D8087 D8089 D8090 D8092 D8095 D8097 D8100 D8101 D8107 D8109 D8111 44970 45061 45143 **CR123** 61342 **62277** (as GNSR 49) 65907 65916
COWLAIRS CARRIAGE SIDINGS: D3883
COWLAIRS WORKS YARD: D3530 44727 44845 44949 44979 44997 45034 45182 45402 73149 73151
COWLAIRS WORKS: 42138 42803 43028 44790 44792 44883 44977 44991 45012 45054 45115 45127 45131 45176 45198 45390 61354 73100 80006
ST ROLLOX SERVICE: D8108
ST ROLLOX SHED YARD: D2735 D2736 D2753 D2773 D3214 D3278 D3279 D3286 D3408 D3417 D3898 D3899 D3901 D3904
ST ROLLOX SHED: D2733 D5353 D5354 D5363 D8074 D8077 D8105 44689 44799 44820 44931 45018 45092 45262 45340 73145 73148 73150 73152 73153 76083
ST ROLLOX DIESEL SHED: D2730 D2737 D2772 D3903
POLMADIE SHED YARD: D29 D74 D111 D216 D300 D306 D352 D2433 D3200 D3412 D3908 D3913 D5008 D8085 D8086 D8113 D8114 D8116 D8118 D8119 D8120 D8121 D8124 D8507 D8508 D8510 D8514 D8517 D8519 D8522 D8523 D8524 D8530 D8531 D8532 D8533 D8537 D8538 D8540 D8542 D8545 42277 44937 45082 60512 60527 60535 73079 73101 76004 80027 80058 80109 80118 80123
POLMADIE SHED: D14 D223 D312 D342 D1635 D2428 D2432 D3905 D3906 D3907 D3910 D3911 D3914 D3916 D3917 D3919 D8123 D8516 D8518 D8520 D8526 D8527 D8528 D8529 D8534 D8535 D8536 42131 42199 42243 44721 44886 44890 44986 45492 **60524** 70009 70053 72008 73055 73060 73062 73063 73064 73072 73075 73098 80001 80060 80086 80108 80110 80116 80120 80121 80130
POLMADIE SHOPS: D2427 D2431 D3411 D3915 D3921 D8127 D8501 D8512 D8513 D8525 D8539 D8541 D8547
PARKHEAD SHED YARD: D6125
PARKHEAD SHED: D2764 D3213 D3388 D3390 D3396 D3418 D3562 D6100 D6107 D6112 D6113 D6127 D6130 D6133 D8073 D8083 D8088 D8106 **54398 62469** (as NBR 256)
KIPPS SHED: D2758 D2762 D2766 D2767 D2769 D2770 D2779 D3209 D3212 D3392 D3416 D3531 D3897 D8084 D8110 D8112
MOTHERWELL SHED YARD: D3197 D3198 D3204 D3280 D3284 D3349 D3351 D3382 D3384 D3385 D3528 D3529 D8122 D8125 D8126 D8500 D8503 D8509 D8511 D8543 D8544 D8549 D8550
MOTHERWELL SHED: D3206 D3287 D3918 D8505 D8548 D8551 D8552 44786 44787 44880 44881 44908 45433 45498 76000 76003 77005 77008
MOTHERWELL SHOPS: **45178** 76002
MOTHERWELL MACHINERY & SCRAP CO - WISHAW SCRAP YARD: **61400 64585 64614 80062**
HAMILTON SHED YARD: D3204 D3349
HAMILTON SHED: D2410 D3202 D3203 D3205 D3282 D3285 D3348 D3383
CARSTAIRS STATION: 70037
CARSTAIRS SHED YARD: D3350 42058 44700 44956 44973 45011 45245 45531 60522
CARSTAIRS SHED: 44952 44954 45090 45309 45491 80045
CARSTAIRS SHOPS: 80005
BATHGATE SHED YARD: 65267
BATHGATE SHED: D3554 D3893 42691 65243 65282 65297 76104 76107 76111 78045 78052
EDINBURGH ST MARGARET'S SERVICE: 61345
EDINBURGH ST MARGARET'S SHED YARD: D278 D350 D367 D2715 D2721 D2728 D2729 D3729 D3740 D3879 D3880 D3882 D3891 D8559 D8561 D8565 D8578 D8580 60813 61349 61397 65234 70037 76050 80003 80007 80054 80113
EDINBURGH ST MARGARET'S SHED: 46462 60027 60041 60816 60931 60970 61029 61076 61099 61244 61324 61330 61344 61350 61396 61404 76105 76106 78050 78054 80022 80055
SEAFIELD SHED: D2727 D2747 D2749 D3736
LEITH CENTRAL DMU DEPOT: D2705 D2706 D2748 D3730 D3889

HAYMARKET SHED YARD: D169 D190 D243 D261 D263 D264 D354 D356 D358 D359 D361 D362 D363 D364 D365 D368 D391 D394 D1551 D1575 D2751 D2752 D3561 D5300 D5303 D5304 D5307 D5309 D5310 D5312 D5313 D5314 D5315 D8554 D8556 D8560 D8562 D8566 D8568 D8577 D8582 D8583 D8584

HAYMARKET SHED: D8557 D8570 D9003 D9010 D9016

DALRY ROAD SHED YARD: D3877 D8555 D8564 D8567 D8586 D8587 45477 61134 61307 61308 61347 70002

DALRY ROAD SHED: D3560 D3734 D3737 D3742 D8558 D8579 42128 42273 44702 45053 45168 45360 45469 45474 45483 46128 61245 78046

MONDAY, APRIL 19th, 1965

EDINBURGH ST MARGARET'S SERVICE: 80022 80114

EDINBURGH ST MARGARET'S SHED YARD: D236 D278 D350 D3882 46462 60813 61244 65234 76050 78054 **80003** 80054

EDINBURGH ST MARGARET'S SHED: 60027 60041 60816 60931 61029 61099 61324 61330 61344 61404 76105 76106 78050

EDINBURGH WAVERLEY STATION: D26 D261 D286 D3738 D3739 D5131 D5309 D5313 D5340 80007 80055

KIRKLISTON: D8556

GRANGEMOUTH SERVICE: D5312

GRANGEMOUTH STATION: D3136

GRANGEMOUTH SHED YARD: D2776 D3134 D3215 D3556 D3559 D6109 44788 45177 45319 45362 45443 46460 46468 64580 73105 76045 76046 76100 76101 76102 76113 77006 90489 90553

GRANGEMOUTH SHED: 45192 45488 64610 64621 76103 77009 90560 90600

GRANGEMOUTH DIESEL SHED YARD: D2703 D2775 D3133

GRANGEMOUTH DOCKS: D3135 D3281 D3409 D3533

BO'NESS: D3557

POLMONT: D3902

FALKIRK HIGH STATION: D2778

GRAHAMSTON STATION: D3132 D3216

CADDER YARD: D3394 D3410 D5364 76101

EASTFIELD SERVICE: D1551 D8094 D8108

EASTFIELD SHED YARD: D2766 D3894 D5355 D6118 D6129 D8072 D8075 D8080 D8092 D8100 D8107 D8109 **42209** **42478** **42649** 42690 43076 45016 45061 45373 **HR103** 61116 80057 80113

EASTFIELD SHED: D2740 D2756 D2759 D2760 D2763 D2765 D2768 D2771 D2774 D2777 D3389 D3391 D3393 D3395 D3532 D5347 D5356 D5359 D5367 D6104 D6108 D6119 D6126 D6128 D6137 D8070 D8076 D8078 D8079 D8081 D8082 D8087 D8089 D8090 D8097 D8101 D8103 44970 45143 60026 61140 61342 65907 65916 73108

ST ROLLOX SHED YARD: D2736 D2753 D2772 D2773 D3214 D3279 D3286 D3408 D3417 D3898 D3899 D3904 D8093 45018 73145 73154

ST ROLLOX SHED: D2733 D5361 D8074 D8077 D8105 44799 44931 45092 45262 45340 45396 60019 60031 73147 73150 73152 76083

ST ROLLOX DIESEL SHED: D2730 D2735 D2737 D3278 D3903

POLMADIE SERVICE: D8524

POLMADIE SHED YARD: D74 D290 D292 D352 D2433 D3908 D3916 D3917 D8118 D8120 D8121 D8124 D8125 D8126 D8502 D8508 D8510 D8513 D8530 D8533 D8538 D8541 D8542 D8545 44668 60512 60527 60535 73101 76000 80060 80118

POLMADIE SHED: D289 D313 D340 D1635 D2428 D2432 D3200 D3905 D3906 D3910 D3911 D3919 D8085 D8114 D8119 D8123 D8516 D8518 D8523 D8525 D8527 D8528 D8529 D8531 D8532 D8535 D8536 D8537 42131 42243 44721 44890 44937 45492 **60524** 73060 73062 73063 73072 73075 73098 80058 80108 80110 80116

POLMADIE SHOPS: D2427 D2431 D3411 D3915 D3921 D8127 D8501 D8512 D8514 D8522 D8539 D8540 D8547

CORKERHILL SHED YARD: D18 D2442 44791 44824 45530 73102 73120 76093 80020

CORKERHILL SHED: 44902 45196 45480 73104 73122 78026 80025 80063

CORKERHILL DIESEL SHED: D2438 D2439 D3922 D3923

DUMBARTON CENTRAL: D3211 D8095 D8107

DUMBARTON EAST: D8096

OBAN SHED YARD: D5353 D5361 D5364 D6120

TUESDAY, APRIL 20th, 1965

OBAN SHED: D6120

OBAN: D5364

BALLACHULISH: D5353

FORT WILLIAM STATION: D5369 D8084

FORT WILLIAM GOODS YARD: D4097 D5367

FORT WILLIAM SHED YARD: D5358 D8071

FORT WILLIAM BRITISH ALUMINIUM WORKS: D4098

MALLAIG STATION: D5365

MALLAIG SHED YARD: D5367

KYLE OF LOCHALSH STATION: D5344

INVERNESS STATION: D4096

INVERNESS TRIANGLE: D5321 D5323

INVERNESS SHED YARD: D2413 D5115 D5339 D8100 D8109

INVERNESS MILLBURN GOODS YARD: D2423 D3735

INVERNESS SHED: D5121 D5127 D5132 D5337 D5341 D5343

INVERGORDON: D8100 D8109

WEDNESDAY, APRIL 21st, 1965

WICK STATION: D5116 D5129

THURSO STATION: D5332

TAIN: D5126

EVANTON: D5319
DINGWALL STATION: D5119
BUNCHREW: D5116
INVERNESS STATION: D4096 D5328
INVERNESS TRIANGLE: D5129 D5339 D5344
INVERNESS SHED YARD: D2413 D5127 D5322 D5326 D8032
INVERNESS MILLBURN GOODS YARD: D2423 D3735 D3896
INVERNESS SHED: D5115 D5119 D5132 D5323 D5327 D5337 D5341
AVIEMORE SERVICE: D5325 D5340
AVIEMORE SHED: D5320
BOAT OF GARTEN STATION: D5328
TULLOCHGORUM: D8034
FORRES GOODS YARD: D4095
ELGIN SHED: D6140 D6157
KEITH SHED YARD: D2419 D6155 D8031
KEITH SHED: D8030
FRASERBURGH STATION: D6149 D6152
PETERHEAD STATION: D6142
ABERDEEN CENTRAL STATION GOODS YARD: D3548 D3552 D3930 90640
THURSDAY, APRIL 22nd, 1965
ABERDEEN FERRYHILL SHED YARD: D364 D3550 D3932 D6136 44704 73145 73154
ABERDEEN FERRYHILL SHED: D360 D362 44724 44980 60004 60009 60019 90020 90350 90596
ABERDEEN FERRYHILL SHOPS: 60007
ABERDEEN KITTYBREWSTER GOODS YARD: D3549 D3934 D3936
ABERDEEN KITTYBREWSTER SHED YARD: D6147
ABERDEEN KITTYBREWSTER SHED: D2414 D3551 D3931 D3933 D3935 D5305 D6144 D6148 D6150 D6153 D6155
D8029 D8031
CRAIGINCHES GOODS YARD: D3546 D3547
INVERURIE STATION: D5305 D5332 D6157
INVERURIE GOODS YARD: D2418
INVERURIE SHED: 64570
INVERURIE WORKS YARD: D2415 D2416 D2421 D2583 D6117 D6138 D6139 D6146 D6151 D6154 D8028 42908
44794 45472 61008 61262 64606 64611 65920 65926 65930
INVERURIE WORKS: D366 D2417 D2420 D2422 D6105 D6122 D6131 44797 44879 44998 61148 64547 73099
INVERURIE WORKS TEST PLANT: D3553 D6141
KINTORE: D6144 D6148
MONTROSE: D3347
FORFAR: D5131 44698 60006
DUNDEE WEST STATION: 61180
DUNDEE SHED YARD: D2745 60027 60973 61244 61292 64558 64576 73147
DUNDEE SHED: 60530 60818 61102 61147 61221 61293 64577 64597 64624 65319 80090 80124
DUNDEE WEST DIESEL SHED YARD: D2709
DUNDEE WEST DIESEL SHED: D2710 D2712 D2714 D2746 D3343
DUNDEE GOODS YARD: D2750 D3346 D3558
DUNDEE DOCKS: D2713 64576
PERTH STATION: D264 D3543 D3544 44925 44980 73147 73152
PERTH SERVICE: D5330 D5343 45475 60009
PERTH SHED YARD: D2411 D2412 D3545 D5322 D5328 44698 44703 44921 44924 44959 44978 45043 60016 72008
73154 80092
PERTH SHED: D1631 D5130 D6123 44705 44722 44795 44799 45047 45474 61029 80126
PERTH SHOPS: D233 D2444 D5302 80028
PERTH MARSHALLING YARD: D3535 D3541 D3542 D5119 D5127 D8033 45473
BALLINLUIG: D5330
ABERFELDY STATION: D5129
FRIDAY, APRIL 23rd, 1965
STIRLING SERVICE: D8033
STIRLING SHED YARD: D3536 D3537 D3538 D3539 D6110 D6134 45084 45214 45359 45499
STIRLING SHED: D6129 45016 45213 45357 45389 45396 45423 45475
CAMPUS GOODS YARD: D3344 90515
ALLOA SHED YARD: D2716 D2718 64623 65906 65912
ALLOA SHED: 65929
DUNFERMLINE SHED YARD: 65327 90229 90534
DUNFERMLINE SHED: D2704 D2717 D2744 D3540 61101 61407 64571 65288 65903 65917 65934 76109 76110
90071 90386 90547
THORNTON JUNCTION MARSHALLING YARD: D3275 D3337 64588 65907 65911 76109
THORNTON JUNCTION SHED YARD: D3341 61103 65287 65345 65901 65914 65915 90020 90350 90468
THORNTON JUNCTION SHED: D2582 44970 61133 61261 61330 64625 65909 65910 90628
THORNTON JUNCTION SHOPS: D2585 D3342 90168
MARKINCH: D360 D2578 65914
CARDENDEN: 65288
GLEN CRAIG: D3338 65932
KELTY NORTH GOODS YARD: D3345 76109
GAIRNEYBRIDGE: 90441

LADYBANK: D365 D2579 65288
 ST ANDREWS STATION: 65901
 METHIL WEST GOODS YARD: D3339 D3340
 METHIL EAST GOODS YARD: D2584
 DYSART: D367 61292 64588 65907
 KIRKCALDY GOODS YARD: D2577
 KIRKCALDY STATION: D368
 KIRKCALDY DOCKS: D2576
 BURNTISLAND: D2580 64595
 INVERKEITHING: D360 D5128 61343 64571
 ROSYTH: 64599
 FORTH BRIDGE: D266
 EDINBURGH ST MARGARET'S SERVICE: 61172 80007
 EDINBURGH ST MARGARET'S SHED YARD: D2715 D2721 D2727 44901 46462 60041 60835 60970 61029 61349
 61357 65234 76050 **80003**
 EDINBURGH ST MARGARET'S SHED: 60027 60813 60816 60824 60955 61099 61324 61340 61396 61397 61404
 78050 80054 80055
 PIERSHILL: D8574
 LEITH CENTRAL DMU DEPOT: D2705 D2706 D2748 D3730 D3887
 SEAFIELD SHED: D2725 D2729 D2749 D3736
 SOUTH LEITH to KING'S ROAD JUNCTION: D8561 D8567
 LEITH WALK GOODS YARD: D2720 D3741 D3891
 CRAIGTINNY CARRIAGE SIDINGS: D1578 D3879 D3884 61340 61344
 EDINBURGH WAVERLEY STATION: D14 D2728 D3738 D3739 D3740 D3885 D3886 D5116 D5317 D5325 D5366 45214
 61076 61344 80007
 HAYMARKET SHED YARD: D280 D388 D2723 D2751 D2752 D2753 D3561 D5301 D5306 D5307 D5310 D8556 D8559
 D8560 D8565 D8581 D8587 D9017
 HAYMARKET SHED: D357 D8554 D8557 D8570 D8580 D8583 D8586
 DALRY ROAD SHED YARD: D3742 D8562 61134 61245 61307 61308
 DALRY ROAD SHED: D3560 D8558 D8576 42128 42273 44975 45009 45469 61347

Also visited were the closed sheds and sub-sheds at Aberfeldy, Anstruther, Arbroath, Arrochar, Ballachulish, Ballater, Balloch, Banff, Beith, Blair Atholl, Boat of Garten, Burntisland, Dawsholm, Dingwall, Dornoch, Dumbarton, Forfar, Forres, Fraserburgh, Greenock (Princes Pier), Helensburgh, Helmsdale, Inverness, Kelty, Kyle of Lochalsh, Ladybank, Mallaig, Methil, Montrose, Muirkirk, Newton Stewart, Peterhead, Polmont, St Andrews, Tain, Thurso, Wick and Yoker.

With the exception of Balloch, Beith, Dornoch, Helmsdale, Inverness, Kyle of Lochalsh and Yoker, the shed building(s) (where there had been one) still existed. However, at Inverness the site had not yet been fully cleared of track and pits, whilst at Kyle of Lochalsh only the retaining wall remained.

NB. "Service" is Terry's indication of a locomotive(s) booked passing the named location. Locomotives marked in **RED** were withdrawn.



Barclay DM 0-4-0 shunter No.**D2424** at **Inverness** on August 23rd, 1965, four months after our visit, following its return from Inverurie Works. The only Inverness shunter that eluded us – this time!

Colour-Rail 220790