

EIGHT, NINE, TEN! by ROGER BUTCHER



BR Class 9F 2-10-0 No. **92098** is pictured at the iron ore terminal at **Tyne Dock** on May 4th, 1963. It was Terry's sighting of 92098 on our nocturnal visit to Tyne Dock Shed on April 25th, 1965 that broke the silence of the night!
Colour-Rail BRE2364

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 final two days of their memorable 10-day trip in April 1965 to (primarily) Scotland and the north-east.

The first challenge of our final hours in Scotland was to find the (relatively) new diesel depot at Millerhill as it was not listed in the 1963 (12th edition) of Aidan Fuller's *The British Locomotive Shed Directory* that Ian Fairhead (our navigator) had brought with him. Once found, one could not fail to be impressed by the size of Millerhill Yard with both the Up and Down yards containing 40 main sorting sidings. To see 60931 and 76111 in such modern surroundings was a memorable moment.

As for the visits to the Scottish sheds and sub-sheds south of Edinburgh on the East Coast and Waverley routes which concluded our relentless march around Scotland, Riccarton Junction was arguably the most difficult shed on British Railways to access by car. Not only was it not listed in any of the shed directories we possessed but the traditional description in subsequent reference books on BR locomotive sheds is on the lines of "there is no road access whatsoever and the site was serviced by the railway only". Well, I can assure everyone reading this article that Terry's trusty Ford 100E parked at the station and we did not arrive by Motorail!

Whilst neither Terry nor I can recall whether it was signposted or not, access was from the east side of the B6399 and along a Forestry Commission road. To this day I can vividly recall wondering where this 'road' was taking us before eventually emerging from the forest to reach the station! It is my understanding that Terry and I are not the only ESS members to have driven (or be driven) along this road – or is track a more appropriate word? A letter to the editor perhaps?

SPURS 6 LEICESTER CITY 2

By the time we had crossed the border back into England (Tweedmouth excluded) it was late Saturday afternoon and my thoughts had turned to wondering what the result of the Spurs game was. Fortunately, as we passed through Bedlington, en route to the two Blyth sheds, not only was D2327 noted at the recently closed station but a newspaper stand just outside the station enabled me to buy the (just arrived) sports edition (*The Pink*) of *The Chronicle* and learn that Spurs had completed the 1964-65 football season with a handsome home victory. Inevitably, Jimmy Greaves had scored (twice) and that season remains the last time Spurs went through a home league fixture list unbeaten. Hopefully, that result would be a good omen for the 52 (Newcastle) district sheds we were going to attempt without a permit and, after the two Blyth sheds, in darkness.

A ROWING BOAT ACROSS BLYTH HARBOUR!

With the two sheds at Blyth on opposite sides of the river, the shortest way – as the crow flies – was to cross the harbour by boat or ferry. Quite how we ended up in what Terry believes was a rowing boat I do not know! What I do remember is our 'taxi' was very small but I thought it was powered by an engine but 52 years later I cannot be sure! We were, however, returned to the south side of the harbour by the same means after North Blyth Shed and Hughes Bolckow's scrapyards had been visited.

By the time we arrived at Percy Main Shed, darkness had fallen. Initially we thought the shed, which was closed to steam eight weeks earlier, was completely deserted but D2049, D2322, D2333 and D3244 were found (with the aid of a torch) at the back of the shed. To be more precise, the back of the two-road stone-built shed latterly used for diesel locomotives, not the adjoining three-road brick-built shed. Remarkably, Percy Main had an allocation of forty diesel shunters which now seems scarcely believable! Tonight, however, was not a night for chasing down diesel shunters!

GATESHEAD SHED AND WORKS

Shortly after midnight we crept around Gateshead Shed which was now an all diesel depot, the shed having lost its steam allocation the previous month. All of the eighteen locomotives allocated to Gateshead are shown in Steam Railway Research Society records as transferred to 'unallocated' on 20th March. That night Terry and I saw all eighteen – 60116, 60127, 60129, 60132, 60142 and 60151 on Tyne Dock Shed whilst 60859, 60865, 60868, 60901, 60940, 60944, 60946, 60952, 60962, 60976, 61019 and 61035 were on Heaton Shed. All eighteen had been placed in storage pending a decision as to whether they would be withdrawn or transferred away for further use. All had been removed from Gateshead in the weeks and days before the shed's closure to steam in March.

So, not a steam locomotive anywhere on the locomotive shed, whilst the May 1965 issue of *The Railway Observer* references the withdrawal of the coaling facilities on March 13th. Yet almost every reference book or photographic album references October 1965 as the date when the last steam locomotives left Gateshead. As I have mentioned before in my *What Really* series of articles in *Link* and *The Railway Magazine*, the reality is that once one author misinterprets information, others simply copy that 'information' without doing any basic research/checking.

In this case, the fact that 60868 and 60976 were transferred from unallocated to St Margaret's in October 1965, as were 61019 and 61035 to York, accounts for the mythical October 1965 date normally quoted. In reality, October 1965 is simply when four former Gateshead steam locomotives were taken out of store at Heaton and returned to service at St Margaret's and York respectively. As regards my series of *What Really* articles, the next one will appear in *Link* 122.

As for Gateshead Works, although it is well recorded that 68036 was, in March 1959, the last locomotive to receive a General Repair and repaint at the Works, it is rarely mentioned that the No.1 erecting shop (the train shed of the original Gateshead passenger station opened in 1844) continued in use for light repairs. Our nocturnal visit found 63394, 63395, 63413 and 65835 receiving attention, their respective allocations at the time being Consett, Consett, North Blyth and Sunderland. It would be interesting to know which, and when, was the last locomotive to be repaired at this Works.



Ex-LNER Class A4 4-6-2 No. **60027** is pictured at **Riccarton Junction** Station on June 5th, 1965. I only wish I had taken a photograph of Terry's trusty car parked at the station!
K Falconer/Colour-Rail 363630

EIGHT, NINE, TEN!

Terry is, of course, the HSBT member with special responsibility for Standard locomotives and WDs. Terry was the obvious choice for that role as Standard locomotives were his specialist interest as we relentlessly chased down as many as possible of the surviving steam locomotive fleet. It was, therefore, the 10 air pump-fitted 9Fs allocated to Tyne Dock for the Consett iron ore traffic that were of special interest to him as we crept into Tyne Dock Shed in the early hours of Sunday April 25th.

As those of you who have shed-bashed at night will know, there are certain rules you have to adhere to in order to maximise your chances of coming and going without being seen. The most obvious is to be as quiet as possible! I was, therefore, a little bemused as I heard Terry – who was always ahead of me – suddenly speak out. Just a few moments later, I heard him loudly say 'nine'. Shortly afterwards a shout (or so it seemed) of 'ten'. I caught up with Terry to find him standing by 92098 with a very satisfied look on his face. What Terry was aware of, and I was not, was that it was unusual for all ten 9Fs allocated to Tyne Dock to be present on shed at the same time, even on a weekend. The reason being that almost always at least one was away for works attention, normally Crewe at this point in time.

However, as we later learnt, that sequence had just finished with the return of 92097 and 92099 from Crewe Works the previous month. With 1965 being the last complete year for steam traction on the Consett iron ore traffic, 92066 did not take its turn to go for works attention being condemned the month after our nocturnal visit. Using Terry's terminology, a classic 'just in time' observation! As can be seen from the accompanying tables kindly provided by Terry, eight of the 9Fs were present in the four-road straight shed (and two outside in the shed yard) as the three roundhouses were all too small for the 2-10-0s.

MASONS ARMS

Following a visit to Sunderland Shed, both Terry's and my records show an entry of D2069, D2108, D2167 and D2305 at Masons Arms. It was only 27 years later, on a visit to the site of Shildon Wagon Works, that I realised that the four diesel shunters we noted stabled almost adjacent to the *Masons Arms* public house were actually the shunters outbased from Darlington for use at Shildon Wagon Works. To those, like myself, not so well versed in railway history, Masons Arms Crossing was the site of the first railway passenger station on the Stockton and Darlington Railway whilst the *Masons Arms* public house used to contain the first ticket office. The *Masons Arms* was immediately adjacent to the level crossing at the railway entrance to Shildon Wagon Works.

Quite how we ended up at Shildon neither Terry nor I can be sure. The most likely explanation is that we set out from Sunderland intending to make Consett our next stop as it still had a small allocation of steam locomotives. However, following a wrong turning somewhere along the way it was decided that – rather than backtrack – we should head for Darlington. What we do know is that we were not chasing down diesel shunters that night and it was a complete surprise to wake up – after just a couple of hours sleep – and see that daylight revealed we were parked very near four diesel shunters!

AS LONG AS WE GET TO TOTON

One of my abiding memories about our epic 10-day trip was Terry being ambivalent about my enthusiasm for visiting sub-sheds and recently closed sheds, as well as chasing down diesel shunters in the more remote parts of Scotland. He did, however, make it clear on a number of occasions that Toton had to be done on the way home!

So, the schedule for our final day was simply to cherry pick some of the largest sheds down the eastern side of the country as we returned to Portsmouth, but ensure that we had time to visit Toton. Darlington was the first shed attempted and, whilst the shed yard and roundhouse were successfully negotiated, I was stopped from completing the straight shed by a less than amiable foreman. As always, I was a little behind Terry and Ian who were able to record the six locomotives I missed. Hopefully, I would catch up with 43050, 43057, 43102, 48088, 62003 and 90074 later in the year!

CONFUSION AT COLWICK

All went smoothly on our final day until we arrived at Colwick. Despite (as always) our lack of a permit, we had become very used to always getting around every shed we visited and it was quite a shock to be ejected almost before we had booked anything, our usually successful pleas (if stopped) falling on very deaf ears.

Retreating from the depot, we resolved to try again in half an hour. Returning slowly down Victoria Road which ran along the south side of the shed, Terry's car was overtaken by a minibus full of enthusiasts. It screeched to a halt at the east end of Victoria Road, well past the entrance we had originally tried. Terry reacted instantaneously and accelerated quickly to catch up with them, parking immediately behind their minibus.

The doors of the minibus were flung open and a veritable small army of enthusiasts stormed through the 'alternative' entrance on to the shed. Needless to say we quickly followed them! As if by plan, they all split up on the shed, making it as impossible for the shed foreman to throw everyone out as it would be to hold back the tide! Was there perhaps an ESS member on that minibus?

Taking the lead from our fellow enthusiasts, Terry, Ian and myself also went our different ways to

help add to the confusion their tactics were creating. By the time we left, I had booked the 84 locomotives detailed in the accompanying tables whilst Terry recorded 81 locomotives, 61943 (a stationary boiler), D2401 and D5606 being missed by Terry in the confusion. As for Ian, the ensuing chaos meant he missed two roads in separate parts of the 18-road shed and he, therefore, only booked 64 locomotives.



Ex-LNER Class K3 2-6-0 No. **61943** is pictured in the shed yard at **Colwick** on December 25th, 1965. Its stationary boiler duties had been taken over by ex-LNER BI 4-6-0 No.61264 two months earlier.

JB Hall/Colour-Rail 99551

AND FINALLY

As we left Toton Shed to head for Portsmouth, it was easy to understand why Terry believed that Toton would be a fitting shed to bring our trip to its conclusion. Not only were 101 locomotives present but the depot epitomised British Railways in 1965. Steam and diesel traction side by side and in large numbers. And, at the beginning of 1965, there were still more steam locomotives in stock than diesel and electric locomotives.

So, for enthusiasts such as myself and Terry who wanted to see as many as possible of the surviving steam fleet – and embrace the new fleet of diesel and electric traction – 1965 was a marvellous year to enjoy our wonderful hobby. The statistics from our trip of 135 locomotive sheds, seven Works and four scrapyards, as well as visits to goods yards and stations, tell their own story. A quite remarkable ten days of relentless intensity which were destined to leave an indelible impression on both our memories. A bath and a change of clothes was though our next priority!

LOCOMOTIVES NOTED

My thanks to Terry for providing the details of the locomotives we saw during this part of our April 1965 shed-bashing trip. Whilst we both booked everything we saw, Terry differentiates between shed / shed yard / workshops, etc, whilst my records do not.

SATURDAY, APRIL 24th, 1965

GRANTON GOODS YARD: D2715 D2724 D3882

MILLERHILL YARD: D3729 D3732 D3892 D8584 60931 76111

MILLERHILL SHED YARD: D1523 D3728 D3880 D8555 D8564 D8573 D8575

MILLERHILL SHED: D78

PORTOBELLO GOODS YARD: D245 D2727 D3733 D8567

SETON: D251

LONGNIDDRY: D245

DUNBAR: D245

COCKBURNSPATH: D285

TWEEDMOUTH GOODS YARD: D2594

TWEEDMOUTH SHED YARD: D392

TWEEDMOUTH SHED: 62011 62025 77002 77004

TWEEDMOUTH SHOPS: D2048

TWEEDMOUTH: D245 (yet again!)

GALASHIELS SERVICE: 60955

GALASHIELS SHED: D3881 D3888

HAWICK SERVICE: D5304 60955 78047

HAWICK SHED: 61345 78049

STOBS: 60027 60955 (yet again!)

BEDLINGTON STATION: D2327

SOUTH BLYTH SHED YARD: 65821 65855

SOUTH BLYTH SHED: 65790 65808 65812 65814 65819 65834 65838 65841 65860 65861

65862 65882

NORTH BLYTH SHED YARD: D2105 D2315 D3673 62002 62022 62024 63354 63359 65892
 NORTH BLYTH SHED: 43140 63362 63381 63386 63429 63459 65789 65794 65796 65804
 65805 65811 65851 65858 65869 65879 65880 69005 as Deptl 58 69023 as Deptl 59
 HUGHES BOLCKOW, BLYTH: **42414 61162 62037 62055**
 PERCY MAIN SHED: D2049 D2322 D2333 D3244
 HEATON SERVICE: 60929
 HEATON SHED YARD: D5106 60962 61019
 HEATON SHED: D187 D279 D2050 D2093 D2106 D2310 D3324 D3679 D5103 D5109 D5148
 60859 60865 60868 60901 60940 60944 60946 60952 60976 61035 61199 65815 **65822**
 65842
 BLAYDON SERVICE: D5102
SUNDAY, APRIL 25th, 1965
 GATESHEAD SHED YARD: D21 D166 D179 D186 D192 D252 D285 D392 D1547 D2060 D2330
 D5104 D5108 D5112 D5180 D5181 D6787 D6792 D9004 D9014
 GATESHEAD SHED: D175 D176 D180 D241 D270 D277 D391 D1510 D1580 D1581 D2059
 D2064 D2103 D2162 D2163 D2170 D2270 D2312 D3316 D3317 D5101 D5111 D6785
 D6790 D8592 D8596 D8598 D8599 D9017
 GATESHEAD WORKS: 63394 63395 63413 65835
 TYNE DOCK SHED YARD: D2339 63384 90434 90459 92061 92064
 TYNE DOCK SHED TABLE 1: 65802 65813 65825 65874
 TYNE DOCK SHED TABLE 2: 65795 65809
 TYNE DOCK SHED TABLE 3: 63360 63363 63366 63368 63371 63377 63389 63398 63409 63431
 63453
 TYNE DOCK SHED: D2326 D2329 D3242 60116 60127 60129 60132 60142 60151 65792
 65801 92060 92062 92063 92065 92066 92097 92098 92099
 SUNDERLAND SHED YARD: D2055 D2328 D3322 D3678 62026 62030 63404 63437 63444
 63458 65788 **65817** 65831 65832 65853 65865 65872 65873
 SUNDERLAND SHED: 63346 63387 63405 63406 63436 63445 65833
 SHILDON WAGON WORKS YARD: D2069 D2108 D2167 D2305
 DARLINGTON SERVICE: D248 D2304 90014
 DARLINGTON SHED YARD: D3229 42085 42194 43099 48026 48329 48532 48536 48636 60034
 60124 62041 62044 62045 62048 65859 68011 68023 68037 68043 68060 68062 **90412**
 90654 90655
 DARLINGTON TABLE SHED: D2067 D2076 D2080 D2109 D2231 D2308 D2337 D2340 D3677
 68010 68047 68053
 DARLINGTON SHED: 42477 43050 43056 43057 43102 43129 48088 48712 60806 60885
 61216 62003 62012 62043 62059 90074
 THORNABY SERVICE: D243
 THORNABY SHED YARD: D237 D238 D240 D399 D3140 D5151 D5152 D5161 D5168 D5370
 D5375 D5377 D6756 D6760 D6761 D6765 D6766 D6767 D6772 D6773 D6776 D6778
 D6779 D6780
 THORNABY TABLE SHED: D2306 D2316 D2338 D3139 D3147 D3150 D5156 D5159 D5160
 D5375 D5376 D8589 D8591 D8602
 THORNABY SHED: D5099 D5154 D5155 D5163 D5169 D5172 D5371 D6755 D6757 D6759
 D6762 D6763 D6764 D6768 D6770 D6771 D6774 D8588 D8590
 A19 NEAR OVERTON: 90000
 YORK SERVICE: D173
 YORK NORTH SHED YARD: D155 D167 D222 D247 D252 D261 D345 D1527 D2066 D5096
 D5176 D5205 D5266 D6563 44891 48224 48641 60145 60146 60155 60156 60831 60847
 60876 60877 60929 **60961** 61002 61021 61049 61121 **61198** 61337 62007 62028 62046
62047 63738 65844 65894 90518 90677 90722 92221
 YORK NORTH SHED TABLE 1: 43055 43071 43097 43133 60810 61276 62049 62056 65846
 90045 90217 90517 92005 92239
 YORK NORTH SHED TABLE 2: 43126 43138 60121 60138 60828 60837 60886 60963 61018
 61275 61319 62042 62060 62062 65823 90078 92211 92231
 YORK NORTH DIESEL SHED: D42 D2046 D2111
 YORK NORTH SHOPS: D253 D276 D350 D1525 D2054 D2062 D2113 D2158 D5098 60152 60895
 DONCASTER SERVICE: D3484 D6811
 DONCASTER SHED YARD: D1574 D3479 D3481 D3637 D3650 D6806 61087 61093 61158 61256
 61329 61367 61394 63818 63858 90018 90056 **90059 90070** 90103 **90120** 90154 90195
 90255 90262 90293 90296 90305 90349 90365 90439 90476 90477 90480 90484 90506
 90613 **90647** 90683 92039 92168 92174 92183 92201
 DONCASTER SHED: D1544 D1551 D1555 D1771 D5635 D5800 D5821 D6747 D6748 61157
 61196 61218 61360 63593 63651 63730 63764 90073 90158 90277 90279 90369 90538
 90601 90636 90675 90709 92186
 DONCASTER SHOPS: D3480 62017 63613 **63741** 90156 90252 90421 92190
 DONCASTER STATION: D4082
 DONCASTER DECOY UP YARD: D1538
 CLIPSTONE: D5692
 KIRKBY IN ASHFIELD SHED YARD: D1624 D1811 D1824 D1825 D1826 D1827 D1836 D3085 **43918**
 44043 **44215** 44250 44401 44429 48004 **48006** 48092 48096 48100 48102 48192 48201
 48267 48272 48301 48303 48317 48334 48342 48364 48383 48621 48643 48673 48678
 48722 62010

KIRKBY IN ASHFIELD SHED: D1616 D1618 D1625 D1629 D1814 D1830 43982 44334 44414
 48097 48098 48186 48215 48225 48346 48395 48405 48541
ANNESLEY SHED YARD: D3084 D3290 D3861 44717 44764 44835 44848 45215 45234 45301
 45335 45342 45346 45406 48079 48166 48304 92014 92031 92069 92074 92087 92093
 92094
ANNESLEY SHED: 44932 45333 45416 48037 48168 48363 48378 48661 61026 92011 92030
 92033 92067 92071 92072 92075 92088 92090 92092 92095 92096 92113 92132 92154
NOTTINGHAM SHED YARD: D72 D95 D102 D118 D133 D134 D5237 12052 12097 12098
NOTTINGHAM SHED TABLE 1: D75 D7538
NOTTINGHAM SHED TABLE 2: D100 D164 D3083 D3246 D3696 D3859 12051 **47645**
NOTTINGHAM SHED TABLE 3: D5190 D5207 D5229 D5256 D5280 D7500 D7501 D7504 D7529
 D7542 D7571 D7573 D7577 D7581 D7583 D7588
COLWICK SERVICE: 90037
COLWICK SHED YARD: D1769 D2241 D2302 D2401 D3489 D3625 D3626 D3627 D5810 48764
 61092 61141 61194 61232 61299 63644 63675 63707 63770 63873 90038 90051 90096
 90280 90393 90492 90703 92013
COLWICK SHED: D1758 D2018 D2024 D2025 D2027 D2298 D2403 D2407 D2409 D3490
 D4086 D5296 D5596 D5606 D5642 61003 61145 61168 61210 61248 61264 61281 61285
 61302 61361 61390 61406 **61943*** 63639 63646 63674 63816 63819 90002 90036 90075
 90104 90227 90235 90259 90316 90413 90432 90437 90438 90466 90510 90545 90606
 90629 90674 92035 (* stationary boiler)
COLWICK SHOPS: 90423
COLWICK CARLTON FIELD SIDINGS: **92187 92188**
TOTON SHED YARD (a combination of steam shed and diesel depot): D1 D2 D3 D4 D47 D84 D143
 D144 D1622 D1626 D1627 D1628 D1630 D1808 D1810 D1812 D1817 D1819 D1821
 D1822 D1823 D3117 D3119 D3121 D3122 D3123 D3125 D3126 D5203 D5255 D5269
 D5289 D5295 D7505 D7522 D7525 D7527 D7528 D7530 D7531 D7537 12038 44804
 48003 48277
TOTON SHED TABLE 1: 44753 47231 48056 48361 90516 90533 90540 90730
TOTON SHED TABLE 2: D157 44853 48132 48167 48313 48314 78042 78044 78055 92156
TOTON DIESEL DEPOT: D9 D56 D58 D59 D61 D66 D86 D96 D104 D106 D108 D110 D123
 D141 D162 D163 D1623 D1809 D1829 D1832 D3120 D3124 D5193 D5194 D5228 D5268
 D5270 D5282 D5412 D7507 D7524 D7532 D7534 D7535 D7569 D7585 D7594 D7597
 Also visited were the closed sheds and sub-sheds at Blaydon, Dunbar, Granton, Longniddry, North Berwick, Riccarton
 Junction and St Boswells. With the exception of North Berwick, the shed buildings (where there had been one) still existed.
 NB. "Service" is Terry's indication of a locomotive(s) booked passing the named location. Locomotives marked in **RED**
 were withdrawn.
