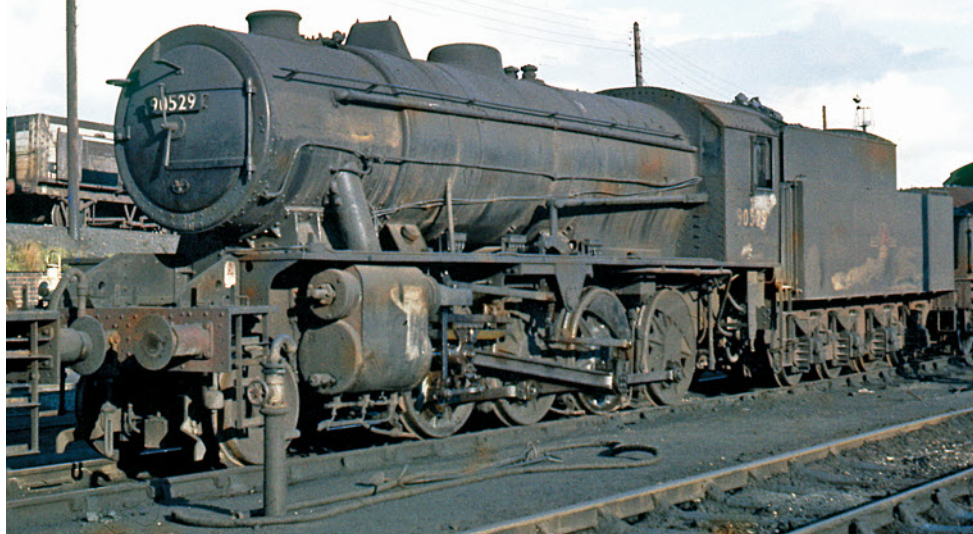


"CAN I APOLOGISE FOR TERRY?"

by ROGER BUTCHER



WD 2-8-0 No. **90529** was one of the 23 WDs Roger and Terry saw on the two Staveley sheds on May 9th, 1965. It was one of the few locomotives noted that day at Staveley that Roger had seen before - thanks to its time on the Western Region. This photograph shows 90529 on **Newport Ebbw Junction Shed** on September 16th, 1962, just under three months before it was transferred to the Eastern Region. The same photograph has been chosen for the 2018 New Year card to be sent out by *NPT Publishing!* *Colour-Rail 324476*

In the latest of a series of articles featuring the shed-bashing trips of ESS members Roger Butcher and Terry Hayward, Roger reflects on a memorable weekend in May 1965 when he visited Liverpool, Manchester and Sheffield for the very first time.

Although at the beginning of 1965 there were still more steam locomotives in stock than diesel and electric locomotives, the end of year locomotive stock figures would show, for the first time, that steam had lost the balance of power. That transition would have taken place at some point in late February / early March, so the significance of 1965 in railway locomotive history should not be underestimated.

RACE AGAINST TIME

With my ambition / obsession to underline as many as possible of the Western Region steam locomotives listed in my *Ian Allan Winter 1958 Combined Volume* brought to a conclusion with the sighting of 2222 at Honeybourne on April 16th, 1965 (see *Link 117*), my focus now was to see as many as possible of the steam locomotive fleet that survived on the other regions. 2,501 was the total on my 'wants' list when Terry and I set out for Scotland on April 15th and the firm intention was to see as many as possible of that total and not simply to allow the 'wants' list to get reduced mainly by withdrawals. And, at the same time, to embrace the new fleet of diesel and electric traction.

Time, however, was not on our side as literally hundreds of steam locomotives were being withdrawn each month. Following our 10-day trip to (primarily) Scotland and the north-east (see *Links 117 and 119*) my 'wants' list was down to 1,567 whilst already withdrawn locomotives - seen for the first time - awaiting disposal, or in scrapyards, were particularly prized by Terry and myself. 'Just in time' observations to use Terry's terminology.

SALTLEY SHED - TWICE!

When your starting point for a weekend trip to the northerly parts of England is the south coast, it is not ideal. Much less mileage if you are a Midlands-based trainspotter! So, in order to 'break up' the journey to Stafford - the first of the sheds in the 5, 8, 9 and 41 divisions we planned to visit - Oxford, Saltley and Oxley were the initial sheds on our itinerary. But, all was not to go smoothly at Saltley!

Although the three roundhouses and most of the shed yard was successfully negotiated on our soon after midnight visit, we had just booked the diesel locomotives stabled outside the three-road diesel

servicing depot when an irate foreman emerged from his office. To say he was not pleased about our nocturnal visit would be an understatement and, as he escorted us off the premises, he and Terry began arguing, and not very politely!

I quickly intervened and asked Ian Fairhead (our navigator) to get in between Terry and myself and engaged the foreman in conversation. 52 years later, I can still remember my first words which were 'Can I apologise for Terry?'. I explained as we walked out that Terry had been at work all day, had driven 150 miles already that night, how keen we were to see as many different steam locomotives as possible ... and so on.

And then, just as we were almost off the premises, the foreman had an unexpected change of heart and decided he would take us around! Obviously, it was not appropriate to say that we had all but finished the shed when he stopped us. So, we dutifully booked everything again, plus a couple of extra 8Fs, and a Black Five.

Oxley and Stafford sheds were our next stops and, as was normally the case with our nocturnal visits, we came and went without being seen. After a few hours sleep, and the arrival of daylight, Stoke was our first visit of the 'new' day. My abiding memory of this visit was the total absence of any diesel locomotives despite the fact that the complete demise of steam was only three and a quarter years away. Also, the number of steam locomotives that passed by the shed during our visit, whilst the reference in Aidan Fuller's bible *The British Locomotive Shed Directory* that 'locos will be found on both sides of the line' did not prepare me for the fact there were two separate sheds, one being 'the great Stoke roundhouse' as it was described in Volume Four of Chris Hawkins and George Reeve's marvellous series of books on LMS engine sheds. An imposing structure, it formed a complete circle, the turntable at the centre being open and unroofed.

CREWE

Our next stop was Crewe, a location I had first visited as a 14 year-old on April 14th, 1961. A Freedom of Wales Rail Rover from Saturday April 8th to Friday April 14th had taken me to many Welsh sheds for the first time, but on the final day I fancied something different. On the previous Tuesday I had travelled from Newport on the 7.03am to Shrewsbury as the start of a day out to visit the shed there and subsequently the sheds at Oswestry and Croes Newydd. This time I would catch the same train and change at Shrewsbury for the 9.50am to Chester General, arriving there at 11.05am. Then on to Crewe, before returning direct to Newport on the 4.12pm Liverpool to Cardiff service.

Although the intention was to simply have just over four hours on Crewe Station, fate took a hand and Crewe North Shed was successfully bunked. This came about after a chance conversation with one of the enthusiasts congregated on Platform 1 after a number of those present tried unsuccessfully to access the shed by the footbridge entrance from that platform. He referenced the 'back way in' which he claimed was under the perimeter fencing of the depot, not over it which was obviously both risky and difficult.

The temptation was (inevitably for me) impossible to resist and I joined him on the short walk to Mill Street. Sure enough, whilst not obvious from a distance, the seemingly secure fence could be got through at a point where the earth at the bottom of the fence had subsided slightly and you could crawl underneath. Which we duly did! The highlight of the visit was to see the named engines stabled around the semi-roundhouse, a structure which had only been completed two years earlier. In its final form, it consisted of 12 covered roads and two uncovered. On the three and half-hour journey back to Newport I could not resist extracting the named engines from my notes and making a separate list of those I had noted on my day out to Crewe. For the record they were 45535, 45545, 45552, 45556, 45583, 45588, 45593, 45599, 45604, 45625, 45629, 45630, 45639, 45666, 45681, 45721, 45723, 45733, 45735, 45736, 45737, 46124, 46125, 46127, 46128, 46129, 46135, 46138, 46152, 46153, 46170, 46200, 46209, 46225, 46239, 46241, 46242, 46251, 46253, 46256 and 46257.

Just over four years later, Terry and I accessed Crewe North Shed by the very same route and although the shed was to lose its steam allocation only two weeks later, the five Britannias stabled in the open semi-roundhouse made a fine sight. As regards Crewe Works, with the regular scrapping of steam locomotives at the Works having ceased in late 1964, our principal interest was in the Works shunters. As a significant number of these were stabled just inside the railway entrance into the Old Works, we took a deep breath and from Crewe North Shed crossed the main line to Chester (via a boarded crossing) and into the Works. The sighting of five ex-Scottish Region diesel shunters was a surprise, all of which I needed (but Terry had seen in Scotland the previous year). We did not, of course, realise that all five would be scrapped by the end of 1967, and therefore before steam power was eliminated from British Rail. As regards the stabling point for the Works shunting locomotives we noted, can any ESS member advise if it had a specific name?

The next location to be visited was the former GWR shed at Crewe Gresty Lane. However, although we accessed the site, I have no recollection of what we saw and (for once) my notes that day do not help. I suspect, therefore, that the shed had been demolished as it is not underlined in my 1960 Aidan Fuller shed directory. However, any information regarding the immediate post-closure history of this depot would be very much appreciated.



Royal Scot Class 4-6-0 No.46169 *The Boy Scout* is pictured on August 18th, 1962 on the turntable outside the semi-roundhouse at **Crewe North Shed**. The construction of the roof for the semi-roundhouse – which was completed in 1959 – must have been one of the last significant enhancements to a steam locomotive shed.

D Forsyth/Colour-Rail g26208

A WALK IN THE PARK

Another depot in Crewe that had to be accessed by 'the back door' was Crewe ETD. With a watchman's hut at the front entrance, we drove past and accessed the depot by climbing up the embankment (from a park) which adjoined the west end of the depot site. Our perception was that this depot would be a tricky one to get round without being stopped (which proved to be correct) and so we split up to maximise our chances of success. Whilst the accompanying tables show what Terry saw, Ian and I never got as far as E3101, E3108 and E3165. Those three locomotives (for us) would have to wait until another day!

Of the Liverpool Division sheds we visited during the day, only Bank Hall presented any sort of problem, the foreman ticking us off as we left, having hurtled past his office and down the steps to the shed whilst he was engaged in conversation. Terry recalls that the rain that was to be incessant for twelve hours began at Speke Junction, whilst I particularly recall wondering where all the diesel shunters were when we walked round Birkenhead. To see only two of the 16 allocated there on a Saturday evening was both a surprise and a disappointment.

WHEN WILL THE RAIN STOP?

By the time we left Bolton we were rather bedraggled as each shed yard was being done in the pouring rain. It was, therefore, a relief to find – soon after midnight – that almost all the locomotives at Trafford Park were under cover! Nevertheless, it was time for a few hours sleep as we had been shed-bashing for almost 19 hours non-stop and even Terry – with his incredible stamina – needed a few hours rest!

Following some sleep in an adjacent road to Patricroft Shed, the shed was the first visit of what would be another 19 hours (or so) of shed-bashing and travelling. Although the pouring rain had thankfully stopped, a light drizzle provoked the inevitable jokes about Manchester's traditional association with rain! The shed at Patricroft was unique in that it was an L-shaped shed, the 'old' eight-road shed being built in 1885, with the 'new' ten-road shed being added in 1904. Terry's notes do not distinguish between the two shed buildings but, if any ESS member can advise which shed the diesel shunters were kept in, I would be able to identify which building housed which locomotives.

Of the other Manchester Division sheds we visited that morning, it is the sheds at Gorton and Reddish that I have the most vivid memories of. Although we did not know it at the time of our visit, Gorton Shed was to close just five weeks later and, with 43 steam locomotives present, epitomised the race against time that Terry and I were engaged in. As for Reddish, whilst it was the first time I had seen any of the legendary EM1 and EM2 locomotives, Terry's visits to Crewe Works and Wath Shed in the Decembers of 1963 and 1964 respectively meant that was not the case for him.

MARVELLOUS VARIETY

In May 1965, the Sheffield Division possessed a marvellous variety of motive power for the railway enthusiast. New diesel depots, traditional steam locomotive sheds, scrapyards and even a locomotive depot for both electric and diesel locomotives! None of the depots on this Sunday presented a problem to the permit-less enthusiast (as we always were), although our hearts did beat a little quicker than normal as we scrambled down the bank adjacent to the shed yard at the eastern end of the diesel maintenance depot at Tinsley.

Canklow and Staveley (GC) were still steam locomotive strongholds, whilst at Staveley (Barrow Hill) the transition from steam to diesel was taking place and would be complete in a further five months. As for the depot's most celebrated engine type, eight of the shunting tank locomotives were seen – five at the two sites originally owned by the Staveley Coal and Iron Company, and three at the shed. Quite where the other one (47005) was on our visit I do not know. All nine were to survive in stock until they were withdrawn on December 25th, 1966 when the Midland Railway's 100-year agreement to provide shunting locomotives for the Works mentioned above formally expired.

On this visit to Sheffield the only scrapyards visited were Ward, Attercliffe, as we happened to pass it en route from Darnall to Tinsley. To be more precise, we saw three withdrawn steam locomotives as we passed by Broughton Lane Goods Yard. Walking through that yard, we could then see the adjacent scrapyards with a further 10 steam locomotives awaiting their fate. One of the intriguing challenges of the *What Really Happened to Steam* project is that sometimes the same yard is known by different names and ultimately we will be guided by ESS members John Hall and Tony Wakefield as to the name we use. For example Ward, Attercliffe is commonly referred to as Ward, Broughton Lane, due to the rail access being from Broughton Lane Goods Yard.

As for our first visit to Wath, we did not discover the three-road diesel maintenance depot hidden away in the yards on the south side of the main lines until our next visit on July 25th. The sight though of 15 EM1 and EM2 electric locomotives lined up in the depot yard was one of those moments you simply never forget (see photograph on p.94). As the accompanying tables show, the shed only contained diesel locomotives as – following the boundary changes in 1958 – electric locomotive maintenance became the responsibility of the London Midland Region and Wath Shed evolved into a diesel inspection and fuelling facility, although electric locomotives continued to be stabled at the depot. As for the precise location and name of what I list as Wath Siding, can any ESS member advise me exactly where it was? The other side of the main running lines presumably?

TWO SHED BUILDINGS

Only ten of the 54 locomotives present at Langwith Junction were under cover inside the two shed buildings. Whilst 63842, 90164 and 92038 were in one shed and 63679, 63691, 90442, 92040, 92144, 92148 and 92149 were in the 'other' shed, we cannot be sure which locomotives were in which shed. The two-road shed was a brick-built structure, whilst the three-road shed was timber-built. Despite being the smaller structure, I believe it was the two-road shed that contained the seven locomotives, with the larger building containing just three. The two-road shed, of course, survives as a wagon repair shop for WH Davis (see photograph on p.35 of *Link 121*), whilst my recollection is that the three road-shed was rather dilapidated. Any comments from ESS members would be welcome.

AND FINALLY

With the Sheffield Division sheds completed by a visit to the diesel depot at Shirebrook, it was time to start the long journey back to Portsmouth. Terry's wish to see stationary boiler 61943 – which he missed on our somewhat frantic visit a fortnight earlier – meant that Colwick was one of the two sheds visited as we travelled south.

Although I did not know at the time, Terry has since told me that he wondered if my interest would wane once my chasing of Western Region steam locomotives had been concluded. The reality was I had totally bought into the relentless intensity a trip with Terry involved and with my steam locomotive 'wants' list reduced by this trip from 1,567 to 983 (in one weekend) it was simply now a question of deciding what trips we could afford in the coming months.

And perhaps catching up on our sleep!

LOCOMOTIVES NOTED

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

FRIDAY, MAY 7th, 1965

OXFORD SHED YARD: D3963 D3972 D7065 3751 6108 6874 6923 6924 6947 8498 9653 9773 44771

73044 73049 73162 92235

OXFORD SHED: 6110 6111 6126 6154 6849 6868 6872 6908 6957 6999 9789

OXFORD SHOPS: 3802

SATURDAY, MAY 8th, 1965

SALTLEY SHED YARD: D36 D1588 D1725 D1814 D5185 D5212 D5224 D5239 D5266 D5683 D7582 44777

44859 44944 44945 46454 48024 48384 48474 48691 92054 92137 92139 92215

SALTLEY SHED TABLE 1: D3250 12059 43018 43143 44057 44466 44829 48109 48133 48351 48530

48669 76038 76048

SALTLEY SHED TABLE 2: 6644 48725 76023

SALTLEY SHED TABLE 3: 44873 44910 45067 45253 45264 45410 48215 48646 48718 90330 90601

90730 92077 92138 92150 92152

OXLEY SHED YARD: D3036 D3037 D3191 D3757 3605 3744 3830 4148 6855 6862 6903 6918 6959

7821 42069 42604 42946 42957 42983 44812 45186 45272 48016 48175 76022 78008 92104 92230

OXLEY SHED TABLE 1: 6870 44684 45283 73013

OXLEY SHED TABLE 2: D1685 D1745 D2208 D3977 3631 3776 3782 3788 3792 4165 6823 7820 9640

9658 9776 44805 44808 45006 45040 45263 48120 48330 76052

STAFFORD SERVICE: E3007 E3064 45064 45405 48445

STAFFORD GOODS YARD: D3291 D5145
STAFFORD SHED YARD: D2236 D2385 42350 42381 47359 47665 48073 48554
STAFFORD SHED: 44813 44963 45110 45147 48602
STOKE SERVICE: 44838 45003 45111 47273 48193 75020 75031 92079
STOKE STATION: D3866 45191 45222 48291 75054 76051
STOKE SHED YARD: 44682 44710 44713 45240 45257 45280 45350 45422 47596 48012 48018 48090
48246 48423 48505 48548 48606 48735 75018 75036 75037 75056 76044 76075 78017 78056
92134 92167
STOKE TABLE SHED: 42070 42160 42224 42488 42542 42564 42590 42605 42609 42663 42665 42667
45268 47280 47649 76020 76089
STOKE SHED: 44810 45037 45060 45180 48171 48248 48354 48768 75030 76085 90063 92049
COCKSHUTE SIDINGS: D4110 75006 75040
CREWE NORTH SERVICE: E3006 45232 45296 47325 47505 47658 48510
CREWE NORTH SHED YARD: D236 D318 D1501 D1609 D1634 D1694 44683 44839 45046 45056 45247
45278 45372 45425 70020 70029 78031
CREWE NORTH TABLE SHED: 41212 44680 70000 70028 70043 70044 70051
CREWE NORTH SHED: D380 D1714 D1731 43042 45418 45427 48610 48630 70052 73032
CREWE WORKS YARD: D2708 D2711 D2741 D2742 D2743 41229 44405 44450 47384 47615
CREWE GREYSTY LANE: D1609 D3245 D3292 47677 90125
CREWE SOUTH SERVICE: E3022 45116 45247 47445 70010
CREWE SOUTH SHED YARD: D2909 D4143 D8021 6848 42859 42948 44678 44692 44825 44884 45002
45042 45102 45142 45191 45223 45270 45321 45379 45387 45446 45449 45494 47397 47482
47530 48001 48170 48173 48255 48441 48471 48502 48665 48743 70023 70039 73000 73040
78025 78030 78036 92021 92028 92008 92247
CREWE SOUTH SHED: D2519 6841 6861 6931 43020 43024 43113 44684 45021 45033 45237 45391
47338 48082 48247 48416 48633 73021 90615 92026
CREWE DIESEL DEPOT YARD: D316 D2911 12021
CREWE DIESEL DEPOT: D215 D229 D304 D311 D323 D324 D327 D1635 D2221 D5003 12011 12022
12025
CREWE ELECTRIC DEPOT YARD: E3001 E3020 E3035 E3100 E3101 E3105 E3106 E3108 E3165 E3168
E3169 E3171
CREWE ELECTRIC DEPOT: E3008 E3033 E3056 E3072 E3110 E3170
NORTHWICH GOODS YARD: D3857 D4147 45351 48344 48693 48741 77011 92120 92166
NORTHWICH STATION: D5017 D5276
NORTHWICH SHED YARD: 45241 48135 48639 48668 77014
NORTHWICH SHED: 46487 48516 48631
WARRINGTON DALLAM SERVICE: 44115 44730 70037
WARRINGTON DALLAM SHED YARD: 12076 42369 44195 44819 44935 45041 45092 45583 45655 47493
48075 48176 48398 48500 48746 90702 92045
WARRINGTON DALLAM SHED: 44181 44658 44930 92124 92156
SUTTON OAK SERVICE: 47393 48326
SUTTON OAK SHED YARD: 44086 44350 47298 48337 48479 73011 76076 76078 76079 90178 90390
SUTTON OAK SHED: 41286 43994 44075 44266 47367 47377 47452 47453 47668 48033 48623 48647
76077 76080 76081 76082 76084 90212
AINTREE SHED YARD: 44735 45323 47566 48731 75043 90482
AINTREE SHED: D3367 D4152 42819 45229 46404 46500 46502 47289 47327 47512 47655 48017
48050 48108 48139 48268 48340 48451 48558 48605 48648 48676 75060 75061 75064 90267
90284 90385 90520 90724
BANK HALL SHED YARD: D220 42647 42959 45290 75032
BANK HALL SHED: D2851 D2852 D2856 41244 44781 45068 45154 45684 45721 46496 46497 75026
75047 90486
EDGE HILL SHED YARD: D341 45261 45284 45590 47285 48249 48296 48512 92058 92086
EDGE HILL SHED: D3019 D3579 D4154 D4155 44709 44772 44821 44827 44893 45005 45039 45307
45312 45440 45633 46515 47357 47406 47415 48029 48078 48129 48151 48163 48188 48200
48305 48308 48433 48727 48742 70017 70048 82034 90222 92163
ALLERTON ELECTRIC DEPOT YARD: E3046 E3107 E3164
ALLERTON ELECTRIC DEPOT: E3034 E3077 E3097 E3161
SPEKE JUNCTION SERVICE: 12008 90620
SPEKE JUNCTION SHED YARD: D3837 D3856 D3858 42064 44522 44741 45316 45338 45386 45412
46503 46516 46518 48182 48294 48476 48709 48711 92029 92078 92108 92158
SPEKE JUNCTION SHED: D2199 D2372 D2393 D2394 D3836 12006 12007 12014 12015 12017 12018
12026 12027 12028 12081 42814 44743 44753 44877 45131 45181 45329 45370 45388 45407
46410 46424 46440 48457 48692 48774 92008 92115
BIRKENHEAD SHED YARD: 42086 42104 42213 42827 47272 47447 47495 47627 47659 47674
48184 48323 48423 48684 90462 92057 92085 92103 92107 92117 92120 92123 92166
BIRKENHEAD SHED: D2220 D2503 42459 42566 42597 42602 42753 42765 42777 42782 44872 47423
47533 48262 48435 48611 92046 92047 92082 92112 92157
SOUTHPORT SHED YARD: 44686 90563
SOUTHPORT SHED: 42061 42078 42132 42551 42645 42662 42675 44687 44757 44809 45055
WIGAN SPRINGS BRANCH SHED YARD: 42249 42295 42374 42462 42558 42587 42647 42924 42948
42960 42968 44490 44500 44770 44779 44918 44935 45019 45070 45078 45140 45281 45303
45314 45351 45385 45434 45698 46419 46484 46486 47671 48114 48125 48187 48275 48278
48290 48379 48494 48675 90054 90152 90183 90317 90399 90561 90585 90686 92105

WIGAN SPRINGS BRANCH SHED: 12023 12031 12032 42174 42456 42465 42601 42963 44823 45108
 45221 45408 46402 46447 46517 47314 47395 47444 47603 48261 48319 48373 48511
BOLTON SHED YARD: 42426 42554 42574 42626 42654 42855 44311 45381 46405 46416 46439 48106
 48333 48740
BOLTON SHED: D2225 42155 42183 42484 42555 42676 44728 44864 44947 45104 45252 45260
 45290 45304 45318 45378 45409 45411 46414 46417 46436 46504 46506 47429 48205 48469
 48523 48547 48702 48773 84017 84019 84025 90342
SUNDAY, MAY 9th, 1965
TRAFFORD PARK SHED YARD: 42076 45073 45269 48131
TRAFFORD PARK SHED: D48 D84 D122 D5204 D5274 D5275 D5278 D7586 42050 42051 42065
 42113 42455 44694 44708 45017 45139 45352 45380 45404 48273 48288 48348 48741
PATRICROFT SHED YARD: 44901 45094 61224 70037 73136 73138 82003
PATRICROFT SHED: D3588 D3589 D3842 D3868 42435 42447 42567 44888 45026 45077 45105 45132
 45531 47378 47647 48181 48213 48251 48491 48553 48663 48720 48745 48770 70011 73006
 73128 73131 73133 73134 73135 73140 73141 73142 73143 73144 73158 73163 73165 82009
AGECROFT SHED YARD: D3592 44782 45095 45424 47428 48250 48682
AGECROFT SHED: 44822 44928 44929 44987 45096 45133 45200 45368 45437 47578 47681 48164
 48218 48224 48397 48521 48535 48536 48539 48634 48707 48708 90417
BRINDLE HEATH GOODS YARD: D3373
NEWTON HEATH SHED YARD: D101 D145 D289 D1813 D2866 D2869 D3590 D3591 D3779 D3845 D5236
 D5281 D7595 42079 42115 42464 42548 42656 44247 44544 44734 44958 45076 45101 45202
 45246 45600 45653 46406 46411 46412 46418 46452 46514 47408 48295 48321 61225 61319
 90080 92016 92050
NEWTON HEATH SHED: D2859 42087 44803 44814 44818 44933 45203 45271 45336 45339 45343
 45604 45666 46437 46449 46485 46501 46513 46523 47480 47656 47660 48136 48331 48391
 48532 48612 48756 48765 48775 90189 90333 92018 92051 92056 92081 92110 92114 92162
GORTON SHED YARD: 12024 42715 42751 42778 42787 42832 42904 42958 42967 42972 42981 42982
 44364 48178 48322 48401 48557 78007 78014
GORTON SHED: D3700 12010 42327 42334 42368 42700 42733 42831 42878 42905 42938 42940
 42947 42950 42951 42964 42978 42980 47388 48221 48515 48520 48543 48701 78011 78012
 78024
LONGSIGHT SHED YARD: D3766 D5146 E3004 E3007 E3030 E3031 E3036 E3039 E3041 E3042 E3076
 E3082 E3092 E3096 E3102 E3104 E3162 42974
LONGSIGHT SHED: D287 D5014 42112 42900 43121 44169 44599 48302 84014
LONGSIGHT DIESEL SHED: D3767 D3769 D3771 D3854 D5135
LONGSIGHT ELECTRIC DEPOT: E3043 E3044 E3053
REDDISH ELECTRIC DEPOT YARD: D5708 26000 26006 26047 27000 27001 27002 27003 27006
REDDISH ELECTRIC DEPOT: D1682 26003 26004 26005 26007 26008 26049 26055 26057
HEATON MERSEY SHED YARD: 43010 43047 45137 45201 48327 48695
HEATON MERSEY SHED: D3852 D3853 42133 42134 42159 42783 42955 43013 43033 43046 43048
 43106 43120 44725 48176 48190 48191 48208 48390 48403 48546 92020
STOCKPORT EDGELEY SHED YARD: D5137 42734 42942 44696 44828 45069 45449 45596 45632 45647
 45654 48123 48175 48182 48287 48310 48355 48437 70004 70015 70026 84026 90125
STOCKPORT EDGELEY SHED: D3770 42710 42712 42772 42817 42932 42941 44394 44855 48338 48392
 48744 84013 92127
A57 GLOSSOP: 42901
SHEFFIELD BRIGHTSIDE GOODS YARD: D3131 D4036 D4039 D4043 D4047 D5210 D5862
MILL RACE JUNCTION: D3336 D5845
SHEFFIELD DARNALL SHED YARD: D8063 D8066
SHEFFIELD DARNALL SHED: D1532 D3440 D3443 D3702 D5196 D5677 D5842 D5852 D6796 D8023
 D8054 D8067
SHEFFIELD BROUGHTON LANE GOODS YARD: D3330 D4056 42705 43093 90392
WARD, ATTERCLIFFE: 42701 42793 42815 42816 44054 44235 44373 44376 44593 47365
TINSLEY MARSHALLING YARD: D3707 D4090 D8024
TINSLEY SHED YARD: D4037 D4500* D5841 D6803 D6805 D8052 D8057 D8065 D8606 (*Master + Slave,
 formerly D4188 & D3698)
TINSLEY SHED: D1552 D1553 D1776 D1783 D1784 D1792 D1796 D1804 D3127 D3326 D4046 D5584
 D5692 D6808 D6812 D6817 D6968 D8050 D8051 D8056 D8058 D8614
ROTHERHAM CENTRAL STATION: D4055
CANKLOW SERVICE: D76
CANKLOW SHED YARD: 44693 44892 45675 48158 48215 90136 90139 90202 90220 90276 90557
CANKLOW SHED: D3086 D3129 D3703 43064 43091 43109 61094 61190 61315 61372 61392 61394
 90149 90203 90290 90558 90697
WATH GOODS YARD: D3063 D3329 D4032
WATH SIDING: D5538 D5585 D5807 D5808 D5811 D5813 D5816 D5819 D5820 D5822 D5827 D5828
 D5830 D5833 D5836 D5838 D5840
WATH SHED YARD: D1801 D1802 D3061 D5805 D6734 D6746 D6747 D6815 D6959 D6962 D6964
 D6965 D6967 26001 26011 26013 26016 26020 26021 26023 26025 26027 26029 26030 26034
 26037 26042 26052
WATH SHED: D3333 D5539 D5814 D5817 D5834
STAVELEY GC SHED YARD: D4092 43090 63612 63630 63650 63725 63768 63786 63813 63878 63879
 90069 90121 90188 90225 90258 90301 90401 90419 90496
STAVELEY GC SHED: D4064 D4094 43149 63590 63646 63701 63706 63863 63868 63913 90719



A typical 1960s scene at the depot at **Wath**. The depot building in the background evolved from an electric locomotive maintenance and inspection shed into a diesel inspection and fuelling facility after the London Midland Region took over responsibility for electric locomotive maintenance in 1958. Electric locomotives though continued to be stabled at Wath. *J Leaf/Colour-Rail 30319*

STAVELEY OLD WORKS (STAVELEY DEVONSHIRE WORKS): 41528
STAVELEY NEW WORKS YARD (STAVELEY IRON WORKS): D3663 41763 41804
STAVELEY NEW WORKS SHED (STAVELEY IRON WORKS): 41708 41734
BARROW HILL SERVICE: D4059
BARROW HILL SHED YARD: D1775 D1805 D5839 **43037** 43062 **43067** 43084 **43144 43148** 43153 43159
 47001 48358 90084 90085 90340 **90383** 90493 90509 90529 90587 **90668** 90730
BARROW HILL SHED: D1770 D1803 D4045 D4063 D8604 D8605 D8607 D8608 D8609 D8610 D8612
 D8613 D8615 D8616 41533 41835 43080 43111 43161 90190 90368 90474
LANGWITH JUNCTION SERVICE: D5856
LANGWITH JUNCTION SHED YARD: D3325 D3701 D4053 D4057 D4060 D4061 D4065 D4069 D4085 D8611
63683 63697 **63717** 63732 63739 63828 63843 63850 **63877** 63882 63893 **63902** 90043 90088
 90271 90275 90292 90398 90418 90449 92041 92042 **92044 92140** 92141 92145 92146 92178
 92179 **92180** 92182 92189 92191 **92195*** (*Withdrawn on this day)
LANGWITH JUNCTION SHED: 63679 63691 **63842 90164 90442 92038** 92040 92144 92148 92149
SHIREBROOK DIESEL DEPOT YARD: D1551 D1779 D1787
SHIREBROOK DIESEL DEPOT: D1782 D1799 D4067
COLWICK SHED YARD: D2024 D3489 D3490 D3625 D3626 D4086 48252 48446 48736 61194 61264
 61281 61285 61302 63674 63675 63707 63770 63781 63816 63819 90029 90037 90103 90413
 90432 90703
COLWICK SHED: D1763 D1769 D2018 D2023 D2025 D2027 D2298 D2302 D2403 D2407 D2409 D5596
 D5613 D5698 D5847 D7578 61070 61089 61092 61141 61145 61188 61210 61232 61248 61250
 61299 61361 **61943*** 63639 63644 63873 90036 90038 90051 90104 90227 90259 90316 90393
 90423 90437 90438 90466 90492 90510 90545 90606 90629 90674 (*Stationary boiler)
COLWICK SHOPS: D2300 D3627 63791 90002
LEICESTER MIDLAND SERVICE: 78061
LEICESTER MIDLAND SHED YARD: D64 D71 D3786 D5232 D5381 D5387 D5394 D5635 48180 48222
 48346 48609 48615 48685 78027
LEICESTER MIDLAND SHED: D57 D3056 D3058 D3059 D3777 D3862 D5191 D5248 D5249 D5383 D5384
 D5386 D5391 D5397 D5404 D5848 D7568 D7593 D7594 48065 48212 48528 48625 48698 78021
 84006

Also visited was the closed shed at Bury on May 8th.
 NB. "Service" is Terry's indication of a locomotive(s) booked passing the named location. Locomotives marked in **RED** were withdrawn.