

GIMME, GIMME, GIMME SOME LOCOMOTIVES AFTER MIDNIGHT!

by ROGER BUTCHER



The whole of **Westhouses Shed** can be seen in this wonderful view from the mid-1960s. As with Roger and Terry's visits to this depot in July 1965, the introduction of diesel locomotives had only just begun.

P Hughes/Colour-Rail BRM2861

In the latest of a series of articles featuring the shed-bashing trips of ESS members Roger Butcher and Terry Hayward, Roger reflects on two weekends in July 1965 where the words 'It's midnight' had a special significance for him.

Following our weekend trip in early July to (primarily) Eastern Region sheds, the focus now turned to sheds in Lancashire, Yorkshire and the Midlands. Some considerable mileage when you are based on the South Coast and the UK motorway network was in its infancy.

As ever, the purpose was to reduce our steam locomotive 'wants' lists as much as possible and, at the same time, embrace the new fleet of diesel and electric traction.

EASTLEIGH

But, prior to those two weekends, the last of our frequent trips to Eastleigh took place. Almost a year to the day from my chance meeting with Terry, our visit on July 10th to the shed and Works at Eastleigh proved to be our last together (in that era). Quite simply there were no locomotives present that we had not recorded before. For myself that was the first time since I went to Eastleigh in 1958 as an eleven year-old and experienced what this remarkable railway town offered the enthusiast.

Not only was there a regular flow of locomotives arriving for scrap or overhaul at the Works, but the timing of the first stage of the Kent Coast electrification meant the Southern Section received in June 1959 a large influx of displaced steam locomotives from the Eastern Section. As regards named locomotives, it meant for a (now) 12 year-old the opportunity to complete his Merchant Navys as 35001, 35015 and 35028 became a regular sight (at Eastleigh) on the Southern Section. A class which I had first seen at Southampton Central Station in early 1958 when my parents left me there whilst they went shopping. Over sixty years later the recollection of seeing 35014 *Nederland Line* and 35022 *Holland America Line* is still vivid. Eighteen months (or so) later the class had all been seen, thanks to regular visits to Eastleigh and a visit to Exmouth Junction Shed in August 1959, as well as passing through Salisbury as I travelled back and forth to Newport in the school holidays.

Looking back I was extremely fortunate to have lived only 14 miles away from Eastleigh and it is that location that was key to me seeing 265 of the 275 named Southern Region locomotives in stock in August 1957 when I began this wonderful hobby of ours. Eastleigh was, of course, also where I met Terry on July 12th, 1964, a chance encounter which resulted in two and half years of utterly relentless shed-bashing and a life-long friendship.

TERRY AND HIS BUSES

As mentioned in the last issue of *Link*, Terry has brought the same focus and determination to his work on the WRHTS Project as he did to our extensive shed-bashing in the mid-1960s. Terry also took those same attributes to his passion for buses. Having recently looked through his quite amazing registers of the location and dates of the LT buses he has seen, I asked him to write a few words about his years of chasing down London buses.

"My foray into the world of buses began in the middle 1950s and initially covered almost every company in Southern England. On a summer Saturday it was possible to see as many as thirty double-decker LT vehicles in Southsea but permanent records were not compiled. By 1958 the extent of the hobby was reduced to local corporations, Hants & Dorset, Southdown and LTE.

My first LTE trip was a disappointing midweek half-day affair on November 4th, 1957 and so I took on the responsibility and organised trips on April 6th and April 27th, 1958, just before the 10-week bus strike in London. The next trip was August 10th, 1958 and, by the end of 1962, I had made 58 day trips to London, initially by rail, then coach and ultimately various forms of my own transport.

By 1964 an attempt was being made to chase former LTE vehicles UK-wide (combined with some shed-bashing) and this was further advanced by three visits to Ceylon in 1969 and 1970 - the grand total of RT, RTL and RTW seen being 6855 out of 6956! The majority of those missed were withdrawn in 1955/56 and sold for scrap.

Later, and early on the Sunday morning of July 11th, 1971, I was bunking Chiswick Works looking for RM8 but was (perhaps inevitably) caught. However, I was escorted to where it was parked and that completed 2,760 Routemasters!

From then on it has been a case of chasing down countless brand new vehicles until 2016 when, after almost six decades, health issues brought about my retirement from a pastime I have thoroughly enjoyed."

WHY ONLY NINE SHEDS?

When I initially looked at the locomotive lists Terry kindly provided for this article I was surprised to see we had 'only' visited nine sheds on July 17th (the Saturday), 15 to 20 being the figure I was anticipating on, to us, a 'normal' day.

When my own records confirmed Terry's listing, it became apparent that we had not made our usual Friday evening start and so the first part of the Saturday was spent travelling to the Midlands. A look at Terry's amazing registers of the LTE buses he has seen soon revealed the answer, Terry having been on a bus-bash from the previous Wednesday to the Friday!

The ninth shed of the day was Oxley and, as we crept round, I kept a close eye on my watch, the reason being that I always made a precise note on which day a locomotive was recorded. As the accompanying tables show, midnight came as we left the second roundhouse to record the locomotives in the shed yard.

Two more sheds were visited before we stopped for a few hours' sleep. As regards Stafford, it was destined to be one of a number of sheds I never visited in daylight as it was closing to steam that very day. Of the final seven steam locomotives allocated to Stafford, 48602 and 48632 were still present awaiting their transfer to Newton Heath. As for the shed at Stoke (Cockshute), its absence from the 1963 (12th edition) of Aidan Fuller's *The British Locomotive Shed Directory* meant it had not been visited on our previous visit to Stoke on May 8th. How we now knew about this depot's existence has been lost in the mists of time. It was though a shed built in 1957 with three roads each capable of holding six vehicles on each road. A single-ended building, it was built almost adjacent to a rudimentary three-road carriage shed. The new building was built to maintain, service and clean the diesel multiple units that were being introduced into the Stoke-on-Trent area and there were two large notices on the front walls of the shed which stated 'Locomotives must not enter this building'.

This was because of weight restrictions on the stilt-supported tracks. However, diesel shunters did come in for their weekend maintenance but were confined to one per road and were always placed at the extreme ends where the heavy concrete buffer stops gave additional support to the track. The first allocation of diesel shunters that came to Stoke in 1959 were maintained here and on our nocturnal visit in the early hours of Sunday, July 18th, D3798, D3801, D3802, D3866, D4108, D4109, D4110 and D4111 were present. Terry's meticulous records show in the accompanying tables which three diesel shunters were inside the shed for weekend maintenance!

The diesel shunters covered duties at Stoke Yard (2), Cockshute Sidings, Etruria and Grange (2) and Longport. As referenced above, this depot was not included in any of the shed directories we possessed (1960, 1962 and 1963) and it would be interesting to know whether it found its way into later shed directories. As regards the listing of sheds in the various Ian Allan books, the earliest one I could find where it was mentioned was my February 1964-printed *Locoshed Book* which said (for 5D) Stoke & Cockshute instead of, as previously, just Stoke.

When the depot was built in 1957, no-one could have envisaged that it would close as a maintenance depot before Stoke's steam locomotive depot! However, with the reallocation of its diesel multiple units to Monument Lane and Longsight the depot officially closed on March 27th, 1966 with the final set



Crewe Works shunter ex-LMS Class 4F 0-6-0 No.44450 is pictured on November 1st, 1964 outside the 'Copper Shop' moving a newly Crewe-built Type 4 Brush diesel locomotive. *N Joseph/Colour-Rail 316003*

leaving the following morning. Parcels Unit M55999 and the diesel shunters were reallocated to Crewe Diesel Depot. After its closure as a maintenance depot, a number of multiple units continued to stable here whilst, after the steam shed at Stoke closed, some main line locomotives would be stabled here. With the steam shed at Stoke closing on August 7th, 1967, a question for ESS members to consider. Was there a new diesel maintenance depot anywhere else in the country that closed before its older steam counterpart in the same town?

CREWE

Just ten weeks after we had visited all the Crewe sheds and the main stabling point for the Crewe Works shunters, they were all visited again by the same entrances as described in my article in *Link 123*. This time though we were not stopped on Crewe ETD! As for Crewe North Shed, despite losing its steam allocation some eight weeks earlier, there were thirteen steam locomotives present including three Britannias.

As I later discovered, this was because Crewe South Shed, which took over responsibility for 36 of the last 38 steam locomotives allocated to Crewe North on May 23rd, did not yet have the facilities to carry out the heavier steam locomotive repairs. So, a small number of staff remained at Crewe North Shed to undertake this work. Also, the breakdown train remained at Crewe North during this period as the staff who manned it at this time were largely those engaged on the heavier steam work. The residual steam locomotive work at Crewe North Shed was transferred to Crewe South on and from October 25th 1965, some five months after the closure date listed in most reference books.

BACK IN THE DAY

Back in the mid-1960s there were no such things as credit cards, pay-day loans and so forth. So, by and large, you could only spend the money you had. And, I believe, life was generally much better for that. So, with what credit facilities that were available being very tightly controlled, people were not tempted to run up mountains of debt.

The relevance of the above paragraph to this article was that our relentless chasing down of steam locomotives all over the country was relatively expensive despite the fact we were sleeping in the car to save both time and money. So, as we worked our way through the list of depots detailed in the accompanying tables for July 18th, our thoughts were turning to what trip we should do next.

From our perspective it was a race against time with all of us determined to see as many steam locomotives as possible and not simply see our wants list reducing mainly because of withdrawals and disposals. It was apparent that we would not be able to cover all the depots at which we needed steam locomotives during our planned country-wide trip from 7th-15th August and the obvious solution was to put an extra weekend trip in before our nine-day trip. Whilst Terry understood the logic, he simply said he could not afford it. I subsequently discussed it with Ian Fairhead (our navigator) who immediately agreed to my suggestion that we split the costs of Terry's share of the extra weekend costs. Initially Terry, who is scrupulously fair on financial matters, refused. I pointed out that when his car was used instead of a hire car it was him who bore the maintenance and insurance costs of our 'transport' and this was an opportunity to redress that balance. Quite simply, the trip could not take place without him and it was essential that it went ahead.

IT'S MIDNIGHT

Fortunately Terry agreed, but only as a one-off, and five days later on Friday evening July 23rd, we quietly arrived at Saltley Shed shortly before midnight. Coincidentally, as with Oxley the weekend before, midnight arrived as we completed booking the locomotives present in the second roundhouse.

Our destination that night was Buxton, a considerable way from Portsmouth on the South Coast, and Saltley Shed was on our itinerary mainly to break up the long journey. Shortly after 3.00am we parked up in the road adjacent to the goods yard near Buxton Station. Even Terry – with his incredible stamina – needed a few hours rest and Buxton Shed would become the first visit following a few hours' sleep. The next stop was Lostock Hall, prior to visiting all the depots in the 10 Division that we had not previously been round together.

The accompanying tables detail what we recorded although the list for Preston Station is a combined one as our time there included food and a 'comfort break'. And Preston was a busy station! As regards the shed at Accrington, there were no locomotives present as the former steam shed had closed in March 1961 and was now being utilised as a diesel multiple unit depot. There were, however, half a dozen steam locomotives recorded during our only visit together to Accrington.

MR BEE

My main memory though of the depot at Accrington relates to my two visits in 1968 when I was chasing down (by myself) the diesel multiple unit vehicles I had not yet seen. I had decided the best way to chase down the vehicles I needed was to visit the depots and their stabling points at night when they were being serviced and cleaned. On both my visits to Accrington the foreman Mr Bee could not have been more helpful. For the record M50979, M51743, M51777 and M56262 were seen on the former steam locomotive shed in the early hours of Thursday morning, May 2nd whilst M50972, M51747, M51764, M56264 and M56270 were recorded in the carriage shed shown on p.256 of Paul Smith and Roger Griffiths' marvellous book *The Directory of British Engine Sheds and Principal Locomotive Servicing Points*. Of the other four vehicles I needed from Accrington, M50983 and M56266 were seen inside Derby Carriage Works the following week, whilst M51724 was seen the next morning in Spring Vale Goods Yard where it was awaiting scrapping (along with M51705) following severe accident damage. The other vehicle I needed from the depot was M50971 and it was duly seen on Accrington Shed on September 29th.

THAT MUST BE ROGER!

As was the case for almost all my chasing down of multiple units and locomotives in 1968, it revolved around the Spurs fixture list. So, for example, the above-mentioned visits to Accrington were after a 1-1 draw at Liverpool on April 29th and a 2-2 draw at Newcastle United on September 28th.

As for the kindness shown to me by Mr Bee, I could not have achieved all my various targets without such acts of tolerance and indulgence from BR staff. Much is written in the railway press about officials in trilby hats, crooked fingers and the like but I believe that was the exception, not the rule. In my experience during the 1960s most railway staff turned a 'blind eye' to our 'obsession' and almost always responded positively to requests as to where a locomotive or multiple unit could be found. Of course, there were exceptions but some five decades later it is more apparent to me than ever that the kindness and tolerance shown to railway enthusiasts by railway staff has not been given the coverage it deserves.

As for Mr Bee, he subsequently also helped Terry and Ian when they were chasing down in 1969 the diesel multiple units they had not yet recorded. As Terry recently reminded me, Mr Bee mentioned to them that 'a chap from Portsmouth' had made a number of visits the previous year and Ian said 'That must be Roger' and, of course, it was!

NO BROKEN WINDOWS

Returning to our trip in July 1965, the shed at Hellfield – which had closed on June 17th, 1963 – was securely locked up with no broken windows to allow access! There were, however, plenty of windows that enabled us to identify the majority of locomotives (and a railcar) that were stored inside pending the opening of York Museum. At this point can I thank ESS members Tony Skinner and Alan Wass for their letters in *Link* 126 which detailed their experience of climbing through the window at No.2 Paint Shop, Stratford, to view the preserved locomotives inside. Did any ESS members manage to access the locked shed at Hellfield when it contained the preserved locomotives? If so, how?

As for the sheds we visited in Yorkshire, a number of memories stand out. Firstly, all 15 locomotives recorded on Huddersfield were cogs for me, the last time that would happen as we relentlessly chased down the steam locomotives we needed to see. It is, however, my first visit to Wakefield Shed that remains one of the most vivid memories of my trips with Terry. Whilst Terry had visited the shed twice before, it was my first time. With an allocation of 84 steam locomotives it was now – by some distance – the shed I needed the most locomotives from. So, as Terry turned off the A638 into Elmtree Street my heart was beating rather quicker than normal. It was approaching 11.30pm on a Saturday night and we crossed the footbridge that accessed the shed as quietly as possible. Some 55 steam locomotives later, I was checking my watch to ensure that I changed the date in my notebook at the appropriate moment when midnight arrived. Another 16 steam locomotives and two diesel shunters

brought our nocturnal visit to a successful conclusion and we left as quietly as we had arrived.

It was now time to have some sleep and, following a short drive, we parked up near Normanton Station, the local shed being our first stop the next day. Inevitably the next morning I could not resist counting up how many WDs had been present the previous night on Wakefield Shed. The answer was 49, of which 44 were cops! With so much steam still hard at work in West Yorkshire, it was hard to imagine that the end of steam on British Railways was only just over three years away.

A SURPRISE SHED!

Diesel and electric traction was the order of the day at Wath, but the discovery of another shed there came as a great surprise! Having visited the shed pictured on page 94 of *Link* 123, and noted the locomotives stabled in Wath Siding, Terry drove into the extensive goods yard on the other side of the main line, having seen a gate open and a rough track ahead of him between lines of wagons. The intention was to try and identify any diesel shunters that might be stabled in the yard.

After several minutes of driving along this rough road, Terry suddenly exclaimed 'There's a shed here!' On reflection, I may have missed a word out! And, sure enough, deep in the yard was a three-road diesel maintenance and servicing depot! Built around 1963 its existence was seemingly (in its early years) almost unknown to enthusiasts. Hence why so few photographs of the shed have been published. And finally, as regards Wath, my thanks to Philip Stuart for confirming that the siding I referred to in *Link* 123 was the nearest siding on the other side of the main lines to the shed pictured in my article.

TWO SHED BUILDINGS

As regards the two shed buildings at Langwith Junction, it is now apparent that 63842, 90142 and 92038 were in the three-road timber-built shed on our May 9th visit, this now being where locomotives awaiting disposal were prepared for movement to scrapyards. On the occasion of our July 25th visit, the accompanying tables show which locomotives were in the respective shed buildings. Two sheds that were visited on both of the consecutive weekends discussed in this article were Derby and Rugby and in both cases the second of the two visits is more detailed than the first. In the case of Derby, there is a clear distinction between the Shed Yard and the Works Yard (which was immediately adjacent) and, with less staff about, the visit to the Works Yard was comprehensive. As for Rugby, the second visit identifies which electric locomotives were inside the short-lived electric depot (see *Link* 92).

AND FINALLY

After three very successful weekend trips in July, my wants list was down to 393 (having been over 2,500 in mid-April) whilst Terry needed 204 steam locomotives. Generally, during this period, Terry's wants list was approximately half of mine as, being four years older than me, he had travelled more extensively than I had thanks to his pursuit of ex-LT buses and three Ernie Middleton (aka North London Railfans) trips, as well as a number of family outings which included some shed-bashing.

All our focus now was on our forthcoming nine-day country-wide trip which – excluding several Welsh sheds – would cover every locomotive shed where a steam locomotive one of us had not seen was allocated. It was an ambitious schedule, whilst we were very conscious that as our wants list got smaller and smaller the more challenging it would become. Was it a challenge Terry and I were looking forward to? Oh yes!

LOCOMOTIVES NOTED

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

SATURDAY, JULY 17th, 1965

LEAMINGTON SPA: D1710 6951 7919

TYSELEY SERVICE: 70053

TYSELEY SHED YARD: D3983 D3985 D3985 3849 4125 4147 4155 5606 5684 5988 6668 6831 6855 6866

7814 7915 8109 46456 48120 76087 82021

TYSELEY SHED: D3950 3625 4111 4158 4168 5605 5658 6667 6697 6859 6862 8767 9774 12066

46428 46457 73026 75003 92001 92074 92128 92204 92213 92215

TYSELEY DIESEL SHED: D5008 D5202 D5298 82020

SALTLEY SHED YARD: D48 D99 D132 D147 D1675 D1744 D1793 D1814 D1874 D3250 D3577 D5183

D5187 D5197 D5210 D5232 D5266 D5285 D5407 D5669 D5837 D7587 D7597 44944 48027

48109 48142 92086 92155

SALTLEY TABLE 1: D3167 D3576 12035 12040 12042 42334 44057 46443 46448 48177 48327

48503 48528 48651 48669 48762 76048

SALTLEY TABLE 2: 4154 46470 48397 48412 76038 76043 76052

SALTLEY TABLE 3: 44666 44680 44776 44808 44915 45048 48392 48476 48606 48629 48646

48755 73140 90032 90283 90395 92029 92125 92136 92224

ASTON SHED YARD: 44685

ASTON SHED: D269 D343 D369 D376 D1834 D1849 D3107 D3775 42062 42075 44872 44938

44942 45038 45051 45052 45308 45439 46427 46492 76040 76095

MONUMENT LANE SHED YARD: D2386 D3840 12092

MONUMENT LANE GOODS YARD: D3956 D5245

STOURBRIDGE SHED YARD: 4151 4175 6129 9646

STOURBRIDGE SHED: 3607 3619 3658 4646 4665 4696 5659 6633 6671 6683 6692 6838 6847

7914 8718 9608 9613 9614 9641 9724 9733 44812 48330 48402 48417 48424 48459 48468

73034

STOURBRIDGE DIESEL SHED: D3025 D3026 D3029 D3982 D3988 D3995 D3997
STOURBRIDGE SHOPS: 6681
WEDNESBURY GOODS YARD: D1685 D3038 D3752
BESCOT SHED YARD: D3088 D3116 D3871 43002 43005 44188 44210 44840 44858 45064 45222
45410 46421 46425 46445 46490 46522 48010 48061 48101 48335 48336 48375 48526 48680
48705 48725 **48733** 48738 48767 48769 76036 76042 76047 76086 76088 **90368**
BESCOT SHED: D3090 D3115 12004 12056 12087 44139 44155 44914 45089 46429 46527 48195
48256 48477 48502 48514 48522 48529 48556 48659 48674 48713 48724 48726 48752 48766
76039
RYECROFT SHED YARD: D3780
RYECROFT SHED: D3091 D3781
OXLEY SHED YARD: 7828 **42604** 45091 45186 70047 92217 92243
OXLEY TABLE 1: 3605 3631 3776 3782 3788 3792 4165 4178 6858 6984 42946 44919 48415
70053 73020 76022 78008
OXLEY TABLE 2: D1683 D1688 D1701 D3039 D3979 3744 4148 **6823** 6833 9640 9658 9776 73019
80135
SUNDAY, JULY 18th, 1965
OXLEY SHED YARD: D1600 D1687 D1689 D2396 4176 5605 6803 6857 6951 6991 7919 **9753**
42983 44894 45116 45231 73071
STAFFORD SERVICE: 75062
STAFFORD SHED YARD: D2236 76099
STAFFORD SHED: D3175 D3799 48174 48602 48632
COCKSHUTE SHED YARD: D3801 D3866 D4108 D4109 D4110
COCKSHUTE SHED: D3798 D3802 D4111
STOKE SERVICE: 48131
STOKE SHED YARD: 42663 42665 42783 44713 44714 45003 45020 45050 45074 45129 45134
45191 45240 45241 45422 **47359** 48012 48078 48147 48207 48282 48354 48411 48462 48548
48640 48736 48757 73040 75054 76020 76085 92104 92157
STOKE TABLE: 41229 **42070** **42160** **42381** **42564** 43003 43021 43115 45257 47273 47280 47307
47596 47649 **47665** 76023 78017 78056
STOKE SHED: 43013 45037 45060 45268 45270 48171 48248 48453 48516 48759 75018 75023
75031 75034 75036 75037 75040 75056 76044 76051 76075 76089
CREWE NORTH SERVICE: D1584 44715 45081 47494 **47680**
CREWE NORTH SHED YARD: D206 D217 D223 D301 D310 D313 D331 D1501 D1631 D1654 D1660
D1662 D1707 D1845 D5233 44834 70051
CREWE NORTH SHED: D1588 D1661 D5083 D5089 43026 45021 45040 **45146** 45248 45418 46430
48291 70021 70050 73069
CREWE WORKS YARD: D2708 D2711 D2741 D2742 D2743 **44137** 44377 **44450** 44525 47330 47592
CREWE ELECTRIC DEPOT YARD: E3103 E3109 E3113 E3117 E3163 E3166 E3167 E3168 E3175 E3176
E3177 E3178 E3179
CREWE ELECTRIC DEPOT: E3001 E3010 E3049 E3059 E3068 E3094 E3115 E3116 E3180
CREWE AVOIDING LINE: 48345
CREWE SOUTH SERVICE: D1584 D4143 12011
CREWE SOUTH SHED YARD: D251 D2519 D3584 D3763 6813 6827 6851 6857 6879 42963 43001
43020 43024 43034 43052 43088 43113 44715 44716 44734 44836 44876 44902 44909 44917
44930 44948 **45002** 45005 45033 45039 45044 45045 45056 **45102** 45120 **45142** 45147 45200
45217 45221 45242 45254 45264 45267 45323 45344 45347 45371 45393 45494 47338 47397
47445 47482 47494 47530 47565 47677 **48001** **48360** 48410 **48416** 48632 48743 70010 70014
70018 70034 75006 75016 78010 **78025** 78030 78031 78036 92091 92100 92109 92138 92162
CREWE SOUTH SHED: 44681 44813 44829 44832 44833 45018 45321 45412 45434 46140 46505
47399 48251 48305 48460 **48478** 48518* 70017 70025 70043 70052 (* Withdrawn 1W 24/7/65)
CREWE SOUTH DIESEL DEPOT YARD: D228 D268 D309 D1632 D1815 D1849 D1854 D5017
CREWE SOUTH DIESEL DEPOT: D210 D287 D328 D339 D342 D1837 D1838 D1841 D1842 D1850
D2208 D2909 D5141 12005 12009 12019 12025
BURTON SERVICE: D1821
BURTON GOODS YARD: **63717** **63902**
BURTON SHED YARD: D5238 D7506 D7512 D7576 42938 45180 **47250** 47313 47464 47643 48046
48177 48503 48690 48728 61313 70022 90220 90367 90587
BURTON TABLE 1: D3572 D4149 D4150 D4151 12050 44825 44932 44941 45224 45232 48128
48266 48672
BURTON TABLE 2: D2378 D3569 D3585 D4137 D5190 D7584 12052 45464 48092 48271 48367 90384
DERBY SERVICE: D59
DERBY SHED YARD: D87 D97 D1886 D1887 D1889 D1890 D2384 D5073 D5252 D5270 D5280
D5682 D7505 D7506 D7510 D7512 D7513 D7536 D7546 D7551 D7555 **10000** **10201** **10202** **10203**
43151 44831 44839 45262 45289 48060 48124 48176 48190 48191 48194 48314 48317 48368
48370 48405 48510 48600 48604 48627 48633 48666 48700 90345 92108 92152 92159 92211
DERBY TABLE 1: D3083 D3792 D6878 D7500 12060 47000 48064 48073 48149 48170 48284 48350
48635 **78000**
DERBY TABLE 2: D2381 D2383 D2508 D3067 D3765 D3864 D5254 D7508 D7514 12013 12033
12072 **42165** 48153 48359 48429
STAPLEFORD AND SANDIACRE STATION: D49 D1829
TOTON SERVICE: D1616 D7541 D7595
TOTON SHED YARD: 44690 44811 44830 44847 48083 48198 48204 48313 48731 78020 78042
78044 78055 78064 90669 92005 92043

TOTON TABLE 1: 48103 48621 48653 92068 92154
 TOTON TABLE 2: D3120 44659 44920 **45335** 48000 48037 48056 48214 48332 90665
 TOTON DIESEL DEPOT YARD: D1 D46 D54 D65 D145 D161 D1619 D1807 D1819 D1825 D1830 D5185
 TOTON DIESEL DEPOT: D2 D44 D58 D67 D72 D75 D89 D90 D102 D111 D112 D119 D121 D131
 D146 D151 D152 D162 D163 D1623 D1626 D1833 D3117 D3119 D3121 D3122 D3123 D3124
 D3125 D3859 D5194 D5205 D5220 D5249 D5268 D5269 D5288 D5404 D7538 D7581 12055 12097
 NOTTINGHAM SERVICE: D79 D5237 D5264
 NOTTINGHAM SHED YARD: D11 D70 D139 D142 D3085 D5199 D5228 D5241
 NOTTINGHAM TABLE 2: D3084 D3860 D3861 12096
 NOTTINGHAM TABLE 3: D1630 D5262 D5271 D5272 D5294 D5296 D7509 D7527 D7534 D7539
 D7540 D7543 D7547 D7554 D7594
 COLWICK SHED YARD: D5665 D5668 48252 61089 61092 61281 **61365 61392 63707** 63770 63819
 63873 90080 90104 90130 **90146 90279** 90423 90432 **90443** 90466 **90510** 90528 90533 **90540**
 90674 **90703**
 COLWICK SHED: D1538 D2018 D2019 D2023 D2024 D2296 D2403 D2407 D2409 D3442 D3489
 D3490 D3625 D3626 D3628 D4086 D4088 D5195 D5256 D5265 D5642 D7507 D7521 48452
 61070 61145 61188 61194 61210 61248 61264 61285 61299 61302 61390 **61943*** 63639 63644
 63674 63675 63781 63816 90002 90037 90038 90051 90103 90178 90187 90259 90393 90413
 90437 90438 90492 90514 90606 90629 92202 (* Stationary boiler)
 ANNESLEY GOODS YARD: D3246
 ANNESLEY SHED YARD: 44763 45288
 ANNESLEY SHED: 44848 45299 **45301 45334** 45369 45406 **45416** 48378
 KIRKBY SHED YARD: D1621 D1624 D1627 D1816 D1820 D1826 D1828 D1832 D1835 D3247 D5267
 D5297 D7545 **43982 44043 44334 44401** 48003 48063 48096 48097* 48100 48102 48105 48156
 48215 48267 48303 48304 48334 48346 48395 48541 48673 **63842** 90395 92072 92075 92093
 92095 (* Withdrawn 1W 24/7/65)
 KIRKBY SHED: D1617 D1629 D1808 D1809 D1810 D1824 44665 44984 48192 48201 48225 48277
 48342 48383 48442
 WESTHOUSES SHED YARD: D1620 D1622 D1628 D1818 **43865 43991 44118** 44203 44243 44420
44528 45234 47629 48112 48127 48196 48393 48538 48620 48750 90243 92085 92139
 WESTHOUSES SHED: D13 D1814 **44044** 44113 44218 44278 44355 44835 47534 47535 47611
 48143 **48184** 48185 48286 48384 48661 61050 92113
 COALVILLE SHED YARD: 48552 48617 48687 48699 78028
 COALVILLE SHED: D3785 48219 48315 48380 48388 48467 48619 48696
 LEICESTER MIDLAND GOODS YARD: D3786
 LEICESTER SHED YARD: D3788 D3862 D5186 D5193 D5212 D5255 D5383 D5390 D5393 D5395
 D5656 D7568 D7591 41212 41219 45346 48082 48137 48142 48694 48698 78013 78061 84006
 84008
 LEICESTER SHED: D57 D120 D3056 D3057 D3059 D3787 D3789 D5184 D5188 D5189 D5224 D5231
 D5235 D5250 D5381 D5386 D5394 D5412 D7573 48107 48132 48180 48285 48361 48381 48414
 48607 48637 48645 78021 78027 84005
 NUNEATON SERVICE: D268 E3031 E3096
 NUNEATON SHED YARD: 12045 45065 45243 45322 45405 48054 48263 48343 48386 48650 48688*
 48753 92067 (* Withdrawn 1W 24/7/65)
 NUNEATON SHED: D3054 12046 44771 44866 45001 **45113** 45448 **46235*** 46459 46495 46520
 48074 48121 48289 48320 48456 48534 48550 48630 48686 75045 (* Stored, for preservation)
 RUGBY STATION: D233 D303 D381 E3016 E3021 E3051 E3058 E3089 E3096 12099
 RUGBY SHED YARD: D380 D2908 E3005 E3006 E3008 E3020 E3024 E3025 E3029 E3033 E3035
 E3050 E3054 E3065 E3074 E3105 E3170 45051
 RUGBY SHED: D213 D327 D334 D372 D379 D2912 D2913 D3053 D3055 D4106 D5009 D7569
 E3002 E3037 E3067 E3076 12047 **42103**
 BANBURY SERVICE: D1747 6991
 BANBURY SHED YARD: D1684 D3105 D3106 D3108 D3109 D3112 **2210** 3836 4962 **6644** 6831 6854
6911 6922 6926 7908 **42082** 48751 92013 92151 92203 92218
 BANBURY SHED: 6830 6916 6930 7912 73014 73021 73048 92048 92224 92247
FRIDAY, JULY 23rd, 1965
 SALTLEY TABLE 1: D5247 D5266 12035 12041 12061 44057 46454 46526 48109 48669 48762
 76038 76043 76048
 SALTLEY TABLE 2: 4154 12040 46470 48397 48412 48629 70047 82020 82021
SATURDAY, JULY 24th, 1965
 SALTLEY SHED YARD: D1583 D1589 D1641 D1698 D1729 D1750 D1752 D1812 D1814 D1816 D5289
 D5381 D5837 D7508 D7569 D7577 D7588 44777 44944 45464 46448 **48027** 48418 92223
 SALTLEY TABLE 3: 6871 6916 44666 44776 44808 44918 44965 45048 48120 48220 73140 73156
 90154 92029 92152
 BUXTON SERVICE: 44169
 BUXTON SHED YARD: 43967 **44063 44076** 44339 **44587** 44599 46480 48011 48166 48389 48428
 48465 48472 48748 **68068**
 BUXTON SHED: 45705 46465 68012 68079
 LOSTOCK HALL SERVICE: 42081 75033
 LOSTOCK HALL SHED YARD: D3565 42096 **42158** 42436 42468 42898 45187 45197 45351 45421
 45450 47362 48002 **48039** 48141 **48419** 48470 48618 48771 70030 73011 78002 78057 **90125**
90720 92020
 LOSTOCK HALL SHED: D3369 42287 42296 42297 42442 47293 47336 **47454** 47472 70018 78022



BR Class 8F WD 2-8-0 No. **90360** is pictured on **Wakefield Shed** on October 24th, 1965. Trevor Owen's photograph was taken in daylight, unlike Roger and Terry's nocturnal visit! *T Owen/Colour-Rail 393444*

LOSTOCK HALL GOODS YARD: D3783 75046

PRESTON SERVICE: 44906 48307

PRESTON SHED: D320 D2867 D3374 D4114 D4115 42644

PRESTON STATION: D313 42267 44840 44948 45105 45205 45425 45627 45684 75033 78037 78041

FLEETWOOD SHED YARD: 45200 47317 **48099*** 48682 84016 **84018** (* Withdrawn 1W 24/7/65)

FLEETWOOD SHED: D2861 **42494** 44675 44940 45218 47666 48005 48199 48319 84010 **84011**

FLEETWOOD GOODS YARD: D2860

BLACKBURN GOODS YARD: 42844

LOWER DARWEN SHED YARD: **42869** 42878 **42892** 48187

LOWER DARWEN SHED: 42727 **42732** 43041 43046 43118 48062 48423 48684 48691 **90204 90261**

ACCRINGTON: 45000 45019 45196 45205 48435 61049

ROSE GROVE SHED YARD: D3371 D4140 44729 45397 48024 48328 48373 48413 48668 48715

90040 **90152 90171 90181 90207** 90360 90377 90397 90420 **90541 90681** 90725

ROSE GROVE SHED: 44870 44909 45215 45234 47383 47631 48057 48223 48262 48323 48357

48441 **48446*** 48447 48506 48539 48558 48740 **90314** 90342 90572 (* Withdrawn 1W 24/7/65)

HELLIFIELD SERVICE: D82 45574 45660

HELLIFIELD SHED (storage for preservation): **W4W** (Diesel railcar) **26500 26501 41966** - as LTSR 80 **44027**

60800 - as NER 4771 **65567** MR **20002** - as MR 158A MR **20673** - as MR 118

SKIPTON SERVICE: 48104 48454 48641

SKIPTON SHED YARD: **42680 43893 43999 44211 44276 44277 44347 44386 44389 44456 44527**

47602 48218 75042 75059

SKIPTON SHED: **43913 44263** 44891 47427 75011 75017 75039 75044 75051 84015 84028

SKIPTON STATION: 44768 44790

HUDDERSFIELD SHED YARD: 42689 90619

HUDDERSFIELD SHED: D2263 42052 42141 42177 42410 **42618** 90325 90332 90347 90362 90649
90680 90694

MIRFIELD SERVICE: D277 44896

MIRFIELD SHED YARD: D2090 44990 48138 48692 90346 90351 92174

MIRFIELD SHED: 44693 44694 44946 44951 48055 48202 48608 73094 **90184** 90310 90655

LOW MOOR SHED YARD: D2072 44817 44929 61115

LOW MOOR SHED: 42073 42107 **42109** 42142 42285 42317 42664 45143 45565 61014 61016

61023 61189 61386 90711 90731

MANNINGHAM SHED YARD: 42189

MANNINGHAM SHED: D2044 D2071 D2161 42072 42093 42138 43014 43016 43051 43074 45354

75032 77001

BRADFORD HAMMERTON STREET SERVICE: 42108

BRADFORD HAMMERTON STREET SHED YARD: D2265

BRADFORD HAMMERTON STREET SHED: D2073 D2094 D2152 D3230 D3457

FARNLEY SHED YARD: 44913 45080
 FARNLEY SHED: D3652 D3656 D3658 44837 44943 44993 45428 45562 48080 48274 48664 70015
 90699
 HOLBECK SERVICE: D27 D5247 43117 45593
 HOLBECK SHED YARD: D16 D23 D28 D31 D51 D105 D123 D132 D1570 D1752 D1765 D1767
 D2243 D5224 D7517 D7575 D7589 44677 44852 45574 48158 48283 60131
 HOLBECK TABLE 1: D2092 42139 42145 42271 43130 44733 44854 45394 45626 45658 48159
 HOLBECK TABLE 2: D2248 D2267 D2273 43069 43124 44170 44828 44983 45025 45079 45082
 45273 90345
 HOLBECK DIESEL SHED: D1571 D1766
 NEVILLE HILL SERVICE: D6775
 NEVILLE HILL SHED YARD: D176 D2065 D2150 D2242 D2244 D3657 D5176 D6730 60131
 NEVILLE HILL TABLE 1: 42184 42699 43054 60134 60154 63344 63417 63420 63426 73144
 NEVILLE HILL TABLE 2: 60118 61994 - as NER 3442* 69621* (* Preserved)
 NEVILLE HILL DIESEL DEPOT: D189 D3375 D5104
 STOURTON SHED YARD: 43084 48084 48130 48146 48394 77010
 STOURTON SHED: D3294 D3295 D3296 D3297 D3454 D3654 D3655 43044 43140 44028 44570
 48093 48126 48160 48311 48703 48721 77003 77013
 ARDSLEY SHED YARD: D2605 D6801 60133 61061
 ARDSLEY SHED: 43070 43096 43101 43132 43137 43141 60117 60148 60923 61013 61017 61110
 61218 61237 61240 61259 61304 61385 61388 90056 90230 90236 90240 90315 90361 90405
 90465 90481 90644
 ARDSLEY SHOPS: D2604 D2617 60130 60843
 WAKEFIELD SHED YARD: 42150 42152 45255 45739 61022 61049 61173 61309 90047 90113 90116
 90124 90133 90155 90210 90321 90329 90337 90341 90348 90363 90370 90380 90610 90617
 90631 90678
 WAKEFIELD SHED: 42406 45694 61024 61131 61353 61387 90068 90074 90089 90112 90200
 90233 90300 90336 90339 90379 90382 90407 90409 90415 90429 90457 90639 90650 90654
 90679 90698 90707
SUNDAY, JULY 25th, 1965
 WAKEFIELD SHED YARD: D2596 D2597 61129 61224 61322 90385 90430
 WAKEFIELD SHED: 42161 42181 42269 61040 61123 90135 90281 90333 90404 90620 90684
 NORMANTON SERVICE: D5234
 NORMANTON SHED YARD: D2323 42083 44782 45273 48177 90664
 NORMANTON SHED: 42149 43116 44400 44408 48117 48214 90243 90254 90318 90357 90395
 90652 90682 90722
 ROYSTON SHED YARD: D2266 D3458 43983 45219 48075 48123 48162 48222 48443 48466 48537
 48670 48710
 ROYSTON SHED: D2324 D3377 D3378 D3379 D3937 D3941 43906 43968 44056 44446 44458
 44912 48067 48070 48169 48281 48337 90127 90503 90605 90645 90706
 WATH SHED YARD: D1802 D1881 D4034 D5819 D5827 D5833 D6746 D6753 D6802 D6959 D6962
 D6964 26010 26012 26015 26018 26019 26025 26027 26028 26035 26036 26041 26043 26044
 26045 26049
 WATH SHED: D3329 D4032 D5805 D5817 D5822 D6963
 WATH SIDING: D5585 D5682 D5806 D5807 D5809 D5821 D5823 D5825 D5828 D5829 D5839 D5846
 WATH GOODS YARD: D3060 D3061 D3063 D3064 D3726
 WATH YARD SHED AND SHED YARD: D1777 D1805 D1869 D1877 D1878 D5808 D5820 D5840 D5859
 D6817
 ROTHERHAM: D3575
 CANKLOW SHED YARD: 43064 43091 45574 61051 61190 61372 90697 92239
 CANKLOW SHED: 44662 48442 61030 61050 61093* 61315 61394 (* Withdrawn on this day)
 TINSLEY EAST JUNCTION: D3727 D6729
 TINSLEY DIESEL DEPOT YARD: D1673 D1778 D1781 D1786 D3254 D3289 D3336 D3662 D3707 D4028
 D4036 D4038 D4042 D4044 D4074 D4500* D4501** D4502*** D5572 D5856 D6742 D8052 D8054
 D8059 D8061 D8063 D8064 D8066 D8067 D8068 *(Master + Slave, formerly D4188 + D3698) ** (Master
 + Slave, formerly D4190 + D4189) *** (Master + Slave, formerly D4187 + D3697)
 TINSLEY DIESEL DEPOT: D1782 D1785 D1791 D1806 D1863 D3574 D4035 D4052 D5552 D5660
 D5662 D5680 D5691 D5844 D6751 D6799 D6805 D7570 D8053 D8055 D8058 D8062 D8065
 D8608 D8614
 BROUGHTON LANE GOODS YARD: D4056 D4093
 WARD, ATTERCLIFFE: 42701 42705 42793 42815 42894 43093 44054 44373 44376 44593 47365
 90392
 SHEFFIELD DARNALL SHED YARD: D58 D4062 D5211 D8056 D8057 D8615
 SHEFFIELD DARNALL SHED: D1768 D1796 D1800 D3439 D3452 D3659 D4089 D5539 D5810 D6749
 D6810 D8023 D8069
 SHEFFIELD DARNALL SHOPS: 90069
 SHEFFIELD BRIGHTSIDE GOODS YARD: D3086 D4029 D8051
 BEIGHTON: D4051 D4068 D5687 D5855
 WARD, BEIGHTON: 42286 42660 42848 42886 44250 44414 44429 90399 90561 90626
 WARD, KILLAMARSH: 3865 42435 43994 44266 47645 90486
 STAVELEY SHED YARD: 43062 43080 43111 43143 43153 43159 43161 63646 63725 90121
 STAVELEY SHED: D4092 63590 63863 63879 63913 90258
 STAVELEY NEW WORKS (STAVELEY IRON WORKS): D2401 D2402

STAVELEY NEW WORKS SHED YARD (STAVELEY IRON WORKS): D4059 41804
STAVELEY NEW WORKS SHED (STAVELEY IRON WORKS): D2407 D2409 41734 41763
BARROW HILL: D4063
BARROW HILL SHED YARD: D1792 D1866 D5832 D6816 D8610 D8616 41708 43082 43089 43109
 43149 48112 48329 **90084** 90154 90227 **90266*** **90306** **90340** 90367 90410 **90474** 90587 (* With-
 drawn on this day)
BARROW HILL SHED: D1779 D2403 D4045 D4070 D8604 D8605 D8606 D8607 D8609 D8611 D8613
 41528 41533 41835 47001 90295 90491 90529
LANGWITH JUNCTION SHED YARD: D1787 D3618 D4069 **63589** 63612 **63630** **63691** 63697 63701
 63706 63732 63739 63828 63843 **63850** **63868** 90043 **90088*** 90149 **90271** **90275** 90292 90301
90398 90401 90418 90449 90719 92040 92041 92042 92144 92145 92146 **92149** 92150 92173
 92178 92179 92182 92186 92191 **92195** 92200 (* Withdrawn on this day)
LANGWITH JUNCTION BRICK-BUILT SHED: **63768** 90153 90658 92039 92141 92148 92189
LANGWITH JUNCTION TIMBER-BUILT SHED: **63650** **63679** **63882** **63893**
SHIREBROOK DIESEL DEPOT YARD: D3325 D3476 D3701 D4053 D4057 D4060 D4061 D4067 D4094
 D5860 D8612
SHIREBROOK DIESEL DEPOT: D1784 D4085 D5849
WESTHOUSES SERVICE: 48750
WESTHOUSES SHED YARD: D1625 D1629 D1829 D1833 D1835 D5265 D7535 **43865** **43991** **44044**
44118 44203 44218 44278 44355 **44528** 47535 48115 **48184** 48204 48286 48439 48515 48538
 90558
WESTHOUSES SHED: D1617 42982 44113 44243 44420 47231 47534 47611 48045 48046 48143
 48195 48258 48384 48393 48432 48661 92113
DERBY SERVICE: D115 D122
DERBY SHED YARD: D54 D66 D85 D97 D103 D120 D133 D134 D1621 D1887 D1888 D1890 D5193
 D5262 D5379 D7501 D7505 D7536 D7542 D7549 D7556 D7593 D7595 D7596 D7624 D7625
10000 **10201** **10202** **10203** 44815 45220 45232 45277 45608 48060 48064 48092 48153 48170
 48284 48359 48460 48604 48627 48635 48666 48700 48759 61319
DERBY TABLE 1: D2381 D3083 D3587 D3792 D3864 D5842 D6878 12072 44962 45289 47000
 48073 48350 61161 **78000**
DERBY TABLE 2: D2376 D2379 D2382 D2383 D2384 D3067 D3586 D3863 D5191 D5254 D5286
 D5287 D7551 12033 12034 12060 **42165** 48370 48429
DERBY DIESEL SERVICING SHED: D7514 D7554
DERBY WORKS YARD: **ED2** **ED5** D18 D19 D34 D56 D144 D183 D3088 D3304 D3592 D3832 D4144
 D5006 D5015 D5018 D5028 D5082 D5172 D5200 D5201 D5226 D5391 D5398 D5411 D7579
RUGBY STATION: D340 D376 D5145 E3008 E3020 E3026
RUGBY SHED YARD: D324 D2908 D5003 D5030 E3005 E3009 E3010 E3016 E3022 E3023 E3031
 E3054 E3061 E3066 E3069 E3075 E3077 E3093 E3095 E3106 E3108 E3111
RUGBY SHED: D308 D317 D327 D334 D344 D370 D375 D2912 D3053 D3055 D4106 D5545 E3002
 E3037 E3067 E3076 12047 12099 **42103**
RUGBY ELECTRIC DEPOT YARD: E3006 E3025 E3104 E3164 E3174 E3175
RUGBY ELECTRIC DEPOT: E3018 E3047 E3055 E3089 E3090 E3099

Also visited were the closed sheds at Leamington Spa and Sowerby Bridge. At both sites the buildings were still standing.
 NB. "Service" is Terry's indication of a locomotive(s) passing the named location. Locomotives marked in red were
 withdrawn (see also * notes in the tables).



As this view of **Salteley Shed** shows, 1965 was a marvellous year for the enthusiast who was interested in both steam locomotives and more modern traction.

Colour-Rail 101157