

# WE MUST CLEAR SCOTLAND OF STEAM!

by ROGER BUTCHER



Ivatt 2-6-0 No. **46463** is pictured at Montrose Station on April 22nd, 1962. Allegedly reallocated from Dundee (Tay Bridge) to Motherwell from April 20th, 1963 until its withdrawal on February 7th, 1966, did any ESS member ever actually see 46463 either on Motherwell Shed or working in the local area? *Colour-Rail 314546*

*In the latest of a series of articles featuring the shed-bashing trips of Roger Butcher and Terry Hayward, ESS Chairman Roger Butcher reflects on (primarily) the Scottish element of a nine-day country-wide trip in August 1965.*

Following three very successful weekend trips in July, almost every steam locomotive shed where one of us needed a steam locomotive had been visited since mid-April. Our normal practice after a weekend trip was to meet at my house the following midweek to check off what we had recorded in our notebooks and to plan the next trip.

So, as we sat around the table in my parents' dining room at 31, Viking Way, Horndean, the first task after our 'trip check' was to list all the locomotive sheds where one of us still needed a steam locomotive. At this point, it was still a very long list! Despite that, we resolved to try and visit every shed on the list, with the exception of several Welsh sheds, on our forthcoming nine-day country-wide trip.

Whilst the majority of our trips together had included Terry's friend Dave Farmer, this trip was only going to be myself, Terry and our excellent navigator, Ian Fairhead. In simple terms, Dave's enthusiasm for the utterly relentless nature of our trips had evaporated. Going without a bed for nine nights, or a change of clothes, and travelling from shed to shed for eighteen hours a day (at least) was – perhaps unsurprisingly – not his idea of a summer holiday!

Whilst Dave's absence would avoid any of the occasional friction between himself and Ian, it did reduce our ability to travel through a night non-stop as neither Ian nor myself had a provisional driving licence. Dave did though have a driving licence and would occasionally drive to give Terry a little rest. Generally, though, Dave only drove if we were travelling all through the night.

## SCOTLAND

Whilst we all agreed that Scotland would be the priority on this trip my suggestion, that we should not return across the border back into England until we had cleared Scotland of steam, did not meet with general approval. Ian's view was that it could take up too much time to chase down any steam locomotives that were not on shed, whilst I felt that it would benefit our long-term strategy to only need steam locomotives that were accessible from the South Coast during a weekend. The discussion also referenced that I needed no less than 36 steam locomotives from 16 different sheds, significantly more than Terry and Ian combined, both of whom were four years older than me and had done some significant shed-bashing in Scotland before our exhaustive trip together the previous April.

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## COMPROMISE

Terry's view was that we were a team with the ultimate objective of all of us seeing what we wanted to see. His suggested compromise, which was agreed on, was that we would attempt to carry out my proposed plan but it would have to be time limited to ensure that we had a full five days back in England. That meant we would need to be back in England by the morning of Wednesday, August 11th.

With our strategy agreed upon, it was difficult to concentrate at work on Friday, August 6th as I wondered how many of the 393 steam locomotives on my wants list would be seen over the coming nine days. Would we get round everywhere despite having no permits whatsoever? Would our lack of permits be a problem when we had to ask where any locomotives we needed were if they were not on shed? Would we catch up with any withdrawn locomotives (either still awaiting disposal or at the scrapyards we planned to visit)? 'Just in time' observations as Terry described them.

## HIRE CAR

At around 8.00pm, Terry arrived at my parents' house, having already picked up Ian, in our hire car (with the speedometer already disconnected!). Our focus for the first day was to be the principal sheds on the East Coast Main Line (which still had a steam allocation) and the Darlington/Newcastle district sheds we had not visited en route back from Scotland the previous April (West Hartlepool and Consett).

Doncaster was to be our first shed the following morning with Hatfield Shed being visited in order to break up the long journey to South Yorkshire. Breakfast would be on Doncaster Station after we had visited the shed and adjacent goods yard. York Shed was accessed by the gap in the fence at the north end of the shed yard and York Leeman Road Engineers' Yard was visited for the first time. A location I was to revisit many times in subsequent years as my fascination for departmental stock became the principal focus of my railway interest.

## DARLINGTON

On this visit we accessed the shed from the road bridge at the north end of the shed complex and not the route given in Aidan Fuller's bible *The British Locomotive Shed Directory*. Conscious that on our April visit I had missed six steam locomotives when my visit was ended a little prematurely, it was a good feeling to complete the shed complex without being stopped. And to have seen all the remaining Darlington-allocated steam locomotives I needed except 62003.

And then some good fortune as when we returned to the road bridge we were stopped by a group of enthusiasts who wanted to know had we got round successfully and was a particular steam locomotive present. And, if so, exactly where was it located? Terry with his very detailed notes was able to brief them precisely and off they set. But not before asking whether we would like to join them in the afternoon as the numbers on their permit for Darlington Works could accommodate us as well.

Although it would delay our planned arrival in Scotland the following day by three hours or so, we accepted their kind offer and adjourned to Darlington Station to pass some time before the Works visit. Whilst we anticipated there would be a variety of steam and diesel locomotives from the North Eastern Region that we needed to see, the presence of steam locomotives from other regions was a surprise to us. In particular, the presence of Dundee-based 60919 was highly significant in the context of the title of this article!

## WEST HARTLEPOOL SHED

As the focus of this trip was to drastically reduce the number of steam locomotives we all needed, it had been agreed that any diesel shunter chasing or visiting closed sheds (as in our epic April trip) would have to be left to another day. The temptation to explore Tees Yard, however, proved irresistible once Terry saw a rough track he could drive down! It was, however, the next shed, West Hartlepool, that was the shed we were looking forward to most. The reason being that it had not proved practical to include the shed as we returned from Scotland the previous April.

Fifteen weeks later it was now the shed that we all needed the most steam locomotives from, no less than 29 in my case! Of these 29, 43128 and 90445 had just been seen on Darlington Shed. To find the other 27 steam locomotives all on shed was a marvellous surprise and a memorable moment in our chasing down of the surviving steam locomotive fleet. Not only that, but a friendly member of staff volunteered the information that one of their withdrawn steam locomotives from the latter part of 1964 was still at a scrapyards at Stockton. When I asked if he was sure it was still there, he laughed and said 'Well, it was yesterday!'

He then added that there were at least half a dozen other steam locomotives present and gave us directions if we wanted to retrace our steps to Teesside. Needless to say we headed back southwards to Stockton where 63382, latterly allocated to West Hartlepool, was one of eight locomotives withdrawn in 1964 that were still in Thomson's scrapyards awaiting their fate.

We then returned to our planned schedule which was to visit Consett, a shed we had to leave out the previous April following a wrong turning in the middle of the night! Although we were pleased to see the diesel locomotives present, it was disappointing to find the shed had lost its steam allocation on May 24th, the last seven locomotives allocated there being reallocated to other sheds in the area. 63357, which was withdrawn a week earlier, had gone for scrap and become one of the locomotives from my wants list of 2,501 in mid-April I was never to see.

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## IS IT EVER DAYLIGHT IN NEWCASTLE?

As with our April visit to the Newcastle district sheds, the principal sheds were all done in darkness. On this visit though there were no locomotives present in Gateshead Works and it is believed that the four locomotives we saw on our previous nocturnal visit were the last to receive light repairs. However, whilst 63395 had apparently left by April 30th, it is not known which of 63394, 63413 and 65835 was the last to leave.

As for our visits to the sheds at Tyne Dock and Sunderland, the hope was to see 63379 and 63455 (both ex-Consett) at Tyne Dock and 65885 at Sunderland. All were duly recorded whilst Terry had no need to (loudly) count up the 9Fs this time! The fact that we were lucky to see all of the air pump-fitted 9Fs allocated to Tyne Dock for the Consett iron ore traffic on our April 25th visit was emphasised by the absence of 92066. Even more so when we subsequently found out it had been condemned on May 23rd and by now was awaiting its fate inside Ellis Metals' scrapyards at Swalwell. (See ESS member Trevor Ermel's excellent photograph in ESS member David Dunn's marvellous book on *North East Scrapyards*). Following visits to Heaton and Percy Main it was now time for some sleep and, following a short drive, we parked up near South Blyth Shed, that shed being our first stop the next day.

### CROSSING THE BORDER

Before crossing the border into Scotland on the Sunday morning, there were four sheds and a scrapyard to be visited. With the exception of ex-Consett-allocated 62027, all the locomotives we had hoped to see at those four sheds were recorded. For myself, the sighting of 62003 inside Hughes Bolckow's Blyth scrapyard was particularly pleasing, this being the locomotive I had missed on Darlington Shed on April 25th.

As we headed for Hawick, all our thoughts turned to wondering how many steam locomotives we would still need when we crossed the border back into England the following Tuesday night/Wednesday morning. Although our visit to the 51 (Darlington) and 52 (Newcastle) district sheds had left us only needing one steam locomotive in those areas, two of our Scottish days were weekdays when a significant number of the steam locomotives we hoped to see could be out working.

Hawick Shed got the Scottish part of our trip off to a good start as 76049 was noted inside the shed. St Margarets though was not so successful as whilst 61191 was present (which Terry needed) 60846 (which Ian needed) was not. Also not on shed was 60024 which both Terry and I needed. The friendly shed foreman advised us that 60024 was away working on the Glasgow-Aberdeen express services as several of the A4s allocated for this service were experiencing problems. He suggested that Perth might be a good place to see it in service if we did not see it on our visits to St Rollox or Ferryhill. As for 60846, she was working on the Waverley Route and was on Carlisle Kingmoor Shed.

Our visits to the sheds at Carstairs (44953), Motherwell (44850 and 45029), Polmadie (44796), St Rollox (44718 and 73146) and Corkehill (73121) were more successful with all the steam locomotives we needed on those sheds being present. A welcome surprise was the presence of Thornton Junction's 90117 on Eastfield Shed whilst seeing 60034 on St Rollox Shed, instead of 60024, was a disappointment.

Of the other sheds visited during our initial day in Scotland, my first visit to Bathgate on April 20th, 1964 remains one of my favourite Scottish shed memories. I was staying with my parents in Edinburgh and on a random drive out 'into the country' we found ourselves on the A89 driving into Bathgate. This main road takes you past Bathgate Shed and the lines of withdrawn locomotives came as a complete shock to me. Some 55 years later it is still vivid in my mind and my 94 year-old mother still teases me about my reaction as the stored lines of locomotives came into view! For the record, the stored locomotives were 44976, 45358, 45367, 45476, 57550, 60037, 60057, 60087, 60099, 60101, 60529, 60534, 60537, 60969, 61178, 64554, 64562, 64582, 64583, 64634, 65251, 65265, 65307, 65329, 65344, 68095, 68477, 69138 and 69211. Also present were D3554, D3555, 46461, 60023, 60034, 61029, 61219, 61242, 61307, 61345, 61351, 61356, 64569, 64614, 65234, 65243, 65267, 65282, 65297, 65309, 76106, and 78052.

Returning to Sunday August 8th, 1965, the sighting of 80119 inside the scrapyard of Motherwell Machinery & Scrap was a pleasing 'just in time' observation, whilst the shed staff at Motherwell confirmed that – as Terry thought – 46463 was not allocated to their depot despite being so listed in the Ian Allan *Locoshed Book*.

### MONDAY AUGUST 9TH

After our nocturnal visit to Corkehill Shed, we slept in a side-street near the shed. It had been a long tiring day and the next day was going to be crucial to our efforts to clear Scotland of steam. First stop of the day was Hurlford where 44972 was duly recorded. Ayr Shed was not so successful as although 45467 was present, 44974 had worked to Dumfries and the shed foreman did not know when it would be returning.

Key to our attempt to clear Scotland of steam was to visit both the Locomotive Works that were overhauling steam locomotives. Cowlairs Works was accessed by walking up the main line from Eastfield Shed. To our surprise there were more London Midland Region-based locomotives on the Works than Scottish-based ones! None of the Scottish-based locomotives were on our wants list but two of the London Midland Region-based locomotives (44882 and 44903) were.

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With all the relevant Glasgow area locations now visited, it was time to move northwards and our visits to Grangemouth (64592 and 90199) and Dunfermline/Alloa (65918, 65921 and 65931) were successful, all the steam locomotives we needed on those sheds being seen. Also, Thornton Junction-based 90039 was recorded on Dunfermline Shed, although that still left Thornton Junction Shed as one of the two sheds from which most steam locomotives were needed.

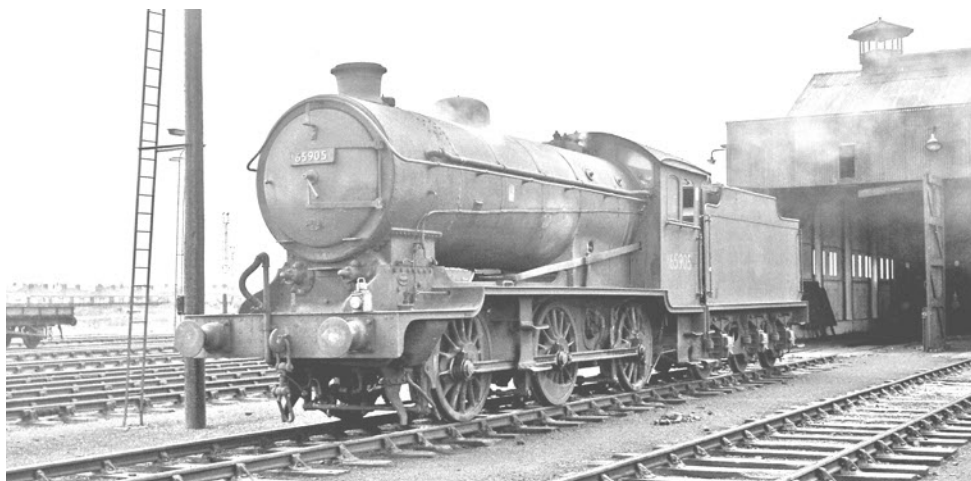
### CAB-RIDES AT THORNTON JUNCTION

With around 20 per cent of our total steam locomotive wants list allocated to Thornton Junction, this was the shed we most needed the shed staff to be sympathetic to our aspirations, With just two of the six locomotives (61132 and 64618) present on shed, along with 90041 from Ferryhill, I enquired about the whereabouts of 65905, 65925, 90444 and 90727.

The shed foreman could not have been more helpful. He explained that 65905, 90444 and 90727 were all on various coal-related workings but would be returning to their home shed during the afternoon. He suggested we 'make ourselves at home' and wait for them to return and just mention his name if anyone asked what we were doing!

It was a very kind offer which we gratefully accepted, although Ian was not as keen as Terry and I to commit to an afternoon spent on the shed. I pointed out that Thornton Junction was a long way from Portsmouth to come back to for several locomotives. Terry, however, did not need any convincing and, as the accompanying tables show, no less than 15 locomotives either came on shed or passed by on the Thornton-Dunfermline line. Quite simply it was a marvellous way to spend a sunny August afternoon and I only wish I could have recorded it on cine film. A number of locomotives were cabbed whilst the drivers of 65905 and 90168 gave us extensive rides around the shed complex. As for 65925, it was under repair at Inverurie Works meaning a visit there would now be necessary.

Our day concluded with a visit to Perth Shed where it was disappointing to see that the A4s present were 60006 and 60019 instead of the elusive 60024. Also, whilst 44720 was present there was no sign of 80093. With our planned time in Scotland beginning to run out it was decided to leave any enquiries re 60024 and 80093 and to drive to Dundee. We duly parked up near Dundee Station, the local sheds being our first stops the next day.



Ex-LNER Class J38 0-6-0 No. **65905** is pictured at **Thornton Junction MPD** on August 6th 1965. Just four days later it was giving three young enthusiasts from Portsmouth cab-rides around the shed complex!

*Colour-Rail 16493*

### WHERE IS 46463 ALLOCATED?

As to our agreed ambition to try and clear Scotland of steam, the simple fact that we only had one day left in Scotland – and there were still 16 steam locomotives on our combined wants list – meant that we had all but accepted that it would not be possible. Particularly, as we would be heading north on our final day! Nevertheless, we would continue to try until time ran out.

As to the steam locomotives we needed from Dundee Tay Bridge Shed, the combined list was seven locomotives as I had seen three of the ones Terry had not when I visited the shed on April 23rd, 1964. The situation was further complicated by the fact that Terry was convinced that 46463's allocation (of Motherwell) in the current Ian Allan *Locoshed Book* was wrong as he had seen it on Dundee Shed Yard on August 1st, 1964, some fifteen months after it had been allegedly transferred away from Dundee where it had been allocated since it was built in 1950.

Fortunately the three steam locomotives previously referenced (60532, 60836 and 60844) were all on shed as was 46464 which I needed. As to the others, the friendly shed foreman kindly informed us that we would find 64620 in the adjacent goods yard whilst 64608 was stabled on Montrose Shed. And yes, 46463 was one of their locomotives and, he believed, always had been. As to its current whereabouts, it was at Arbroath but would be returning to the shed later in the day.

#### HEADING NORTH

We duly headed north and saw 46463 at Arbroath and 64608 on Montrose Shed. Our elusive A4 60024 continued to tease us with 60009 and 60026 being the A4s present on Ferryhill Shed. As regards the two Standard Class 5s I needed, recently-condemned 73056 was awaiting disposal whilst I was told that 73008 was in Inverurie Works.

Obviously we did not have a permit for Inverurie Works. Hopefully, a polite enquiry at the gatehouse would elicit the same response as we had the previous April. It did, and the sightings of 65925 and 73008 reduced our combined wants list to six.

#### PERTH

It was now time to head south with the aim of crossing the border back into England that night. Our first stop was Perth and again there was no sign of either 60024 or 80093. On this occasion I enquired as to their whereabouts and (yet another) friendly shed foreman kindly informed me that 80093 would be arriving back shortly, whilst 60024 was stopping at Perth Station in the next couple of hours en route from Aberdeen to Glasgow.

To be able to relax on Perth Station for a couple of hours was a most welcome opportunity and we were able to cab 72007 and 73148 as they waited in the station. The highlight though was the appearance of 60024 *Kingfisher*, its sighting meaning that my final figure of A4s recorded was 27. And then it was back to Perth Shed to see (and cab) 80093, thank the shed foreman and begin a final push to see the four steam locomotives we had yet to chase down. For Terry though it was mission accomplished, *Kingfisher* being the last of the 13 Scottish-based steam locomotives on his wants list!

#### THE LAST FOUR

But, would it be possible in the time left for Ian and I to be able to achieve the same landmark. To do so would require Ian to see St Margarets-based 60846, whilst I still needed 44974 from Ayr, and 46479 and 78051 from Dumfries. Before heading back to St Margarets, Dundee Shed was visited in case 60846 had come northwards whilst I also wanted to see 46463 again as it was literally leaving Arbroath as we arrived.

Back at St Margarets there was unfortunately no sign of 60846 but the shed foreman kindly told me it was back at Kingmoor Shed again. However, the 'sting in the tail' was it would be returning to Edinburgh early tomorrow morning. To visit Ayr and Dumfries and get to Kingmoor in time before 60846 returned north would prove very difficult without a relief driver. Terry, being Terry, said he would have a go at driving through the night but would sleep at any stops we made. So our route was to be Carstairs Shed (just in case either of the Dumfries-allocated locomotives had worked northwards), then Ayr and Dumfries. Neither of the first two shed visits was fruitful although the shed foreman at Ayr confirmed that 44974 was still on Dumfries Shed. And Terry got some sleep!



Ex-LNER Class V2 2-6-2 No. **60846** is pictured inside the shed at **Kingmoor** on August 9th, 1965. Two days later the sighting of this locomotive in Kingmoor Shed yard shortly after daybreak brought our ambition that all of us should clear Scotland of steam to a successful conclusion.

*D Forsyth/Colour-Rail g51816*



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## MISSION ACCOMPLISHED

For myself, it was a strange feeling creeping into Dumfries Shed shortly before daybreak wondering whether 44974, 46479 and 78051 would be present. Thankfully they were all on shed and my feelings were a mixture of relief, pleasure and satisfaction. By the time we reached Kingmoor Shed, daylight had broken and the 22nd locomotive we booked was 60846. We had cleared Scotland of steam!

And finally, whilst my abiding memory of the four days described in this article is the kindness and tolerance of all the Scottish railwaymen who helped us in our ambitious quest, I cannot though recall what time 60846 was due off shed at Kingmoor for its return journey to Edinburgh. Can any ESS member advise me please?

As to our nine-day country-wide trip, there were still five days left!

### LOCOMOTIVES NOTED

My thanks to Terry for providing the details for the accompanying tables. Whilst we both booked everything, Terry differentiates between shed/shed yard/workshops, etc, whilst my records do not.

#### FRIDAY, AUGUST 6th, 1965

HATFIELD SERVICE: D1521 D1545  
HATFIELD SHED YARD: D8025 D8027  
HATFIELD SHED: D3689 D3692  
HATFIELD GOODS YARD: D3709

#### SATURDAY, AUGUST 7th, 1965

DONCASTER SERVICE: D5602 90538  
DONCASTER SHED YARD: D1540 D1864 D4082 D5054 D5588 D5828 D6751 D6797 D6805 45264  
61017 61039 61058 61157 61196 61208 61225 61367 61370 62042 63593 63613 63734 63738  
63764 63818 90001 90018 90035 90063 90096 90156 90158 90169 90195 90211 90235 90252  
90293 90296 90337 90349 90365 90421 90454 90456 90476 90477 90480 90498 90506 90516  
90557 90606 90636 92168 92174 92211  
DONCASTER SHED: D1764 61055 61087 61107 61158 61360 63785 90073 90154 90428 90528  
90687 90718 92183  
DONCASTER SHOPS: D3480 D3482 61094 61384 63858 90277 90305  
DONCASTER DECOY YARD: D3473 D3479 D3481 D3622 D4078 D5844 D6738 63653  
DONCASTER WOOD YARD: 90223  
DONCASTER STATION: D191 D3650 D4080 90569

#### SELBY: D2063

YORK SHED YARD: D169 D277 D345 D1578 D6818 44458 44715 44847 45062 45574 48073 48174  
48622 60121 60129 60138 60146 60151 60152 60155 60810 60828 60847 60877 60886 60895  
60929 60963 61049 61050 61275 61276 61303 62028 65846 90045 90203 90217 90699 90709  
92005 92172 92190 92205 92206 92231 92239

YORK SHED TABLE 1: 42196 43055 43071 43097 43138 60145 60831 60837 60876 65894

YORK SHED TABLE 2: D2066 42204 43126 43133 61018 61021 61176 61256 61337 62005 62010  
62060 62062 62065 65823 65844 90518

YORK DIESEL SHED: D178 D347 D348 D349 D351 D2051 D2081 D2159 D3872 D3874 D5176

YORK CLIFTON CARRIAGE SIDINGS: D3239 D3315 D5826

YORK NORTH: D31 D167 D173 D191 D250 D259 D1542 D1767 D2269

YORK LEAMAN ROAD ENGINEERS YARD: Dept No.84\* D2075 D3240 D3320 62012 90078 90381

LOW GATES, NORTHALLERTON: D387

(\* Ruston & Hornsby 4wDM)

DARLINGTON SERVICE: D48 D3227 D9018 48678

DARLINGTON SHED YARD: D189 D2077 D2080 D2308 D3071 D3078 D3148 D3228 D3457 D5175

42194 42477 43050 43056 43057 43099 43102 43128 45286 48093 48095 48312 48421 48430  
48649 48703 60010 60124 61216 62001 62045 63391 63395 63398 65859 65873 68010 68011  
68023 68037 68043 68047 68053 68060 68062 90009 90014 90059 90309 90412 90445 90452  
90670

DARLINGTON SHED: D5157 42085 42213 43129 60806 60884 60885 62008 62041 62043 62044  
62048 62059 62064

DARLINGTON DIESEL SHED: D2079 D2167 D2206 D2304 D2340 D3380

DARLINGTON SHOPS: 90011 90493

DARLINGTON STATION: D132 D345 D1524 D1526 D2232 D9011

DARLINGTON WORKS YARD: D2043 D2078 D2109 48193 48352 48689 65033 65099 90076 90721

DARLINGTON WORKS: D98 D244 D256 D2074 D2204 D2249 D2261 D3163 D3164 D3233 D3727

D5015 D5059 D5233 D6769 47564 48036 48358 48387 48473 48492 48609 48763 60004 60919  
63381 90054 90427 90451 90468 90478 90482 90615 90633 90642

DARLINGTON TEST PLANT YARD: D16 D3235 D5251

DARLINGTON TEST PLANT: D3141 D3323

TEES YARD: D2107 D3142 D3143 D3144 D3145 D3146 D3149 D5164 D5175 D6769

THORNABY SHED YARD: D239 D240 D273 D3150 D5152 D5373 D5376 D6756 D6757 D6763 D6765  
D6773 D6774 D6776 D6777 D6778 D6779

THORNABY TABLE SHED: D2070 D2154 D2316 D3137 D3139 D5371 D5377 D5378 D8589 D8591

THORNABY SHED: D238 D246 D3147 D5154 D5155 D5158 D5161 D5174 D6755 D6759 D6760  
D6762 D6764 D6766 D6768 D6770 D6771 D8588

WEST HARTLEPOOL GOODS YARD: D2068 D2205 D2230 D2594 43015

WEST HARTLEPOOL SHED YARD: 63343 63394 63407 63412 63419 63435 63440 63454 90016 90082  
90459 90588 90593 90621

**WEST HARTLEPOOL SHED TABLE 1:** D2149 D2587 D2588 D2590 D2591 D2618 D3672 43123 62004  
 63397 63410  
**WEST HARTLEPOOL SHED TABLE 2:** 63349 **63361** 63450 65833  
**WEST HARTLEPOOL SHED:** 43100 61220 61257 63347 63368 63421 63443 63446 90434 90479  
**THOMSON, STOCKTON:** **63382 67620 67636 67638 67646 67684 67690 90098**  
**CONSETT SHED YARD:** D3324 D3942 D6791 D6794  
**CONSETT SHED:** D6784 D6789  
**GATESHEAD SERVICE:** D183  
**GATESHEAD SIDING:** D6785 D6787 D6788  
**GATESHEAD SHED YARD:** D68 D166 D242 D282 D345 D387 D390 D1532 D2163 D2325 D5104  
 D5105 D5106 D5113 D5177 D5181 D8597 D9013 60151 **62049**  
**GATESHEAD SHED:** D175 D177 D179 D181 D192 D241 D249 D257 D271 D395 D397 D398 D2047  
 D2057 D2059 D2061 D2164 D2330 D3241 D5110 D5111 D6786  
 D8593 D8594 D8596 D8599 D9002 D9011  
**TYNE DOCK SHED TABLE 1:** 65795 65801 65809  
**TYNE DOCK SHED TABLE 2:** 65813 65874  
**TYNE DOCK SHED TABLE 3:** 63360 63363 63366 63371 63377 63379 63384 63389 63409 63431  
 63453 63455  
**TYNE DOCK SHED:** D2104 D2332 D3322 92060 92061 92062 92063 92064 92065 92097 92098  
 92099  
**SUNDERLAND SHED YARD:** D2165 D2333 D3673 62026 63387 63436 63458 65831  
**SUNDERLAND TABLE SHED:** 65788 65817 65832 65872  
**SUNDERLAND SHED:** 62030 63405 63406 63437 63445 65835 65853 65885  
**SUNDAY, AUGUST 8th, 1965**  
**HEATON SERVICE:** D9017  
**HEATON SHED YARD:** D1542 D5182 61019  
**HEATON SHED:** D170 D173 D176 D2048 D2106 D2315 D2321 D2322 D2327 D3321 D3678 D5103  
 D5108 D5148 D5178 D9008 60859 **60865** 60868 **60901** 60944 63346 65851 65855 65879 69005  
 as Dept 58 69023 as Dept 59  
**PERCY MAIN SHED:** D2045 D2055 D3242 D3679  
**SOUTH BLYTH SHED:** 65790 65812 65814 65819 65821 65834 65838 65841 65842 65860 65861  
 65862 65882 65893  
**NORTH BLYTH SHED YARD:** D2166 D2329 D3244 62002 62022 62024 63362 **63427 65794**  
**NORTH BLYTH SHED:** 63386 63413 63429 63459 65789 65796 65802 65804 65805 65811 65815  
 65825 65858 65869 65880 65892  
**HUGHES BOLCKOW, BLYTH:** **60116 60127 60132 60142 62003 92221**  
**ALNMOUTH SHED YARD:** 62025  
**ALNMOUTH SHED:** 62011 62021 62023  
**TWEEDMOUTH SHED YARD:** D2049 62050 77004  
**TWEEDMOUTH SHED:** 62006 77002  
**HAWICK SHED YARD:** D5316 76050  
**HAWICK SHED:** 76049 78047  
**GALASHIELS SHED:** D3886  
**ST MARGARETS SHED YARD:** D258 D353 D2705 D2715 D2724 D2747 D3736 D3740 D3885 D3891  
 D3892 D8558 42128 42691 46462 60129 60824 60931 60955 61191 61244 61354 **61397** 65234\*  
 76104 80006 80026 80114 (\* Stationary boiler)  
**ST MARGARETS SHED:** D1837 45469 60041 60813 60816 60970 61099 61324 61340 61344 61345  
 61404 80007 **80022** 80054 80055 80122  
**HAYMARKET SERVICE:** D8561 D8580  
**HAYMARKET SHED YARD:** D25 D249 D265 D363 D364 D366 D368 D1506 D1770 D2752 D5120  
 D5129 D5304 D5305 D5314 D5315 D5317 D8562 D8569 D8585 D8587 D9006 D9017  
**HAYMARKET SHED:** D261 D263 D365 D3739 D5208 D5300 D5306 D5309 D8564 D8565 D8575  
 D8576 D8579 D8581 D9013  
**DALRY ROAD SHED YARD:** D8555 D8559 D8560 D8571 D8572 D8584 D8586 **44702** 44975 45053  
**61245 61308**  
**DALRY ROAD SHED:** D3560 D3561 D3734 D3737 D3742 D3877 D8566 D8578 42273 45127 45162  
 45168 45477 45483 61134  
**BATHGATE SHED YARD:** 76107 78046  
**BATHGATE SHED:** D3554 D3555 65243 65267 65282 65297 76105 76106 76111 78045 78050  
 78052 78054  
**CARSTAIRS SHED YARD:** D3280 42125 44700 44791 44973 45012 45148 45171 45245 45492 **60522**  
**CARSTAIRS SHED:** 42058 44952 44953 44954 45011 45090  
**CARSTAIRS SHOPS:** 45210  
**MOTHERWELL SHED YARD:** D3197 D3202 D3203 D3204 D3205 D3206 D3284 D3285 D3286 D3348  
 D3351 D3382 D3383 D3528 D8500 D8511 D8513 D8514 D8515 D8541 D8550 73055  
**MOTHERWELL SHED:** D8114 D8127 D8501 D8502 D8503 D8505 D8507 D8508 D8547 D8552 44820  
 44850 44880 44881 45009 45029 45433 76000 76002 76003 77005 77008  
**MOTHERWELL SHOPS:** 42264 **45498**  
**MOTHERWELL MACHINERY & SCRAP, WISHAW:** **42741 45588 46128 46152 46160 80119**  
**HAMILTON SHED YARD:** D2430 D3282 D3349 D3918  
**HAMILTON SHED:** D2410 D3283 D3287 D3350 D3384 D3385  
**KIPPS SHED:** D2757 D2758 D2765 D2766 D2770 D2771 D2779 D3212 D3394 D3418 D3530 D3894  
 D8081 D8090 D8106

**PARKHEAD SHED YARD:** D3388 D3391  
**PARKHEAD SHED:** D2768 D2780 D3210 D3389 D3393 D3532 D6100 D6107 D6112 D6113 D6118  
D6125 D6127 D6130 D6133 D8078 D8099 D8101 D8112 CR123† HR103† 54398\* 62277 (as  
GNoSR49)† 62469 (as NBR256)† (\* Stored for possible preservation but later cut up) († Preserved locomotives)  
**POLMADIE SERVICE:** D1841  
**POLMADIE SHED YARD:** D215 D248 D267 D307 D375 D1840 D2432 D2433 D2442 D3411 D3412  
D3906 D3907 D3909 D3911 D3915 D5348 D7596 D8086 D8115 D8118 D8122 D8124 D8125  
D8126 D8509 D8518 D8519 D8524 D8525 D8532 D8534 D8537 D8538 D8545 D8546 D8553  
42243 44721 45309 45471 60535 70010 73062 73075 76071 80058  
**POLMADIE SHED:** D1691 D2428 D3198 D3200 D3908 D3913 D3921 D8506 D8512 D8516 D8517  
D8520 D8521 D8522 D8526 D8528 D8530 D8533 D8535 D8536 D8539 D8543 D8549 42131  
42199 42241 42277 42644 44787 44796 44999 45421 73060 73063 73064 73072 73099 73141  
80001 80002 80060 80086 80109 80116 80120 80121 80123 80130 92249  
**POLMADIE SHOPS:** D3905 D3920 D8504 D8523 D8527 D8529 D8531 D8540 D8544 D8548 D8551  
**EASTFIELD SERVICE:** D5328  
**EASTFIELD SHED YARD:** D2740 D2760 D2764 D2769 D2777 D3209 D3392 D3396 D3895 D6111  
D6115 D6132 D6134 D6135 D8071 D8074 D8075 D8084 D8087 D8088 D8092 D8095 D8097  
D8098 D8105 42176 42209 42478 42649 42690 44699 45387 61342 65901 73078 80000 80020  
**EASTFIELD SHED:** D2756 D2759 D2762 D2763 D2767 D3390 D3395 D3410 D3531 D3533 D3729  
D5350 D5352 D5357 D5358 D5361 D5363 D6104 D6117 D6123 D6124 D6126 D6129 D6136  
D6137 D8077 D8080 D8082 D8089 D8091 D8094 D8104 D8107 D8110 44970 45390 61140  
61261 73108 80057 90117  
**EASTFIELD SHOPS:** 61008 61357 90489  
**ST ROLLOX SERVICE:** D5132 D8096  
**ST ROLLOX SHED YARD:** D2732 D2735 D3214 D3279 D3386 D3387 D3529 D3898 D3900 D3901  
D3903 D3904 D5119 D5234 D5328 D6109 D8120 44956 70002  
**ST ROLLOX SHED:** D2736 D5025 D5310 D5355 D8072 D8083 D8093 D8113 44704 44718 45236  
45364 45442 45499 60034 61116 61307 73057 73146 73147 73148 73150 73151  
**ST ROLLOX SHOPS:** D2730 D2733 D2773 D3408 D3899 73153  
**MONDAY, AUGUST 9th, 1965**  
**CORKERHILL SHED YARD:** D14 D2438 D2439 D2440 D3277 D3922 D3923 D3924 D3925 44798  
73106 80046  
**CORKERHILL SHED:** 44723 45660 73079 73098 73103 73121 73122 73124 76114 78026 80004  
80024 80025 80047 80051 80063 80112 80128  
**CORKERHILL SHOPS:** 76093  
**HURLFORD SHED YARD:** D3009 42736 42795 42879 44995 45117 45124 46451 73005 76024 76092  
**HURLFORD SHED:** D3007 D3413 42739 44955 44972 45365 45489 73104 76021 76091 76108  
77007 77015 77016 77017 77018 77019 80111  
**AYR SHED YARD:** D3929 42737 42740 42801 42863 42916 42917 44977 45460 45467 45490 46482  
76096 76112  
**AYR SHED:** 42702 42780 42789 42800 42909 42913 45160 46413 46498  
**AYR DIESEL SHED:** D2436 D2443 D3005 D3414  
**WEST OF SCOTLAND SHIPBREAKING, TROON:** 42148 42179 47305 72005  
**TROON HARBOUR:** D3927  
**GLASGOW CUMBERLAND STREET:** 73102  
**ST ROLLOX WORKS YARD:** D262 D3136 D3213 D3387 D3882 D5107 D5151 D5339 D5366 D8121  
D8554 D8557  
**ST ROLLOX WORKS:** D2427 D2739 D2775 D5122 D5130 D5331 D5344 D5351 D5370 D6101 D6103  
D6106 D6114 D8102  
**COWLAIRS SERVICE:** D2760 D3897 D8083  
**COWLAIRS WORKS YARD:** D2777 D3396 43029 44769 45164 45176 61347 73000 73125 80061 90560  
**COWLAIRS WORKS:** D2703 D2709 D2726 43023 43028 44874 44882 44886 44903 44949 45404  
45463 45478 60031 61349 73009 73025 75020 75024 75026 80113  
**EASTFIELD SERVICE:** D8070 D8073 D8087 D8098  
**EASTFIELD SHED YARD:** D2432 D2769 D3729 D5365 D6108 D6115 D8088 D8095 42209 42478  
42649 42690 44699 45105 45387 45390 61342 61357 65901 80000 80020  
**EASTFIELD SHED:** D2756 D2759 D2762 D2763 D2767 D3410 D3531 D3533 D5357 D5358 D5361  
D5363 D6104 D6117 D6123 D6124 D6126 D6129 D6136 D6137 D8105 D8107 HR103\* 44970  
61140 61261 73108 80057 90117 (\* Preserved locomotive)  
**EASTFIELD SHOPS:** 42176 61008 90489  
MacWILLIAM, SHETTLESTON: 68095  
**COATBRIDGE:** D8083 D8511  
**GRANGEMOUTH SHED YARD:** D2776 D3132 D3216 D3902 44788 45177 45192 45443 46468 64580  
64592 64610 76045 76046 76100 76113 77006 77009  
**GRANGEMOUTH SHED:** 45319 45362 45488 46460 73105 76102 76103 90199 90553 90600  
**GRANGEMOUTH SHOPS:** D3409  
**STIRLING SERVICE:** D1851  
**STIRLING SHED YARD:** D1856 D3536 D3538 D6116 D6119 D6122 45084 45214 45389 45396 45423  
**STIRLING SHED:** 45016 45213 45357 45359  
**CAMBUS:** D3345  
**ALLOA SERVICE:** 65918  
**ALLOA SHED YARD:** 65912 65934  
**ALLOA SHED:** 65921



DUNFERMLINE SHED YARD: D2707 65288 **65906** 65931 76109 90071 90534  
 DUNFERMLINE SHED: D2704 D2716 D2717 61072 61101 61407 64611 65903 65929 65930 76110  
 90039 90386 90515  
 KIRKCALDY: 61343  
 THORNTON JUNCTION SHED YARD: 61148 64618 65327 65345 65910 65917  
 THORNTON JUNCTION SHED: 61103 61132 61330 64570 64588 64595 64606 64632 65909 65911  
 65915 65922 90020 90041 90441  
 THORNTON JUNCTION SHOPS: D2580 90350  
 THORNTON JUNCTION GOODS YARD: D3275 D3338 D3342  
 THORNTON JUNCTION SERVICE: D2578 D3337 45090 61133 61147 64569 64625 65905 65907 65916  
 65932 90168 90444 90628 90727  
 PERTH SERVICE: D5128  
 PERTH SHED YARD: D2411 D2412 D2444 D5131 D5336 D5342 D8033 44689 **44799 44924 44959**  
**44978 44979 44980 60512**  
 PERTH SHED: D5327 D5340 44698 44704 44705 44720 44797 44925 44998 45047 45461 45473  
 45475 60006 61076 80028 80092 80126  
 PERTH SHOPS: D264 D5301 D8563 45472 60019  
**TUESDAY, AUGUST 10th, 1965**  
 DUNDEE SHED YARD: D3346 D3558 60528 60844 61180 61293 61340 64576 64597 65319  
 DUNDEE SHED: 46464 60530 60532 60836 60973 61102 61147 61172 61292 61403 64547  
 64558 64624 73151 80124  
 DUNDEE WEST DIESEL SHED YARD: D2710 D2712 D2714 D2746 D3347  
 DUNDEE WEST DIESEL SHED: D2585 D2713 D2745  
 DUNDEE GOODS YARD: D3343 D3558 D5128 64620 65905 90444  
 ARBROATH: 46463  
 MONTROSE SERVICE: D360 61340  
 MONTROSE SHED YARD: 64577  
 MONTROSE SHED: 64608  
 FERRYHILL SHED YARD: D366 D6139 **73056**  
 FERRYHILL SHED: D357 D360 44705 44720 60009 60026 60818 73145 90041  
 ABERDEEN: D3553  
 KITTYBREWSTER GOODS YARD: D2416 D2419 D3930 D3935 D6141 D6145  
 KITTYBREWSTER SHED YARD: D3173 D3546 D5334 D6123 D6156  
 KITTYBREWSTER SHED: D2417 D3547 D6140 D6144 D6154  
 INVERURIE SERVICE: D2418  
 INVERURIE WORKS YARD: D2415 D3936 D5117 D5303 D6138 D6146 D6151 44960 44997 60052  
**64621 73008**  
 INVERURIE WORKS: D2414 D2421 D2582 D6102 D6105 D6110 D6121 D6140 D6157 64602 65914  
 65920 65925 78049  
 PERTH STATION: D357 D358 D5124 D5126 D5335 D5336 D5342 D6123 44698 45236 60024 61261  
 72007 73148 73149  
 PERTH SHED YARD: D2411 D2412 D2444 D8033 **44799 44924 44931 44959 44978 44979 44980**  
 45475 **60512** 61029 61116 80092 80093  
 PERTH SHED: D1843 D5337 44703 44722 44797 44925 44998 45047 45461 72008 80028  
 PERTH SHOPS: D264 D5301 D5343 D8563 45472 60019  
 DUNDEE SERVICE: D5305 D5346 61278  
 DUNDEE SHED YARD+: D5128 60824 64620 73149 73154  
 DUNDEE SHED+: 46463 61263 64577 (+ Additional locomotives from visits earlier in the day)  
 ST MARGARETS SERVICE: D1527 D5314 D5326 D5327 D9016 45477  
 ST MARGARETS SHED YARD: D2705 D2715 D2724 D2725 D2747 D3740 D3880 42691 46462 60835  
 60836 60931 60970 61076 61191 61354 61396 **61397** 65234\* 76049 80007 80054 80055 80114  
 80122 (\* Stationary boiler)  
 ST MARGARETS SHED: 42128 60027 60041 60816 61099 61244 61340 76105 80006 **80022** 80026  
**WEDNESDAY, AUGUST 11th, 1965**  
 CARSTAIRS SHED AND SHED YARD: D5124 42058 42125 42693 44700 44791 44884 44908 44952  
 44953 44954 45011 45012 45171 45210 45245 45492 **60522**  
 CARSTAIRS STATION: D1848 D3280 45217 72007  
 AYR SHED AND SHED YARD: D2434 D2436 D2443 D3207 D3208 D3414 42702 42737 42740 42780  
 42789 42800 42801 42861 42863 42908 42909 42913 **42916** 42917 42919 44977 45160 45167  
 45365 **45460** 45467 46413 46482 46498 73120 73134 76096 76098 76112 80023  
 DUMFRIES SERVICE: D30  
 DUMFRIES SHED YARD: 45115 73120 78051 80117  
 DUMFRIES SHED: D2731 D2738 44707 44723 44974 45118 45480 46450 **46479** 76073 76074  
 NB. "Service" is Terry's indication of a locomotive(s) passing the named location. Locomotives marked in red were  
 withdrawn (see also \* notes)