

LET'S DO BASINGSTOKE (SHED)!

by ROGER BUTCHER



Ex-LMS Class 4F 0-6-0 No.44160 is pictured in the yard at **Workington MPD** in August 1965. *Rail-Online*

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 the English element of a nine-day country-wide trip in August 1965.

The early morning of Wednesday, August 11th, 1965 was for all of us both a time to reflect on the satisfaction of having successfully chased down the Scottish steam locomotives we had not previously seen but also to now focus on the best way to use the five days ahead of us. Our original strategy had been that for the English element of our trip, there would be no chasing down of steam locomotives that were not on shed.

Instead the aim would be, with the exception of several Welsh sheds, to try and visit every shed where one of us still needed a steam locomotive. In particular, there were seven locomotive sheds (that were still operational) that we had not (as a team) visited before, those being West Hartlepool, Consett, Workington, Barrow, Tebay, Blackpool North and Bromsgrove. Four of those sheds were on our schedule for our first day back in England, two of them (Workington and Barrow) now being the only sheds where my steam wants list was in double figures. Both sheds, unusually for 1965, had no Standard Class steam locomotives allocated to them at all, their fleets consisting of LMS locomotives (including two 1921-built Midland Railway locomotives).

CHANGE OF STRATEGY

As we headed out on the A596 from Carlisle to Workington, I began considering the possibility of chasing down all the steam locomotives we needed from both sheds. Judging by its allocation, Workington, in particular, was a predominantly freight locomotive shed but not of a particularly heavy nature. And so, those steam locomotives not on shed would presumably be working at (relatively) local locations. Also, it would benefit our long-term strategy to only need steam locomotives that were accessible from the South Coast during weekends.

At this point in the trip Ian Fairhead, our excellent navigator, was still basking in the relief of having seen 60846 on Kingmoor Shed (*Link* 129), whilst Terry had completed his Britannias with the sightings of 70001 and 70003 on Kingmoor Shed Yard and Shed respectively. So, my suggestion was met sympathetically although it probably meant that some of the sheds in the Midlands where we needed steam locomotives would have to be omitted from this trip. Sheds though that we had visited the previous month and were relatively easy to reach from Portsmouth.

A GLIMPSE INTO THE FUTURE

With 44449 having just been seen on Carlisle Upperby Shed, the total number of steam locomotives (from my mid-April wants list of 2,501) allocated to Workington was now 19 of which four had been withdrawn in the intervening months. Of those 44061, 44157 and 46488 were still present in the shed yard at Workington whilst we subsequently learnt that 44192 had left the previous week for the scrapyards at Motherwell Machinery & Scrap, Wishaw.

Of the other 15 I needed, 43008, 44310, 44346, 44356, 44462, 44489, 44505, 44597 and 47676 were present. As agreed, I duly went to the foreman's office and politely asked the whereabouts of the six steam locomotives I still needed, plus 44160 and 44536 which Terry needed but I had seen when they were allocated to Saltley and Bristol (Barrow Road) respectively. The friendly shed foreman kindly informed me that 43953 and 46491 were working in the adjacent yard and station area and both were seen almost immediately after we left the shed complex.

Of the others, 47279 was shunting near the main line connection to Derwent Ironworks and I was given directions to the adjacent signal box. 44160 was duly seen at Risehow Colliery, Flimby near Maryport, 47279 at Whitehaven Goods Yard and 44536 at the disused station at Egremont. Although I did not realise it at the time our visits to a variety of coal, iron ore and iron-making sites were a glimpse into the 1970s when Ian and I accessed almost every site in the country that had a standard gauge industrial locomotive. Stories for another day!

As for the other two steam locomotives, 46432 had worked to Carlisle and it was not worth retracing our steps whilst 47373 was duly seen on Barrow Shed, the next shed on our itinerary. As regards steam locomotives that were allocated to Barrow, nine of the eleven on my wants list were present. As for the other two, yet another friendly foreman kindly informed me that if we waited another hour (or so) 46400 would be passing not far from the shed on a passenger service whilst if we then back-tracked a little we would see 42697 at Askam Station. Both locomotives were duly seen and we returned to just doing sheds and moving on to the next shed for the rest of the day.

The day finished with a visit to Blackpool North Shed just before midnight. As the shed had closed on February 10th, 1964, we had not expected to see any steam locomotives, so the sight of 45107 and 45253 both 'in steam' was a pleasant surprise, particularly as 45107 was on our wants list! It was now time for some sleep and following a relatively short drive we parked up near Lostock Hall Shed, that shed being our first stop the next day.

17 SHEDS

Thursday August 12th, was to be a day of intense shed-bashing with the only chasing being of Lower Darwen's 42828. The reason being that it was not only the sole locomotive we needed from this depot but the less powerful locomotives were more likely to be working locally. A Black Five or an 8F (for example) could be a hundred miles away! The staff at this depot had been very friendly to us on our visit the previous month giving us all a cab ride in 48187 from the turntable into the shed. The cab ride being in return for us helping to move the turntable for the driver of 48187! On this visit we were pleased to learn that 42828 could be found in the goods yard just south of Blackburn Station and that was our next stop.

Although a weekday, our evening visit to Wakefield Shed still produced 65 locomotives, whilst we stayed on the bridge by the shed for a short while afterwards to watch five more steam locomotives pass by on freight traffic. Such are the sight lines one could see the approaching train (and plumes of smoke) from a long way off and that 'picture' is still vivid in my mind 54 years later. Normanton and Royston sheds were visited in darkness before Terry drove to Goole, that shed being our first stop the next day.

BLACK FEET

The cross heading above is not a misspelling of a North American Indian tribe, but a reference to the state of Ian's feet on that long-ago Friday morning in Goole! As was our normal practice, Terry would drive as near as possible to our first shed the next day. I was so tired I didn't quite know where we were when Terry parked up except that we were on railway land not far from the locomotive shed.

When we woke there was railway activity all around us and we discovered that we were near Goole Mineral Junction Signal Box and, on a higher level, Goole Dutch River Signal Box. And it was just as well Terry parked where he did as two of the three Goole-allocated WDs I needed, 90695 and 90704, passed by soon after!

To be in the midst of so much railway activity with Hunslet diesel shunters busy at work all around us was quite a surreal feeling particularly as no one seemed remotely bothered we were there! So, for once, we simply stayed where we were rather than immediately visiting the shed as we normally did and, with a canal nearby, Ian took the opportunity to wash his feet which after nearly a week of relentless shed-bashing and no change of clothes, were literally black! With the sun shining and with the trip going so well there was some good-natured banter but both Terry and I resisted the 'temptation' to follow Ian's example! To cap a great start to the seventh day of our country-wide trip 90091, the other WD I wanted from Goole, was the first locomotive we saw as we went around the shed.

SCRAPYARDS

In the early period of our trips together we were obsessed with scrapyards as they were giving us one last opportunity to record a steam locomotive before it was scrapped. By now, the sheer intensity and regularity of our trips meant that any steam locomotives *en route* to, or in, scrapyards had almost always already been seen. So, for example, the eight LMR locomotives seen later this Friday on Hull Dairycoates Shed Yard had been noted the previous month at Skipton and Westhouses sheds. Whilst



The 3TS shed at **Blackpool North MPD** on September 6th, 1962 with ex-LMS Class 6P5F 4-6-0 No. **45571** *South Africa* parked alongside it. Despite its closure on February 10th, 1964, the shed continued to turn, coal and water steam locomotives until the latter days of steam in the north-west. *Colour-Rail 23074*

Terry describes them as being in the shed yard, I now believe they were in the Seven Section Sidings area of the Hull Dairycoates Shed complex, that being the staging point for condemned locomotives *en route* to Draper's scrapyards at Sculcoates.

EASTERN REGION

Our visits to Goole and the Hull sheds completed the list of North Eastern sheds where one of us needed a steam locomotive. The priority now was to visit the Eastern Region sheds (except Colwick) that also met that description. That included revisiting Doncaster Shed which we had already gone round *en route* to Scotland the previous Saturday. Unfortunately, neither 63688 nor 90364 were present. However, *en route* to Wath we were stopped at Denaby Crossing for D6753 to pass. Instead of the level crossing gates opening, 90364 then passed in front of us – a most welcome surprise!

As the accompanying tables show, I can now, thanks to ESS member Alex Fisher's excellent series of *On Shed* books on diesel depots, quote the precise names of the various depots and sidings at Wath where locomotives could be found in 1965. More on this topic no doubt in a future issue of *Link* but, suffice to say here, the shed that we 'found' in the middle of Wath Yard (*Link 127*) was called Wath Diesel Servicing Depot (DSD) whilst the 1951-built electric depot became known as Wath Diesel Maintenance Depot (DMD) when the servicing and maintenance of EM1s was transferred to Reddish, leaving Wath clear to be converted for diesel use only. Our Friday ended with both the Staveley sheds being visited in darkness before Terry drove to Buxton, that shed being our first stop the next day. As with our visit the previous month, we parked up in the road adjacent to the goods yard near Buxton Station.

MANCHESTER/LIVERPOOL AREA

In August 1965 the Manchester/Liverpool area still had an exceptional number of locomotive sheds and our intention was to visit them all on this Saturday and hope for drier weather than we experienced when we visited the area back in May. Except for enquiring about a number of steam locomotives that could possibly be working locally, the day would be around 18 hours of intensive shed-bashing.

However, with both 44271 and 68006 again missing from Buxton Shed, I enquired about their whereabouts. Yet another friendly foreman advised me that 44271 was working at Peak Forest whilst 68006 was at Middleton Top. With the former location being only a short distance off the A6 to Manchester (where we were heading) that was our next stop. Middleton Top though was in the opposite direction and would have to wait until another trip.

Of the 20 sheds we visited during the day the only one where we asked permission was Bank Hall as you had to pass the foreman's office before going down the steps to the shed. And on our May visit, we had received a rollicking (for hurtling past his office) on the way out! Although permission was granted, of the four steam locomotives I wanted to see only withdrawn 46444 was present. Of the other three, 41211 was station pilot at Liverpool Exchange, 75048 was *en route* to Cowlairs Works for a general overhaul whilst 75049 was on a Liverpool Exchange to Preston service. 41211 was duly seen at Liverpool Exchange Station, whilst it was very pleasing to see seven of the 10 distinctive Hudswell Clarke diesel shunters allocated to Birkenhead on their home depot – only one being present on our May visit. Not for one moment did it cross our minds that all ten of this class would be withdrawn before some of the steam locomotives present on our visit!

Our last shed of a very tiring day was Northwich, midnight arriving as we walked around the shed yard. A day in which we had noted 733 locomotives, of which 103 were (for me) the first time. Tonight was going to be the last night of sleeping in our hire car and that was spent in a side-street near Chester Midland Shed.

YOU MUST BE MAD!

I have previously commented on the fact that, in my experience, most railway staff during the 1960s 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. There were exceptions, of course, and it seemed that at around 6.30am on Sunday morning, August 15th, we had met the first one of our nine-day country-wide trip.

We had woken to the sound of very heavy rain on the roof of our hire car and within minutes of leaving the car we were somewhat bedraggled. It did not help matters that to get to the shed building there was an extensive shed yard to cross first! As we got nearer to the shed, a window from a small brick-built 'cabin' opened and, with language of an industrial nature, we were told to leave the premises immediately!

Although the tone of his voice was, to say the least, not promising I crossed the yard to the 'cabin' and suggested that he took pity on three enthusiasts who hadn't seen a bed for nine days, probably smelt, were soaked to the skin (almost) whilst he was the sensible one tucked inside in the dry with a fire and a cup of tea! He laughed and said 'you must be mad!' I said 'more than likely' to which he responded 'OK, don't be too long though' and shut the window! Some 54 years later, I cannot resist a smile when I look at the picture at the top of page 98 in Chris Hawkins' and George Reeve's excellent book *LMS Engine Sheds. Volume One, The L&NWR*. A 1964 photograph shows the eight-road shed at Chester from the west end of the shed yard and there, on the right-hand side of the picture, is the 'cabin' referred to above. (Very) happy days!

BROMSGROVE

Having visited the shed, and thanked the member of the shed staff for his change of heart, we moved on to the other Chester sheds and the former Western Region sheds at Croes Newydd and Shrewsbury. It was then time to start our drive back to the South Coast, albeit with several stops on the way to break up the journey. The first of those was Bromsgrove, a shed that was omitted from our March 21st itinerary (*Link* 115) because of our unplanned visit to a ditch on the B5129 at Sandycroft.

Although the other sheds in the Birmingham area which had steam locomotives were visited the following Sunday, the shed at Bromsgrove and the closed shed at Wellington were not. The significance of these two sheds for me was that they were the only two coded Western Region sheds from my precious *Ian Allan Winter 1958 Combined Volume* that I had not been round. I was fortunate enough to have seen steam at 55 of them and (after Bromsgrove) to have accessed the shed building (while standing) of 10 of the other 11. The one Western Region shed never underlined in my 1958 Combined Volume was, therefore, Wellington a fact which will bring an ironic smile from ESS member Richard Derry!

As regards Bromsgrove Shed, I had not realised where it was when I visited Bromsgrove as a 12-year old in August 1959. It was the final day of my week's holiday in Worcester with my aunt and uncle who had now accepted my desire to venture out on my own to trainspot (*Link* 117).

As I did not have a shed directory until the following year I assumed that the 'shed' was the coal stage on the west side of the line south of Bromsgrove Station. I subsequently learnt this siding was known as Bromsgrove South and was only for banking engines 'on duty' stabling there between trips up the Lickey incline and back again. However, the fact that on that day I saw nine of the 12 steam locomotives allocated to Bromsgrove means I did not miss out too much on that 'mistake'. Particularly as I saw two of the three locomotives I missed that day later in their lives.

LET'S DO BASINGSTOKE (SHED)!

Although it was our intention that the visit to the scrapyard at Bird, Long Marston, would be our last railway location of the trip, that did not prove to be the case. As we approached the north side of Basingstoke Station (shortly before the turning into the drive that led to the shed) I suddenly said to Terry 'Let's do Basingstoke (Shed)!' Terry replied 'Why?', as we had both finished Southern Region-

HUDSWELL CLARKE 0-6-0DM SHUNTER No.D2513



All seven of the DM 0-6-0 Hudswell Clarke shunters allocated to Barrow in August 1965 were seen by Roger and Terry on their visit to the shed and docks. This photograph shows No. **D2513** on **Barrow MPD** on March 18th, 1962.

Colour-Rail 33488

See "Let's do Basingstoke (Shed)!" by Roger Butcher on Page 88

based steam the previous February. 'Because it means we will have been around a shed from every region on this trip', was my response. I had scarcely finished my answer before Terry braked very sharply and turned right towards the entrance to Basingstoke Shed!

AND FINALLY

The 17 locomotives present on Basingstoke Shed brought to a conclusion a quite extraordinary nine days of intensive shed-bashing. The statistics from our trip of 117 locomotive sheds, four Works and 10 scrapyards, as well as visits to docks, goods yards and stations, tell their own story. And without any permits whatsoever.

My steam locomotive wants list had been reduced from 393 to exactly 100 (having been over 2,500 in mid-April), whilst Terry needed 49 steam locomotives. With the football season commencing the following Saturday, and my beloved Spurs playing six games in London in the coming six weeks, it was now time to focus on my other main interest. Terry and I agreed we would return to our shed-bashing trips in October but the presence of Willesden-based 48203 and 78034 on my wants list meant that my forthcoming visits to White Hart Lane were bound to include one or more visits to Willesden Shed!

LOCOMOTIVES NOTED

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

WEDNESDAY, AUGUST 11th, 1965

CARLISLE (KINGMOOR) SERVICE: 12085 43139 44795 44852 44986 60970

CARLISLE (KINGMOOR) SHED YARD: D367 D1589 D5262 D8117 41207 42908 43000 43004 43040

43049 43120 43151 43981 44668 44669 44674 44677 44692 44724 44878 44887 44901 44911

44993 45018 45106 45135 45148 45163 45185 45195 45236 45295 45337 45481 45491 47471

47641 47667 48542 60846 61308 70001 70016 70037 70041 72006 72007 72009 73007 73035

73055 73064 73107 92015 92016 92161 92208 92233 92249

CARLISLE (KINGMOOR) SHED: D3169 12084 44900 45097 45120 45200 45489 45530 46115 70002

70003 70036 70040 72008 73121 73127 92010 92019 92130

CARLISLE (KINGMOOR) SHOPS: 44792 45105 70005

CARLISLE (UPPERBY) SERVICE: 46455 70013

CARLISLE (UPPERBY) SHED YARD: D324 D341 D5309 41285 70044

CARLISLE (UPPERBY) SHED: D1633 41222 44449 44730 44937 45061 46434 70029 70030 70049

WORKINGTON SERVICE: D3580 D5711 D5718 43953 45061 46491

WORKINGTON SHED YARD: D5701 44061 44157 44200 44489 44597 44986 46424 46426 46488 48774

WORKINGTON SHED: D5710 42673* 43006 43008 43017 44081 44310 44346 44356 44462 44505

47676* (* Withdrawn 1W 14/8/65)

DERWENT IRON WORKS, WORKINGTON: 47612

RISEHOW COLLIERY, FLIMBY: 44160

WHITEHAVEN GOODS YARD: 47279

EGREMONT STATION: 43122 44536

BARROW DOCKS: D2513 D2516 D2517

BARROW SERVICE: 45451 46400

BARROW SHED YARD: D5704 D5713 D5719 42119 42236 42432 44443 44601 45061 45230* 45399

46499 47373 47675 (* Withdrawn 1W 14/8/65)

BARROW SHED: D2511 D2512 D2514 D2515 D5702 D5717 42134 42267 42610 45141 45294 45495

47614

ASKAM STATION: 42697

TEBAY SERVICE: D332 42095

TEBAY SHED YARD: 42080



Standard Class 9F 2-10-0 No. **92234** and two Class 94XX 0-6-0 Pannier Tanks are pictured in 1961 at Bromsgrove South Sidings.
T Tomalin/Colour-Rail BRM1387

TEBAY SHED: 42110 42210 42232 42439* 43009 43035 (* Withdrawn 1W 14/8/65)
OXENHOLME: 42225 45217
CARNFORTH SERVICE: D5703 44779 92206
CARNFORTH GOODS YARD: D4142
CARNFORTH SHED YARD: D1838 D4140 D5716 D5718 42118 42247* 42322 42613 42616 42663
 43011 43036 43041 43045 43066 43095 43103 43105 44300 44709 44715 44829 44832 44838
 44894 44904 44905 45095 45230* 45278 45284 47201 47531 47599 48257 48739 70022 70025
 (* Withdrawn 1W 14/8/65)
CARNFORTH SHED: D4157 42105 43027 44670 44761 44892 44948 45027 45092 45212 45215
 45373 46431 48262 48365 75015
LANCASTER (GREEN AYRE) SHED YARD: **41221** 41251 44667 46422 46433 46441 46486 46514 **48148**
48297
LANCASTER (GREEN AYRE) SHED: 44758 45014 45054 45193 45445
FLEETWOOD SHED YARD: **48099** 48377 84016
FLEETWOOD SHED: 42431 42460 44729 44988 45218 45274 45340 45347 45444 47317 48310
 48319 84010 90362
FLEETWOOD SHOPS: D2860 **84011 84018**
BLACKPOOL SHED: 45107 45253
THURSDAY, AUGUST 12th, 1965
LOSTOCK HALL SERVICE: 42665 78022
LOSTOCK HALL GOODS YARD: D2868 **42147 42158 42198 42494** 48002
LOSTOCK HALL SHED YARD: D3581 42096 42296 42297 44816 45187 45209 45342 **45351 48039**
 48199 48307 48328 **48419** 48618 48716 70032 78002 **90125 90720** 92026 92050
LOSTOCK HALL SHED: 42081 **42442** 42468 44918 45374 47293 47362 **47454** 48438 48730
LOWER DARWEN SHED YARD: **42869** 42898 43119
LOWER DARWEN SHED: 42287 **42732** 43118 45197 48062 48684 **90204 90261**
BLACKBURN BOLTON JUNCTION: D3782 42727 42878 48318
BLACKBURN BOLTON BRANCH JUNCTION: D3368 42828
ROSE GROVE SERVICE: 45196 48218
ROSE GROVE GOODS YARD: 75051
ROSE GROVE SHED YARD: D3374 45234 48050 48265 **48446 90040 90171 90420 90681** 92022
ROSE GROVE SHED: 44870 45216 45632 47383 48057 48080 48154 48223 48257 48386 48400
 48447 48668 **90725**
A59 NEAR SKIPTON: 75044
SKIPTON SERVICE: D21 41272 75039
SKIPTON SHED YARD: **44276 44277 44389 44527**
SKIPTON SHED: **43893 43913 43999** 44662 45228 47427 47602 75017 75042 75059 84015
HUDDERSFIELD SERVICE: 44859 92250
HUDDERSFIELD SHED YARD: 42410 42777* 48120 (* Withdrawn 1W 14/8/65)
HUDDERSFIELD SHED: 42141 42271 42317 **42618** 45392 90325 90332 90619 90649 90680 90694
 92102
MIRFIELD SERVICE: D191 45080 48340 48493 48676 48730 48766
MIRFIELD SHED YARD: D2091 42900 44694 44695 48055 **90184** 90310 90337
MIRFIELD SHED: 44990 45208 48202 48276 73132 90351 90397 90655
LOW MOOR SHED YARD: 42055 42073 42108 **42109** 42116 42285 61115 61309 61386 90711
LOW MOOR SHED: 42142 42177 42664 44929 45565 61014 61016 61023 61161 90731
MANNINGHAM SERVICE: 43074
MANNINGHAM SHED YARD: 43016 43051
MANNINGHAM SHED: D2161 42072 42093 42138 42189 43014 44669 44758 77012
BRADFORD EXCHANGE: 42181
BRADFORD HAMMERTON STREET SHED YARD: D2173
BRADFORD HAMMERTON STREET SHED: D2094 D2152 D3230
FARNLEY JUNCTION SERVICE: 44826
FARNLEY JUNCTION SHED YARD: 45581
FARNLEY JUNCTION SHED: 44896 45428 45562 45643 45647 48076 48443 48679 70004 92059
COPLEY HILL CARRIAGE SIDINGS: 42052
HOLBECK SERVICE: D82 48158
HOLBECK SHED YARD: D113 D1739 D2273 D5210 D5234 D7576 43069 44733 44852 44983 45079
 45082 45138 45211 48507 48542 73101 90404
HOLBECK SHED TABLE 1: D2267 43039 43117 44824 45075 48104 48159 48454
HOLBECK SHED TABLE 2: 42145 42394 44689 44828 44854 45063 45273 45573 45574 45593 45608
 45660 45675
HOLBECK DIESEL SHED: D29 D51 D83
NEVILLE HILL SHED YARD: D1766 D2246 D3657 44667 60118 60154
NEVILLE HILL SHED TABLE 1: 42184 42196 42699 43054 60131 60134 62007
NEVILLE HILL SHED TABLE 2: **61994** (as LNER 3442) 63344 **69621** (Privately preserved)
NEVILLE HILL DIESEL SHED: D2065 D2243
NEVILLE HILL GOODS YARD: D3375 D3658
STOURTON SERVICE: D36 D1767 D5239 44170 44824
STOURTON SHED YARD: D3295 43125 43135 44570 48130 48311 48622 75011 77003 90372 92206
STOURTON SHED: D3454 43044 43084 43140 44028 48146 48160 48274 48394 48606 77010
ARDSLEY SHED YARD: D2608 D6751 61013 61240 61304 90625
ARDSLEY SHED: 43070 43096 43101 43132 43137 43141 **60117** 60130 **60148** 60923 61017 61030

61061 61110 **61218** 61238 61259 61385 90126 90230 90240 90315 90361 90465 90481 90537
 90644
 ARDSLEY SHOPS: D2595 D2606 60843 61237
 WAKEFIELD: D2603
 WAKEFIELD SERVICE: 42055 61161 90089 90385 90631
 WAKEFIELD SHED YARD: D1765 D2593 42269 42406 45739 48138 48340 61022 61040 61123 61131
 61188 61353 90061 90112 **90124** 90135 90155 90200 90236 90281 90329 90339 **90341** 90380
 90382 90429 90470 90610 90622 90654 90679 90698
 WAKEFIELD SHED: 42152 45324 45694 48702 61024 61173 61320 61322 90047 90074 90116
 90160 90233 90321 90333 90336 90342 90348 90360 90370 90373 90415 90417 90430 90457
 90611 90639 90678 90684 90707
 NORMANTON SERVICE: D36 D136 45574 48340
 NORMANTON GOODS YARD: D2324
 NORMANTON SHED YARD: D2323 43116 45247 48126 90318 90517
 NORMANTON SHED: 42149 43043 44170 44400 44408 44458 48382 61303 90243 90357 90664
 90682 90699 90722
 ROYSTON SERVICE: D170 D6734 48721
 ROYSTON SHED YARD: **43983** 48070 48113 48123 48169 48222 48281 48537 48670 48710 48771
 90377 90605 90645
 ROYSTON SHED: D2263 D3378 D3379 D3458 D3937 43906 43968 44056 44912 45207 48067 48162
 48337 48466 48507 48540 48730 **90127** 90503 90650
FRIDAY, AUGUST 13th, 1965
 GOOLE MINERAL JUNCTION: D2598 D2600 D2601 D2616 43077 90232
 GOOLE (DUTCH RIVER): D6733 D6781 90695 90704
 GOOLE SHED YARD: 90091
 GOOLE SHED: D2599 D2602 D2613 D2701 43098 43125 90081 90099 90172 90273
 HULL (BOTANIC GARDENS) DMU DEPOT: D2174
 HULL SPRINGBANK: 12113
 HULL (SPRINGHEAD) WAGON WORKS: D2052
 HULL (ALEXANDRA DOCK) SHED: 12119
 HULL (ALEXANDRA DOCK): 12115
 HULL SCULCOATES: 90057 90262
 DRAPER, SCULCOATES, HULL: **43865 44118 44544**
 HULL (DAIRYCOATES) TRIANGLE: D3318 D6731 D6736 D6737 43076 61002
 HULL (DAIRYCOATES) SHED YARD: D2157 D3074 D3675 D3944 D6734 D6775 **42680** 43079 **43991**
44211 44263 44347 44386 44456 44528 61384 61388 90262 90265 90450
 HULL (DAIRYCOATES) SHED TABLE 1: 43078 61010 61032 61289 90008 90030 90044 90092 90094
 90213 90272 90378 90462 90586 90627 90688 90704 90731
 HULL (DAIRYCOATES) SHED TABLE 2: 61306
 HULL (DAIRYCOATES) DIESEL SHED: D3079 D3081 D6740 D6782
 SCUNTHORPE & FRODINGHAM STATION: D3641 D3642 90232
 FRODINGHAM SHED YARD: D1799 D8023 D8050 61127 61208 61389 **62015 62035** 62067 **63661**
 63788 **90007** 90013 **90025 90053 90108** 90212 90223 90242 90428 90501 **90702**
 FRODINGHAM SHED: 61195 90032 90189 90516
 FRODINGHAM DIESEL SHED: D3645
 FRODINGHAM GOODS YARD: D1789 D1803 D3638 D3640 D3647 D8051 63586 63628 **63651 90000**
 90068 90274 **90422 90601**
 IMMINGHAM SHED YARD: D1699 D1882 D2022 D3156 D3162 61003 **61098 90029** 90142 **90294 90660**
 IMMINGHAM SHED: D1879 D5851 D5853 D5854 D6818 D8052 61042 61168 61223 61250 61406
 92035 92194 92197
 IMMINGHAM SHOPS: D2021 D2303 12124
 IMMINGHAM DOCKS: 12126
 DONCASTER SHED YARD: D1541 D1550 D1552 D1873 D2043 D3649 D4035 D4068 D4080 D5672
61039 61055 61058 **61094 61157** 61158 **61225** 61329 61361 **61370** 61394 63593 **63613 63738**
 63764 63818 63858 90001 90024 90035 90051 90073 90078 90096 90156 90169 90195 **90211**
 90235 90252 90255 90258 90283 90293 **90296** 90305 **90349 90365** 90390 **90421 90454 90476**
 90477 **90480** 90484 90506 90557 90636 90687 90730 **92168** 92174 92190 92201
 DONCASTER SHED: D1538 D5540 61121 63785 90133 90203 90448 90498 90538 90683 92183
 DONCASTER SHOPS: D3481 61087 61107 63653 90277
 DONCASTER DECOY YARD: D3483 D3622 D4078 D5610 D5641 D5687 D6503 D6818 45626 63730
 90154 90688
 DENABY CROSSING: D6753 90364
 WATH DMD YARD: D1779 D1801 D3329 D4032 D5811 26005 26015 26021 26030 26048
 WATH DMD: D4034 D5827 D5833 D5837
 WATH POWER HOUSE SIDING: D5583 D5585 D5804 D5819 D5824 D5826 D5836 D5845
 WATH GOODS YARD: D1778 D1783 D1797 D3060 D3061 D3062 D4031 D5100 D5805 D5806 D5815
 D6959 D6960
 WATH DSD YARD: D1772 D5810 D5816 D5822 D6815 D6816 D6962 D6966
 WATH DSD: D1783 D1785 D5821
 CANKLOW SERVICE: D5193 90190
 CANKLOW SHED YARD: **43064 43091** 48556 48671 **61093 61190 61372**
 CANKLOW SHED: D3574 D4038 48351 61050 61315
 BEIGHTON: D6800 92042

WARD, BEIGHTON: 42601 42886 63679 63882 68928 (as Departmental No.13)
 KILLAMARSH: D5861
 WARD, KILLAMARSH: 43994 44266 47645
 STAVELEY (GC) SHED YARD: D4059 63646 63879 90266 90474
 STAVELEY (GC) SHED: 43062 43080 43111 43143 43153 43159 43161 63590 63725 63863 63913
 90121
 BARROW HILL SHED YARD: D5557 D8610 D8614 D8615 41528 41708 41763 41804 43082 43089
 43109 43149 44665 61026 90084 90306 90340 90346 90572 90573
 BARROW HILL SHED: D1771 D1802 D4063 D4071 D4092 D5808 D5834 D8604 D8609 41835 47001
 90367 90384 90471 90509
SATURDAY, AUGUST 14th, 1965
 BUXTON SHED YARD: 43967 44063 44076 44339 44587 44599 48389 48472 48495 48677 68068
 BUXTON SHED: 44169 45705 46401 46465 48428 48464 68012 68079
 PEAK FOREST: 44271 48465
 STOCKPORT (EDGELEY) SERVICE: E3084 48200
 STOCKPORT (EDGELEY) SHED YARD: 42727 42849 42940 44868 45046 45225 45643 48182 48308
 48600 73165 84014 90639
 STOCKPORT (EDGELEY) SHED: 41202 41204 41220 42730 42812 42942 44394 45596 48357 48648
 70004 84013 84026 92151
 HEATON MERSEY SERVICE: 45063 48190 48355 48503
 HEATON MERSEY SHED YARD: 42948 42951 42960 42961 42964 42977 43010 43013 43063 44364
 44815 48089 48092 48265 48403 48515 48701 48717 78024 92160
 HEATON MERSEY SHED: 42945 42955 42968 42974 42982 43048 48176 48208 48316 48329 48398
 48490 48501 48613 48666 48695
 REDDISH SERVICE: 43031
 REDDISH SHED YARD: D1630 26002 26003 26007 26008 26014 26019 26040 26041 26043 26045
 26049 26055 27003
 REDDISH SHED: D1689 26009 27000
 LONGSIGHT SERVICE: 42819
 LONGSIGHT SHED YARD: D317 D3700 D5137 E3039 E3042 E3047 E3101 E3103 E3109 E3114 E3163
 E3173
 LONGSIGHT ELECTRIC DEPOT: E3041 E3044 E3099
 LONGSIGHT DIESEL SHED: D4145 D5134 12010 12024
 LONGSIGHT GOODS YARD: D3686 D3695
 NEWTON HEATH SERVICE: 47408 48166
 NEWTON HEATH SHED YARD: D133 D3868 D5245 42464 42492 42542 42905 44247 44934 44938
 44986 45055 45077* 45236 45336 45604 46404 46412 47480 47656 48167 48338 48391 48543
 48744 48758 70034 92022 (* Withdrawn 1W 14/8/65)
 NEWTON HEATH SHED: 42115 42548 42656 42715 42981 44696 44697 44734 44890 45202
 45206 45255 45341 45382 46449 46452 47681 48171 48174 48321 48331 48557 48602 70017
 70024 92031 92056 92077 92080
 NEWTON HEATH SHOPS: D2859 D3842 46417 46506
 TRAFFORD PARK SERVICE: 44888
 TRAFFORD PARK SHED YARD: D12 42064 42065 42112 42113 42230 42455 44804 44806 44855
 44871 44895 45220 45332 45352 45380 48075 48273 48344 48356
 TRAFFORD PARK SHED: D72 D111 D157 D5274 D5663 D7586 D7627 42050 42051 42053 42069
 42071 42212 42327 44708 45139 45150 45316 48178 48743 78011 78012 78014 78062
 PATRICROFT SERVICE: 45129 45279
 PATRICROFT SHED YARD: 45280 45312 45647 47378 48368 73158
 PATRICROFT SHED: D3590 D3699 42334 45217 47662 48168 48181 48213 48318 48502 48636
 48663 48714 48720 48745 48748 73011 73033 73096 73097 73126 73127 73130 73136 73137
 73139 73143 73157 73163 82000 82003 82031 82034 92088 92134
 AGECROFT SERVICE: 45101
 AGECROFT SHED YARD: D3591 45437 48164
 AGECROFT SHED: 44781 44928 44929 45062 45096 45118 45368 47428 48026 48108 48250
 48536 48634 48682 48708
 BOLTON SHED YARD: D3844 42183 42252 42368 42676 42710 45104 45318 45378 45381 46436
 47520 48106 48145 48333 48539 48547 48740 84019
 BOLTON SHED: 42133 42159 42240 42426 42484 42574 42626 44311 44737 44893 44947 45059
 45239 45252 45290 45377 45409 45411 46504 47202 48011 48205 48295 48371 48390 48469
 48511 48523 48652 48773 84025 90337
 SPRINGS BRANCH (WIGAN) SERVICE: D1852 45019
 SPRINGS BRANCH (WIGAN) SHED YARD: 9753 12075 42102 42174 42456 42462 42558 42565 42587
 42611 42647 42670 42941 42953 42954 42963 44490 44500 44688 44732 44819 44838 44873
 44927 45004 45024 45039 45041 45305 45314 45321 45408 46447 46517 47314 47395 47493
 47671 48114 48187 48221 48275 48340 48379 48422 48494 92017 92102 92103
 SPRINGS BRANCH (WIGAN) SHED: 12014 42235 42343 42374 42577 42959 44823 45091 45108 45140
 45281 45385 45425 45431 46419 47444 47603 48326 48715 92048 92071
 CENTRAL WAGON, INCE SCRAPYARD: 42155 42369 42751 42772 42778 42901 42904 42932 42937
 42952 45623 46243 61144 90245 90667
 SUTTON OAK SERVICE: 48727
 SUTTON OAK SHED: 41234 44075 47377 47393 48033 48290 48623 48647 76078 76079 76080
 76081 76082 76083

AINTREE SHED YARD: 45131 48676 48731 48775 90222 90395 92073
 AINTREE SHED: D3856 D4148 42980 45147 45229 46439 46500 46502 46523 47289 47327 47367
 47453 47566 47655 48050 48139 48268 48301 75043 75061 75064 90563 90622 90632 90641
 90724
 BANK HALL SHED YARD: 42436 46405 46414 46497
 BANK HALL SHED: D2854 D2855 D2857 41304 45304 45627 45721 46402 46444 46484 46496
 48605 75027 75050
 LIVERPOOL EXCHANGE STATION: 41211 42546 44664 45203 75046
 BIRKENHEAD SERVICE: D2505
 BIRKENHEAD SHED YARD: D2506 42086 42104 42597 42783 42814 42859 42924 42936 45052
 45137 45338 47324 47423 47533 47627 47659 48411 48460 48493 48717 92045 92049 92074
 92082 92084 92100 92108 92122 92166
 BIRKENHEAD SHED: 42121 42566 42777 42782 42827 47447 47495 47674 48611 90295 92011
 92023 92032 92059 92078 92085 92104 92106 92111 92112 92131 92162
 BIRKENHEAD DIESEL SHED: D2374 D2388 D2500 D2501 D2503 D2507 D2508
 EDGE HILL SERVICE: 44778
 EDGE HILL SHED YARD: D2391 D2392 D3019 D3579 45015 45094 45307 45330 45440 48035 48078
 48152 48513 48742
 EDGE HILL SHED: D289 D3370 D4154 D4155 44717 44773 44827 44829 44837 44906 45156 45261
 45633 46503 47285 47406 47415 47487 47519 48129 48151 48153 48188 48293 48433 48512
 92020 92069 92070 92105 92107 92119 92135
 ALLERTON ELECTRIC DEPOT YARD: E3011 E3052 E3065 E3072 E3102 E3110 E3161 E3171
 SPEKE JUNCTION SHED YARD: D2199 D3855 D3857 12006 12007 12008 12015 12017 12026 12028
 12029 12081 42583 44741 44753 45057 45188 45386 45388 45412 46410 46440 46515 46518
 48029 48128 48189 48251 48292 48294 48296 48327 48424 48551 48692 48722 90430 90706
 92009 92025 92054 92091 92153
 SPEKE JUNCTION SHED: D2389 D2394 D3870 12016 12027 44725 44743 44950 45034 45181 45201
 45370 45441 45466 46516 48163 48408 48425 48457 48509 48520 48711 90611 92008 92027
 92117 92158
 WARRINGTON (DALLAM) SHED YARD: D2198 D2372 12076 12100 12102 44181 44294 44349 44730
 44892 45068 45109 45128 45238 45436 45590 45655 48322 48355 92156
 WARRINGTON (DALLAM) SHED: 42978 44115 44522 44658 44779 44935 44963 45375 47668 92058
 92160
 NORTHWICH SHED YARD: 45563 48374 48462 48640 92133 92163
SUNDAY, AUGUST 15th, 1965
 NORTHWICH SHED YARD: D3837 D4146 48118 48135 48265 48615
 NORTHWICH SHED: D5278 46487 48305 48631 48639 48683 48693 77011 77014
 CHESTER (MIDLAND) SHED YARD: D2213 D2218 42224 42753 44907 45044 45056 45078 45279 45403
 45429 45438 70052 73129 73165
 CHESTER (MIDLAND) SHED: 42233 42251 44764 44775 44913 45000 45130 45198 45250 45335
 45344 45427 47371 48260 75010 75012 76020 76095 92120
 CHESTER (WEST) SHED YARD: D3764 D7515 12036
 CHESTER (WEST) SHED: 12020 12037 12048
 MOLD JUNCTION SHED YARD: 9630 12054 44762 44800 44807 45116 45237 45277 48288 48427
 48474 48632 48723 70042
 MOLD JUNCTION SHED: 44842 44897 44917 44971 45043 45275 45299 47350 47598 48655 48656
 CROES NEWYDD SHED YARD: 1660 2268 3813 4645 5667 9639 73032 73040
 CROES NEWYDD SHED: 1628 1638 3749 3789 3850* 3855* 4683 5676 5677 6611 6626 6651 9610
 9669 45369 47321 48134 48247 48475 48685 73004 (* Withdrawn 1W 21/8/65)
 SHREWSBURY SHED YARD: D1670 D1726 D1740 D3193 3709 3754 6879 6918 7801 44812 45149
 45398 45419 46511 46519 48289 70041 73038 73090 80072 80078 80079 80080 80135 84000
 84004
 SHREWSBURY SHED: 6604 7827 7828 9657 41209 46446 46508 46512 73034 73036 73037 73167
 75016 75038 75053 76035 80048 80100 80136 92014
 SHREWSBURY DIESEL SHED: D3194
 BROMSGROVE: D28 D1739
 BROMSGROVE SHED: D6941 D6943
 BIRD, LONG MARSTON: 42590 42605 44137
 BASINGSTOKE SHED YARD: D3012 D3226 D6523 D6584 7927 15233 73168 75065 75069 76010
 76062 80082
 BASINGSTOKE SHED: 6984 34025 34086 73119 73171
 Also visited was the closed shed at Oxenholme where the building was still standing.
 NB "Service" is Terry's indication of a locomotive(s) booked passing the named location. Locomotives marked in RED
 were withdrawn [at the time of sighting].