

Dawsholm Engine Shed

1896-1964

The Caledonian Railway Dawsholm Engine Shed opened in 1896 (built by Robert McAlpine). It was several years in planning and was a brick-built 6-track dead-ended shed with a 2-track repair/fitting shop and with gas plant houses. It was equipped with the usual wooden coal stage and 50ft turntable.

A well equipped shed; housed engines employed on the then new Low Level lines (Glasgow Central Railway and Lanarkshire & Dumbartonshire Railway Lines) at a cost £7,931.12s.8½d., with gas plant houses at a further £817.12s.2½d. The shed's position in the NW of Glasgow proved convenient for a number of freight workings.

The two road fitting shop boasted a 40-ton hoist and the gas houses remained an abiding feature. Tar gas production was centred in Dawsholm for the Low Level carriages and tank wagons were filled for other districts.

The shed had its own allocation of locomotives and was responsible for general running maintenance. Dawsholm Shed Code was 65D from 1950 -64. Eastfield was the "A" shed of the 65 group which included subsidiary sheds Dawsholm, St. Rollox, Parkhead, Kipps, Grangemouth, Yoker, Helensburgh and Balloch. By 1922 Dawsholm had some 40 locomotives allocated, peaking at 60 engines in 1947.

By the early 60s with the introduction of diesel and electric motive power many engines were withdrawn & many lines closed. The system of allocation changed. Main line locomotives were capable of operating greater distances between servicing and, very often, depots only held the equipment and spare parts for servicing a limited range of locomotive classes. This resulted in them being allocated to a smaller number of depots. Maryhill Central line and station closed to passengers and the Kirklee/Botanic line also closed in 1964 (both Kirklee and Botanic stations had closed to passengers in 1939). The shed stored some preserved steam engines, until they were put in museums.

The engine shed closed in Oct 1964, despite assurances to the contrary, and the men were transferred to a diesel signing-on point established at Yoker

Railway Companies

The **Caledonian Railway** was a major Scottish railway company. It was formed in the early 19th century with the objective of forming a link between English railways and Glasgow. It progressively extended its network soon reaching Edinburgh and Aberdeen, with a dense network of branch lines in the area surrounding Glasgow. It backed and absorbed the private ventures of the **Glasgow Central and Lanarkshire & Dumbartonshire Railways**. It was absorbed into the **London, Midland and Scottish Railway (LMS)** in 1923, which required the grouping of over 120 separate railway companies into just 4.

British Railways (BR) was created in 1948 and renamed to **ScotRail** in the mid-1980s. The **Scottish Region (ScR)** was one of the six regions created on British Railways (BR) and consisted of ex-London, Midland and Scottish Railway (LMS) and ex-London and North Eastern Railway (LNER) lines in Scotland.

Shed Codes

From 1950 British Railways shed codes were used to identify the engine sheds that its locomotives and multiple units were allocated to for maintenance purposes. It grouped all sheds into districts with a main shed, given the district number followed by the letter A as its code, subsidiary sheds with the same number followed by B, C, or D etc. Many sheds were also responsible for sub-sheds where day-to-day servicing could be carried out; Dawsholm was 65D

65 Eastfield			
65A	1950–1973	Eastfield (Glasgow) <i>Sub-sheds</i> Aberfoyle (to 1951), Helensburgh (1960–1961), Kilsyth (to 1951), Kipps (1962), Lennoxton (to 1951), Motherwell (from 1972), Parkhead (1962) Polmadie (from 1972)	Became ED
65B	1950–1966	St. Rollox	
65C	1950–1962	Parkhead	Became sub-shed of 65A
65D	1950–1964	Dawsholm <i>Sub-sheds</i> Dumbarton, Stobcross (1950)	
65E	1950–1962	Kipps	Became sub-shed of 65A
65F	1950–1973	Grangemouth	Became GM
65G	1950–1964	Yoker	
65H	1950–1960	Helensburgh <i>Sub-shed</i> Arrochar (to c.1959)	Became sub-shed of 65A
	1970–1973	Fort William	Previously 63B, became FW
65I	1950–1961	Balloch	
65J	1950–1960	Fort William <i>Sub-shed</i> Mallaig	Previously 63D, became 63B
65K	1960–1964	Polmont	Previously 64E

