

# IT'S BEEN A HARD DAY'S NIGHT

by ROGER BUTCHER



Ex-GWR 2251 Class 0-6-0 No. **2222** is pictured approaching Eastleigh Station in 1951 on a southbound train from Didcot, its home shed. No.2222 was withdrawn on May 21st, 1965, five weeks after Roger and Terry saw it at Honeybourne. It remained at Worcester until July 19th, 1965, when it was sent for scrap (with 2244) to Bird, Risca. Colour-Rail

*In the latest of a series of articles featuring the shed-bashing trips of ESS members Roger Butcher and Terry Hayward, Roger reflects on the chasing down of the remaining 12 Western Region locomotives on his wants list and how the search for the final locomotive 2222 was a night to remember!*

Although 51 years have passed since the events described in this article took place, they remain vivid in my mind and continue to bring a reflective smile to my face. Of all the personal landmarks this wonderful hobby of ours has given me, the night of April 15th/16th, 1965 was the climax to my obsession to underline as many as possible of the Western Region steam locomotives listed in my *Jan Allan Winter 1958 Combined Volume!* An obsession that had been fuelled by being born in a house that backed on to the South Wales Main Line just east of Newport. A house – 218 Conway Road – from where so many Western Region steam locomotives were recorded from August 1957 when I first started noting the numbers of the passing locomotives.

## THE LAST 12

Just over seven and a half years later, and around eight months after leaving school, there were only 12 left in stock that I needed to see. Of the 12 the one I was most anxious to see was Banbury-allocated Modified Hall No.6976 *Graythwaite Hall*. If I managed to see 6976 before it was withdrawn and disposed of, it would be the 665th named Western Region locomotive I had seen of the 670 in stock in August 1957 when I began the hobby.

So, one week after our trip to Central and North Wales, Saturday March 27th saw me at White Hart Lane for Spurs' 7-4 victory over Wolverhampton Wanderers whilst the following day it was a day out to the Birmingham area to visit the sheds we had had to omit the previous week because of our unplanned visit to a ditch on the B5129 at Sandycroft.

To my huge disappointment 6976 was (again) not on Banbury shed but the foreman kindly told me it should be on Oxley shed. 3770, 4111, 4158, 4635, 5684, 8109 and 9774 were duly seen on Tyseley Shed. Oxley Shed was the last shed of the day and whilst 3631, 3744 and 3788 were seen relatively early on as we walked round, the fact that 6976 was the 51st (of 58) locomotive to be seen only served to prolong (for me) the suspense. My feelings on seeing 6976 were a mixture of relief and delight and whilst Terry and Ian left the roundhouse to note the seven locomotives stabled alongside the west side of the shed I first made a point of walking around both sides of 6976. As with so many of our late night / overnight visits to sheds we came and left without seeing anyone at all.

## No.2222

Only 2222 remained on my Western Region steam locomotive wants list, although a number of previously unseen former Western Region (or ex-GWR) locomotives were subsequently seen later in the 1960s either in industrial use or in preservation. My main focus now was to see 2222 before it was withdrawn and disposed of for scrap. I duly wrote to the 'Shed Master' at Worcester and was (pleasantly) surprised to receive the letter shown on the next page.

So, confident in the knowledge that 2222 was still in service and allocated to Worcester, Worcester was programmed into the beginning of our forthcoming 10-day Easter trip to Scotland (primarily) and the north-east. The intention was that Worcester would be one of a dozen (or so) sheds visited on Good Friday in order to break up the journey northwards to Carlisle. But ... but, it is rarely that simple and it wasn't!

We duly arrived at Worcester in the early hours of April 16th and quietly slipped into the four-road 'goods engine shed'. Six locomotives in and just before we got to a 2251 Class locomotive a very irate foreman appeared and escorted us off the shed. To say he was angry would be an understatement! It was a rather chastened group of enthusiasts who discussed what to do next. Understandably the view was expressed that we should 'cut our losses' and head north.

I suggested we should at least try the Works and diesel depot. I duly went to the night watchman's office at the Works entrance and politely asked if he would kindly show us around. To my surprise he agreed and despite being – literally – the middle of the night he kindly took us around the Works and diesel depot.

### TRY AGAIN!

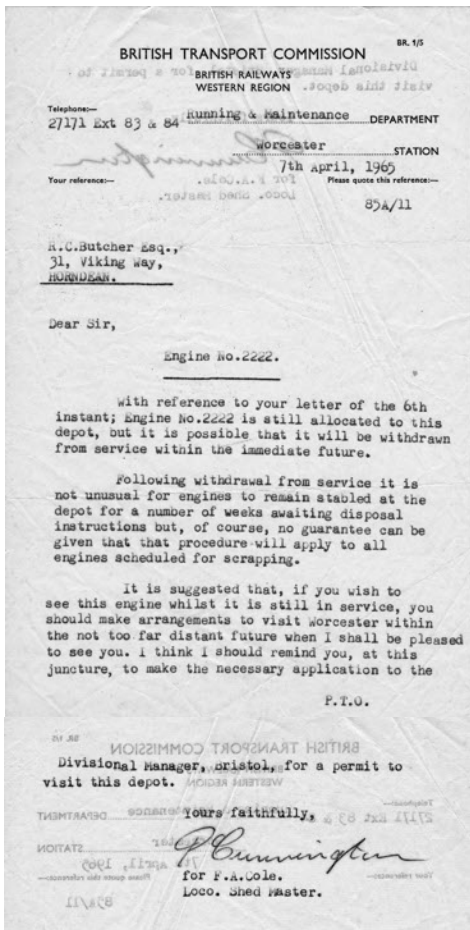
Spirits uplifted, I resolved to try again to access the steam shed so Ian and I climbed up the bank from the former Vinegar Branch, then across the Hereford line and past Shrub Hill Junction Signal Box with a view to accessing the 'passenger engine depot'. As we crawled past the west side of the signal box the window slid open and the remnants from a teapot were flung out into the night air! Oblivious to whom was down below, the window closed leaving an obsessive Western Region enthusiast with tea stains down the right arm of his zip-up windcheater. It could have been worse!

We retreated back down the bank to Terry's car and at this point we were on the verge of moving on. On a sudden impulse I said I was going back to the foreman's office. The body language of Terry, Ian and Dave made it clear that they did not see the point of me wasting any more time. And that is putting it (very) politely! I duly returned to the door in the wall that accessed the foreman's office and walked in. I will never forget the look on his face and his initial comment to me. Not to be repeated here!

I showed him the arm of my tea-stained windcheater and explained how it had happened. I also showed him the letter accompanying this article to which he pointed out I had obviously ignored the instruction to write for a permit. Er ... yes! Suddenly, he burst out laughing and told me to get the others and he would take us around!

I duly ran back to Terry's car to inform the others that we now had a guided tour and I will never forget the disbelief on their faces! But, and why is there always a but, the 2251 Class locomotive in the 'goods engine shed' was 2244 with 2222 nowhere to be seen! Our now affable foreman said it must be outstabled at Honeybourne (for banking duties) and that it swapped round with 2244 on a regular basis. I have subsequently learnt from an ESS member who has the Worcester foreman's logbooks for the depot's final years of steam that 2222 had swapped with 2244 the previous Saturday but was back on the depot on April 21st for attention to its tubes.

Our now very affable foreman had really entered into the spirit of the occasion and kindly offered us a visit to the diesel depot and Works! Obviously it was not appropriate to mention we had been round an hour earlier. So, it was across the main line and into the Works and diesel depot. Fortunately we didn't bump into the night watchman! We thanked the foreman profusely for his kindness but turned down his tongue-in-cheek offer of a cup of tea!





Ex-GWR 2251 Class 0-6-0 No. **2289** at Honeybourne 'Shed' on June 26th, 1960. *Colour-Rail 11477*

## **EVESHAM GOODS YARD**

As the route to Honeybourne took us via Evesham, the temptation – even at 4.00am – to visit the sub-shed there was too much to resist and D2123 was duly seen in the goods yard. Unfortunately a passing police car noticed Terry's car parked on the ground adjacent to the goods yard and did not believe Dave's (who had stayed in the car) explanation of where the driver of the car was. They were even more surprised when Terry, and then Ian, and finally myself, emerged from the goods yard. I was the last to arrive back at the car having observed my ritual of walking to the back of the shed – even if it was empty.

It fell to me to explain what we were doing, Dave – unwisely – having been deliberately evasive. I suggested they contact – via Worcester Police Station – the locomotive shed foreman at Worcester who would vouch for us. After a delay of some ten minutes or so, we were told we could go on our way. Next step Honeybourne!

## **DAWN BREAKING**

It was just getting light as we parked at Honeybourne Station and, not surprisingly, no one was about as we walked to the shed – well, only a coaling stage, a single track and pit. Somehow it seemed fitting that the chase should end at a (relatively) obscure location I had never been to before. It also seemed appropriate that the final chase had so many twists and turns. Whilst Terry and Ian returned to the car I quietly sat in the cab of 2222 for five minutes (or so) reflecting on how much I enjoyed this wonderful hobby of ours. To see as many Western Region steam locomotives as I did at a relatively young age had come at a price as chasing around after the Western Region steam locomotives on my wants list – instead of studying hard for my 'A' Levels – had its inevitable consequence! It is though a decision I have never, ever regretted!

## **LOCKED IN!**

It was now daylight and the focus was about to change to chasing down the thousands of Eastern/London Midland/Scottish Region steam locomotives I had not seen. But first a final flurry of ex-Western Region locations in the West Midlands as both Terry and Ian still needed a number of Western Region steam locomotives, or Standard Class locomotives allocated to former (or current) Western Region sheds. For my own part I was keen to visit the now-closed Wolverhampton Stafford Road Works whilst it was still standing. Also, I wanted to see 4165 again as, wherever possible, I was trying to put a date and location against locomotives I had seen in the very early days of the hobby and where my only record was that it was underlined in one of my Ian Allan books.

Around 6.00am we rolled up at Stourbridge Junction Shed, a depot of which I had very happy memories as it was the first Western Region shed I ever bunked by myself – as a 12 year-old in August 1959. This visit was not to go so smoothly! One of the features of my trainspotting trips with Terry and Ian was that they could get round a shed quicker than I could, so normally I was a little way behind them. On this occasion we were exiting the roundhouse when the foreman saw us but by the time he got across to us, Terry and Ian were out of sight! To be honest I was simply expecting a few choice words in my ear but how wrong could I be! I was taken to (I presume) his office and (seemingly) locked in. And informed that he had called the police.

I am not quite sure how he expected me to react but I suspect he was hoping to frighten/intimidate me into some sort of reaction. To be frank I am not easily intimidated and I sat quietly looking at my locoshed book and wondering how many sheds we might be able to visit in the next nine days. I was conscious that – on a number of occasions – he glanced through the window and I made a point of ignoring him.

Suddenly the door was flung open and I was told to leave (or words to that effect!) and warned that he had the registration of Terry's car and we would all be in serious trouble if we were seen on a Birmingham area shed that day. I duly left and can still vividly recall the look of concern on Terry and Ian's faces who had been waiting patiently outside the depot, knowing I had been 'caught' and wondering what had happened and what should they do. I briefed them as to what had occurred and the foreman's threat if we tried to visit any other Birmingham area sheds that day. Terry and I still joke about my words when he asked me – as the trip planner – what shed was next. I simply replied Oxley, although I must admit our hearts did beat a little quicker than normal as we crept round Oxley but we were not stopped by anyone.

## **THE BOYS BREAK CLEAR FROM THE WESTERN REGION**

I should emphasise that the heading above is Terry's words and, of course, I understand the point he is making! It was now time to focus on seeing as many as possible of the surviving steam locomotives

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from the other regions and to get to a stage where a wants list could be produced and each and every steam locomotive chased down wherever it might be and with whatever effort was required. And, at the same time, embrace the new fleet of diesel and electric traction.

Whilst neither Terry nor myself were exactly virgins as regards non-Western and Southern Region locomotives, my own visits to the other regions were limited – prior to meeting Terry – to a visit to Crewe on April 14th 1961, and Bushbury Shed two days later, as well as eight London shed-bashing trips whilst I was at school, the highlight being successfully bunking Camden Shed on September 18th 1960. I was only 13 years-old and my mother had no idea I had gone to London for the day! I went by myself and I can still remember the excitement and apprehension I felt as I left the Northern Line underground station at Chalk Farm and followed the directions in my January 1960 edition of Aidan Fuller's *'The British Locomotive Shed Directory'*. My notebook at the time – a school music exercise book – shows there were nine Coronation Class locomotives on shed that day. For the record they were 46229, 46240, 46244, 46245, 46248, 46249, 46250, 46255 and 46256.

I do though smile at my bewilderment in August 1957 of seeing my first London Midland Region locomotive, Pontypool Road-allocated 48444, as it slowly pulled out of the up relief line at East Usk Junction (where it had been held) on to the up main. I still (to my embarrassment) remember shouting to the locomotive driver "but you're not in the book" or something to that effect. Oh the innocence of a ten year-old just starting the hobby!

As for Terry, his first-ever foray into the London Midland Region occurred in the summer of 1959 when he was an escort/companion for 50 (or so) 8 year-old Portsmouth Grammar Junior schoolboys on a school holiday. Terry, as a 16 year-old, stepped in at the last moment to replace a teacher who had become unavailable. This all-expenses YHA holiday came about because of Terry's friendship with a pupil from the sixth form at Portsmouth Grammar School. No less than 340 steam locomotives were noted on the outward and return journeys from Euston to the Lake District!

In the very early 1960s Terry's focus was primarily on London Transport buses but in 1963/64 a significant number of London Midland Region sheds were visited thanks to two coach trips with the legendary Ernie Middleton and a number of trips with friends and family. As regards the Scottish Region, both Terry and myself had visited Scotland in 1964 and whilst Terry did 29 sheds and 1 Works, I only visited 12 sheds, including Kingmoor and Upperby which was all my limited pocket-money afforded.

#### SCOTTISH BORDER

This time it was going to be different. Very different! Despite the high mileage that was involved, the strategy of our previous trips of visiting every shed, including sub-sheds and recently closed sheds, was to be attempted. Was it too ambitious? Would Terry's car, a Ford 100E, be capable of not only the high mileage but serving as a home to four young men for 10 days? Would it be possible to maintain over 10 days the relentless intensity of our weekend trips? Would our faith in Terry's extraordinary ability to drive safely for long periods be vindicated?

As we settled down for a few hours sleep in Terry's car on the edge of a garage forecourt near Kirtlebridge on the A74 all those questions were yet to be answered. However our objectives for day one had been achieved. The Scottish border had been reached, the principal sheds on the West Coast Main Line north of Crewe had been visited and an iconic Beatles' song would (for me) always be associated with that extraordinary night when my chasing down of Western Region steam locomotives was brought to a memorable conclusion!

#### LOCOMOTIVES NOTED

My thanks to Terry for providing the details of our trips in March and April 1965. Whilst we both booked everything we saw, Terry differentiates between shed / shed yards / workshops, etc, whilst my records do not.

Also visited were the closed sheds and sub-sheds at Gloucester Barnwood, Evesham, Wolverhampton (Stafford Road) and Warrington Arpley, as was the Works at Wolverhampton (Stafford Road). All the buildings were standing but no locomotives were present.

In Link 115 the reference to Portmadoc should have mentioned the shed building had been demolished.

#### SUNDAY, MARCH 28th, 1965

DIDCOT SHED YARD: D3949 D3963 D3972 3818 3819 3862 6103 6145 6150 6812 6861 6910 6918 6922  
6928 6953 6961 6969 6986 7816 7910 7917 9773

DIDCOT SHED: D7064 6136 6156 6848 6869 6921 6959 7813 9495 92002 92235

STEVENTON: 6963

OXFORD STATION: D3967

OXFORD SHED YARD: D3195 D3959 D3960 D3971 D7062 3794 3802 5971 6108 6841 6849 6868 6924  
6947 7022 7906 8498 9653 43119 45186 48759 70000 73023 73044 73049 73162 92004 92080 92100

OXFORD SHED: D3804 3751 6110 6126 6154 6874 6927 6967 9789

BANBURY SERVICE: D3106

BANBURY SHED YARD: D1649 D3107 D3109 D3110 2210 4154 5955 5990 6851 6904 6907 6908 6915 6916  
6917 6965 6979 7221 7900 48267 48506 48510 73164 92234 92247

BANBURY SHED: 6906\* 6926 6934 6980 7912 43112 92128 92129 92218 92228 (\*Withdrawn 1W 3/4/65)

LEAMINGTON SPA SHED YARD: D3984 D3985 46470 73026 80072 90280

LEAMINGTON SPA SHED: 4176 5153 6644 6671 6697 7734\* 46428 46442 73069 73156 (\*Withdrawn on 14/4/59, later used as stationary boiler)

TYSELEY SHED YARD: D3950 D3952 D3957 D3958 D3969 D3983 4111 5014 5658 6827 6838 6856 7014

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**7026** 12062 48474  
 TYSELEY TABLE 1: 3625 3635 **3770** 3813 4125 4155 4158 **4179 4555** 4635 5606 5684 5988 6633  
 6667 6668 6866 6879 6930 **7918** 7929 8109 9753 9774 48035 92204  
 TYSELEY DIESEL SHED: D67 D333 D3968 D5021 12066  
 MONUMENT LANE GOODS YARD: D3034  
 MONUMENT LANE SHED: D2386 D2395 D3839 D3841 12071  
 HARBORNE JUNCTION: D3089  
 ASTON SHED YARD: 48725  
 ASTON SHED: D222 D235 D319 D374 D5012 D5082 D5133 42066 42069 42075 42942 44762 44859 45264  
 46427 46492 76040 76095  
 SALTLEY SHED YARD: D36 D46 D111 D125 D132 D134 D187 D192 D1608 D1700 D1722 D1724 D1738  
 D1744 D1748 D1749 D1755 D1756 D3974 D5183 D5226 D5252 D7506 12043 12059 45338 46505 48083  
 48684 48719 90133 92029  
 SALTLEY TABLE 1: D3082 D3975 D5207 D5209 D5243 12041 12042 44057 46443 46448 46454 48064  
 48109 48305 48627 48629 48716 48752 76036 76043 76047 76048 90013 90043  
 SALTLEY TABLE 2: D3167 D3168 D3248 D3577 D3973 D5184 D5196 D5204 D5266 D7508 D7520 D7582  
 D7587 12039 12044 12061 46526 **48027** 48514 73000 76042 76052 76087 76088  
 SALTLEY TABLE 3: D5851 44666 44856 44941 44944 44945 45224 45283 48115 48220 48350 48410 48430  
 73040 73096 90146 90471 92125 92139 92151 92164 92215  
 CASHMORE, GREAT BRIDGE: **9768 45586 45704 46240**  
 A4031, NEAR WALSALL: 48659  
 BESCOT SERVICE: 48726  
 BESCOT SHED YARD: 12012 12013 12077 43002 43005 44139 44155 44210 44377 44808 44840 44875  
 44981 45089 45147 45180 45222 45324 45410 45493 46425 46445 46490 47437 48366 48450 48529  
 48556 48713 48725 48729 48747 48769 **48895** 76038  
 BESCOT SHED: D3871 12056 12087 12091 **44035** 44188 44766 44873 44910 44914 45288 46421 46429  
 46456 46522 46527 **48007** 48101 48165 48256 48477 48478 48522 48674 48680 48733 48766 48767  
 OXLEY SHED YARD: D3039 D3191 D3752 6681 6815 6857 6862 6864 6870 6983 **7011 7019 7023 7024**  
 7812 7820 45040 48016 48401 48738 48755 73066 73138  
 OXLEY TABLE 1: D1683 D1685 D1696 D1731 D2396 D3026 9640 73025 92118  
 OXLEY TABLE 2: 3605 3631 3744 3782 3788 3792 3836 4148 6831 6976 7821 8767 9658 9776 45369  
 48120 48384 48475 73011 73013 73091 73165 76022 78008 92133 92223  
**THURSDAY, APRIL 15th, 2015**  
 TRAMWAY CROSSING GLOUCESTER: D3990  
**FRIDAY, APRIL 16th, 2015**  
 TRAMWAY CROSSING GLOUCESTER: D1591 92230  
 GLOUCESTER HORTON ROAD SHED YARD: D68 D2137 D4168 D7034 3616 3643 3677 4100 **6128** 6858  
 7820 8745 9711 44422 44966 48149 78006 82036 92226  
 GLOUCESTER HORTON ROAD SHED: D2138 D7067 D7073 **1420** 2242 2287 3675 3759 3775 4698  
**4929** 6816 6956 6999 7034 44123 44560 45180 48444 73031 73091 78001 78004 92007  
 GLOUCESTER HORTON ROAD SHOPS: **5063** 8436  
 WORCESTER SERVICE: D2219 3615 6870  
 WORCESTER SHED YARD: 3682 4161 6817 6958 7904  
 WORCESTER SHED: 2244 4113 4680 6147 6155 6169 6819 **6995** 8415  
 WORCESTER DIESEL SHED YARD: D7028 D7062 D7090  
 WORCESTER DIESEL SHED: D1693 D2131 D2143 D2240 D4118 D6939 D6944  
 WORCESTER WORKS YARD: 6813  
 WORCESTER WORKS: 4664 5971  
 EVESHAM GOODS YARD: D2123  
 HONEYBOURNE SHED: 2222  
 STOURBRIDGE SHED YARD: D1606 3607 3658 4155 4696 5659 6656 6944 8718 9733 48353 48412  
 48418 48691 73014 73019 73028  
 STOURBRIDGE SHED: 3619 3837 3842 4151\* 4154 4168 4175 4665 5684 6129 6679 6683 7808  
 7915 9608 9724 48330 48367 48402 48410 48460 48527 (\*Withdrawn 1W 17/4/65)  
 STOURBRIDGE DIESEL SHED: D3004 D3113 D3982 D3988  
 STOURBRIDGE SHOPS: 6871  
 OXLEY SHED YARD: D1685 D1716 D1727 D1730 D2208 D3027 D3037 D3752 2895 3788 3848 4165  
 4992 6803 6833 6855 6861 6870 6872 6876 6922 6990 **7011 7019 7023 7024** 7812 7813  
 7909 9776 42983 48016 48738 48755 48771 70051 73015 92129 92164 92217 92223 92230  
 OXLEY SHED TABLE 1: 3631 3744 3776 3792 4148 6827 6854 6964 7920 7922 8767 9658 45186  
 48120 48258 48291 48384 48475 73013 78008  
 OXLEY SHED TABLE 2: D1609 D1684 D1688 D1714 D1745 D1749 D3026 D3039 6830 7826 9640  
 42957  
 WARRINGTON (DALLAM) SHED YARD: D2372 D2391 D2392 42942 43120 44181 **44195** 44349 44522  
 44819 45057 45129 45137 45303 45604 45655\* 48319 48533 48543 92055 92160 92163  
 (\*Withdrawn 1W 17/4/65)  
 WARRINGTON (DALLAM) SHED: 44115 44294 44730 44935 45238 45563 **45583** 47493 73050 92013  
 92048 92049 92070 92116 92126 92156  
 WARRINGTON CENTRAL: 45352 45404  
 SPRINGS BRANCH (WIGAN) GOODS YARD: D3580  
 SPRINGS BRANCH (WIGAN) SHED YARD: 42456 **42465** 42558\* 42601 42647 42948 42953 42954 42960  
 42963 44490 44500 44737 44773 44779 44823 44918 45108 45278 45385 45407 45431 45449  
 46402 46419 46447 46484 46517 47444 47671 48114 48125 48181 48187 48278 48379 48494



Ex-GWR Modified Hall Class 4-6-0 No.**6976** *Graythwaite Hall*, a locomotive that eluded Roger for over seven years, is pictured in GWR days at an unknown location and date, *Colour-Rail 15432*

90183 90317 90399 90561 90585 90686 92167 (\*Withdrawn 1W 17/4/65)  
 SPRINGS BRANCH (WIGAN) SHED: 12003 12023 12031 42174 42295 42462 42587 42977 44816 45070  
 45221 45281 45314 45372 45425 46486 47314 47395\* 47603 48261 48275 82000 (\*Withdrawn 1W 17/4/65)  
 CENTRAL WAGON, INCE SCRAPYARD: 4976 41205 42077 42280 42481 42696 42858 42952 44119  
 44186 44549 45592 45601 45623 45657 45681 46243 47549 61041 61056 61144 90157 90245  
 90416 90552 90667 90712  
 BAMBER BRIDGE: 90641  
 LOSTOCK HALL STATION: 45410  
 LOSTOCK HALL SHED YARD: D2867 D3371 42081 42158 42187 42297 42436 42442 42660\* 42778  
 44964 45230 45326 45440 47293 47336 47362 47564 48039 48438 48470 48707 48730 70010  
 70028 70043 78002 78022 78041 90342 90720 92018 (\*Withdrawn 1W 17/4/65)  
 LOSTOCK HALL SHED: D3846 42286 42296 42546 45072 45202 45226 47454 48307 48419 48434  
 70019 78037 78057  
 LANCASTER (GREEN AYRE) SHED YARD: 41215 41221 41251 44667 44758 44889 45216 45261 45336  
 46422 46431  
 LANCASTER (GREEN AYRE) SHED: 45014 45025 45193 45394 46441 48106 48454 48679  
 CARNFORTH SHED YARD: D1815 D4139 D4140 D4156 D4157 D5706 D5719 42147 42154 42198  
 42299 42680 43011 43029 43045 43066 43095 43103 43105 44300 44386 44874 44904 44960  
 44993 45286 45328 45331 45383 45399 45421 45436 47201 47531 47599 48084 48126 48521  
 48722 70041 70054 90617 90725  
 CARNFORTH SHED: D5701 42322 43025 43027 43036 44733 45095 45227 45247 46433 48703  
 70011 92081 92159  
 CARLISLE (UPPERBY) SERVICE: 45093  
 CARLISLE (UPPERBY) SHED YARD: D236 D312 D343 41217 42129 42968 44390 44671 44680 44821  
 45063 45197 45412 70034  
 CARLISLE (UPPERBY) SHED: D1634 41222 41264 41285 44081 44677 44731 44768 44769 44832  
 44939 44948 44963 45081 45296 45364 45371 45438 46426 46458 47295 47614 70013 70015  
 70022 70029 70038 70042 70048  
 CARLISLE (KINGMOOR) SHED YARD: D245 D1649 D5211 D5306 D5317 D5414 12083 43000 43040  
 43139 43981 44305 44358 44668 44684 44711 44884 44900 44986 45005 45028 45097 45148  
 45162 45235 45337 45512 45574 45588 45626 45629 45742 46152\* 47471 47667 48148 48551  
 48675 60931 70005 70007 70008 70016 72009 90632 92015 92021 92051 92161 92208  
 (\*Withdrawn 1W 17/4/65)  
 CARLISLE (KINGMOOR) SHED: 42394 43004 43023 43049 44670 44672 44878 44898 45042 45135  
 45217 45242 45254 45455 45531 45698 47641 60522 61029 70006 72005 72007 73007 92009  
 92010 92024 92077 92233  
 CARLISLE (KINGMOOR) SHOPS: 12085 44802 44901 45293 46140  
 CARLISLE (KINGMOOR) MARSHALLING YARD: D3170 D3171 D3172 D3173 D3567 D8113 44986 70037  
 CARLISLE (KINGMOOR) MARSHALLING YARD DIESEL DEPOT: D3087 D3169 D3566 D4107 12086  
 CARLISLE STATION: D334 46434 46455 47326 70008  
 NB. "Service" is Terry's indication of a locomotive(s) booked passing the named location. Locomotives marked in RED were withdrawn (see also \* notes).