

Article – D58 (45043) – ‘King's Own Royal Border Regiment’

D58 was built at Crewe Works and was delivered new to Derby Shed in February 1962, originally in BR green livery with centre split headcode panels and small yellow warning panels on the nose ends. In 1963, it was selected to receive the name ‘Kings Own Royal Border Regiment’, with a ceremony taking place on 1st May that year at Carlisle Citadel station. Below is an extract from the Regiment Newsletter.

Editorial

THE DIESEL LOCOMOTIVE NAMED THE KING'S OWN ROYAL BORDER REGIMENT

As both the steam locomotives bearing the names “The King's Own” and “The Border Regiment” were about to be withdrawn from service, the Regiment was asked by British Railways whether they would like a modern diesel electric locomotive to bear the Regimental crest and title. This kind offer was, of course, gratefully and at once accepted.

The naming ceremony duly took place in Carlisle Citadel Station on May 1 and was attended by Mr. W. E. Grainger, Divisional Manager, British Railways, London Midland Region, Barrow-in-Furness and other railway officials, whilst the Regimental official party was headed by Colonel H. J. Darlington, O.B.E., in the unavoidable absence of the Colonel of the Regiment. Also present was the Mayor of Carlisle (Councillor F. Derry) and Sir Fergus Graham, Lord Lieutenant of Cumberland.

The proceedings were opened by a speech from Mr. Grainger, followed by the Mayor (himself an employee of British Railways), the Lord Lieutenant and, finally, Colonel Darlington, who actually announced the naming and pulled the cord, which released the covering and displayed the regimental crest and title to the view of everyone.

The diesel electric locomotive was then inspected and its details are as follows:

- Length (over buffers): 67 ft. 11½ in.
- Overall height from rail level: 12 ft. 10½ in.
- Wheel arrangement: ICCI.
- Weight in working order: 135 tons 17 cwt.



Photo by Courtesy of British Railways

(Left, nearest diesel) Mr. Grainger, (right) Colonel Darlington

Engine: 12-cylinder Sulzer diesel.
Horse power: 2,500.
Transmission and main generator: Crompton Parkinson electric.
Maximum speed: 90 miles per hour.
Classification: Type 4.

The locomotive was built at the Crewe Works of British Railways and placed in traffic on February 3, 1962. It is located at Derby Motive Power Depot



Photo by Courtesy of British Railways

(Left) Mr. Morrison, (right) Brigadier Burke (see text)

and had the Regimental crest and nameplates cast, burnished and fixed at Derby locomotive works.

Subsequently it was driven by Colonel Darlington under the supervision of the driver, Mr. G. V. Beattie, and 2nd man, Mr. A. Gray, both of Carlisle and with Border Regiment connections. The former had served with the 5 Border at Dunkirk and afterwards, and the latter is a serving bandsman with the 4 Border. At a luncheon following, Colonel Darlington was presented with a L plate and a “mock” licence, restricting him, however, to driving on Carlisle Station, platform 6 only, the one he had tried his hand on!

Present at the station ceremony was a representative each from The King's Own and Border Regiments, who had attended their own engine naming occasions. They were Brigadier B. A. Burke, D.S.O., who had been at Euston in 1931 when No. 6161 was christened “King's Own,” and Mr. H. Morrison, a present railwayman, at Carlisle, for No. 6136—“The Border Regiment” in 1936.

Both these locomotives were of the Royal Scot class steam locomotives operating under the then London, Midland and Scottish Railway. Mr. Grainger has kindly offered the two regimental name plates back and they will be placed in the museums at Lancaster and Carlisle.



Above: The naming of the British Railway's diesel locomotive, 'The King's Own Royal Border Regiment' at Carlisle Station, on 1st May 1963, by Colonel John Darlington, Brigade Colonel of The Lancastrian Brigade, formerly of the King's Own Royal Regiment. On the day of the naming the driver of the train, G Beattie, and the fireman, A Gray, were both former members of The Border Regiment.



Right: The naming of the British Railway's diesel locomotive, 'The King's Own Royal Border Regiment' at Carlisle Station, on 1st May 1963. Colonel John Darlington, Brigade Colonel of The Lancastrian Brigade, formerly of the King's Own Royal Regiment in the driving seat.

The loco spent most of its career as a London Midland Region locomotive with some time spent on the Eastern Region at Holbeck and Tinsley. By 1967 it had received all over 'monochromatic' blue livery, with small yellow ends (as currently carried by preserved D182), but received standard BR blue livery with full yellow ends in 1968.

During an overhaul at Derby Works in 1976, the headcode boxes were removed and replaced by sealed beam headlights. However, being one of the first locos to be converted, the upper handrails, lamp bracket and headboard clips were retained (in common with 45071, 46016 and 46049).

45043 managed to keep both nameplates almost throughout. When the loco was stopped in August 1984 with bogie fractures, it was sent to Derby Works still with both plates fitted. However the plate on the No.2 end driver side had the regimental crest missing.

At the time, there was an acute shortage of serviceable class 45 bogies, with a large number of locos awaiting replacements. The decision was made to withdraw 45043 from service (along with 45002, 45023 and 45050) to provide spare parts instead. It was officially condemned on 12th September 1984 and the nameplates removed shortly afterwards. It languished in the scrap line until being sold to Vic Berrys Ltd in 1986, when on 23rd October of that year it was conveyed in trip working 9L42 Derby Works to Vic Berrys with sister locos 45045/055. The loco was eventually scrapped in January 1987.

One of the nameplates was restored and presented to the regiment. It is currently on display in 'Cumbria's Museum of Military Life', situated in Carlisle Castle.

Steve Dexter





Above: Withdrawn 45043 languishes outside Derby Works in 1985, stripped of nameplates and awaiting the call to Vic Berrys scrapyard. Note the handrails and lamp bracket on the nose end.