

D52 (45123) 'The Lancashire Fusilier'

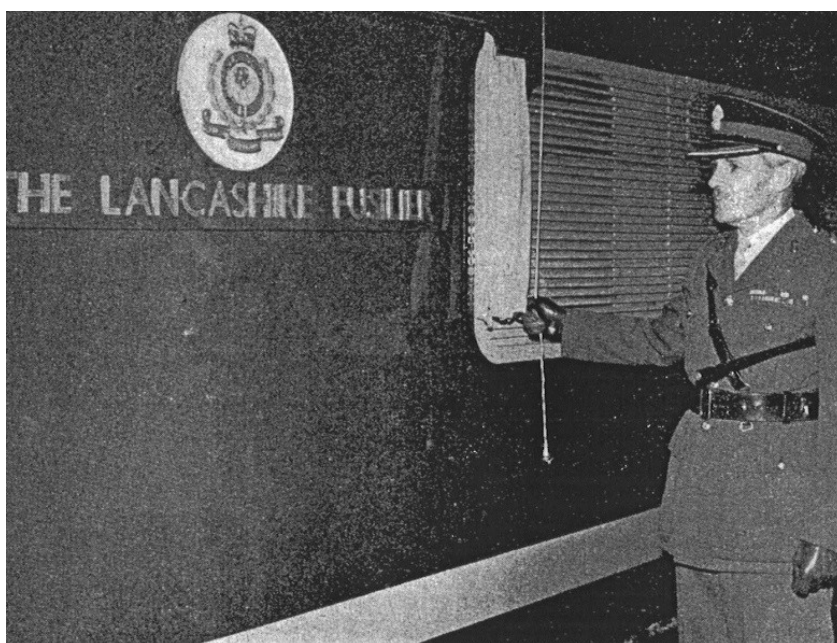
D52 was released new from Crewe Works in June 1962 painted in green livery with small yellow warning panels and fitted with centre split headcode panels. It became the fifth Peak to be named after a regiment, when it was named 'The Lancashire Fusilier' at Manchester Piccadilly station on 31st October 1963, by Brigadier Bamford. The article below is from the Spring 1964 edition of the regiment's publication 'Gallipoli Gazette'.

DIESEL

LOCOMOTIVE D.52

On 31st October, 1963, I named a new diesel locomotive "The Lancashire Fusilier" at Piccadilly Station, Manchester. The locomotive will be employed on the Central Station, Manchester, St. Pancras line.

The Ceremony was attended by a representative party of officers of the Regiment and also by a number of former members who are now employed by British Railways. The officials of British Railways who attended included Mr. C. P. Millard, the Divisional Manager of the London



[British Railways
Motto
NAMING CEREMONY OF DIESEL LOCOMOTIVE D.52
Brigadier P. G. Bamford, C.B.E., D.S.O., Colonel XX The Lancashire Fusiliers,
naming diesel-electric locomotive D.52 "The Lancashire Fusilier" at Piccadilly
Station, Manchester, 31st October, 1963

Midland Region. He presented the Regiment with a framed photograph of the locomotive, while I gave British Railways a statuette of a Lancashire Fusilier Officer in full dress. After naming the engine I presented the driver and fireman each with a shield bearing the Regimental Crest. I was then invited to drive the engine and accepted!

After the ceremony the Regimental party were entertained to luncheon by the officials of British Railways at the Region Headquarters, Peter House, Oxford Street, Manchester.

In April 1974, D52 was converted at Derby Works to provide Electric Train Heating (ETH) and emerged as Class 45/1 No. 45123, allocated to Toton depot, primarily for Midland Main Line passenger duties to/from St Pancras.

When the use of the nose end headcode boxes was discontinued in 1975, the following year 45123 received an unusual modification, sporting four small zeros stencilled onto the black background of the headcode panels (see photo below).



45123 'The Lancashire Fusilier', sporting an unusual head code arrangement and still carrying green painted nameplates and crests with a white background, waits to depart Derby in March 1977. Photo: John Woolley

This was changed to the more conventional 'domino' white spots by August 1977. By this time the loco still carried nameplates painted with a green background and the regimental crests with a white background. However by November 1977, both crests had been stolen. 45123 received an intermediate overhaul at Derby in August 1978 and emerged with headcode boxes removed and replaced with marker lights and the nameplates repainted with a red background (crests still missing). The nameplates remained the same for the next few years and were still fitted when the loco entered Crewe works in 1982 for a Heavy General Overhaul. When released to traffic on 25/04/83, the nameplates had again been repainted red and the loco sported the usual Crewe trademarks of

numbers applied slightly higher up on the body side and only one BR logo on each side, under the driver's side window. Around May 1984 the loco received a repaint/livery mods, presumably at Toton, when the BR arrows moved from under the drivers' side windows to under the secondmans' side windows (still only one per side, but the opposite end!), the data panels under the numbers disappeared and the roof was painted black. The loco was seen newly painted in this condition at Leicester on 27/05/84.



Two photos showing the change of livery details between being released from overhaul at Crewe in April 1983 (left) and May 1984 (photo on right taken in August 1984). The BR logos have moved to the other cab, the data panels under the numbers disappeared and the roof painted black.

By now largely displaced from Midland Main Line passenger duties by HSTs, 45123 joined its classmates as a regular performer on Trans-Pennine duties, in addition to cross country passenger services, newspaper and parcels traffic. It was one of the first 45/1s to be fitted with high intensity headlights between the marker lights, being noted so fitted on 10/11/85. Railtour duty beckoned on 30/12/85 when it worked Hertfordshire Railtours 'Ghost of Saint Mark' around various freight lines in South Yorkshire, Nottinghamshire and Lincolnshire.

By early 1986, Toton began to remove the remaining nameplates from Class 45s to prevent theft and 45123 was noted without plates on 12/04/86. Around three months service followed in an unnamed condition. The loco was seen on York stabling point on 16/07/86, but was sent to Toton on 18/07/86 with collision damage. This must have been damage to the bogies and/or segmental bearings, as there were no visible signs of collision to the locomotive body. However the damage was sufficient to warrant withdrawal from service on 22/07/86, becoming only the fifth 45/1 to be withdrawn. The loss of this loco, however, prompted BR to reinstate 45120, which had been withdrawn a week earlier with engine defects, and send it to Derby Works for repairs.

45123 languished in the scrap line at Toton, yielding valuable spares to keep other locos running, before being hauled to Vic Berry's scrapyards in Leicester in November 1986. The loco had been completely cut up by 16/12/86.

The June 1988 edition of 'The Fusilier Journal' reported that British Rail had kindly given the regiment one of the nameplates from 45123. At the time of writing (August 2018) the regiment still had the plate at their museum in Bury, but it is not currently on display. It is not known what happened to the other plate.



'The Lancashire Fusilier' nameplate from 45123, presented to the regiment by BR in April 1988 and now housed in their museum at Bury. The framed photo of the loco is the one presented by BR at the naming ceremony in 1963.

Steve Dexter