

45127 lives on (in part!)

Our cover photo loco, 45127, was built as D87 at Crewe Works and released to traffic in February 1962. It was converted at Derby Works to provide ETH and renumbered 45127 in May 1974 and was then one of the last 45/1s to carry split head code boxes. These were finally removed when the loco was called into Derby Works for a Heavy General Overhaul, being released on 10/03/81 with flush front ends and fitted with marker lights.



55015 & 45127 on arrival at Hammersmith with 'The Brandy Butterley' Railtour on 01/11/86 (photo: David Morgan)

Just a few months before withdrawal, on 1st November 1986, 45127 worked the LCGB/SEG 1Z26 'The Brandy Butterley' Railtour. The tour started from Waterloo hauled by Class 33s 33008/038, which worked to Nottingham, where 45127 took over at 11:44. 45127 then hauled it to Ironville (arriving 13:02) where 55015 'Tulyar' was added to pilot the train to Hammersmith (arrived 13:45). 7F steam loco 53809 then piloted 45127 back to Ironville and was uncoupled for the train to re-join the BR network and proceed to Toton Centre, where 45127 handed over to the Class 33s for the run back to Waterloo.

45127 then returned to more regular duties, including frequent performances on Trans-Pennine duties. Indeed it was one of these workings that turned out to be its last - 1M32 16:05 Newcastle – Liverpool on 03/05/87. The loco suffered generator fire damage and was hauled to Thornaby Depot the following day. It was then withdrawn on 07/05/87.

It was noted still at Thornaby on 29/07/87, but had reached Tinsley by 13/12/87 and had moved to Whitemoor Yard at March by 07/02/88 for further storage. Later it was moved onto one of the stabling lines at March Depot, along with 45132 and 45137. In August 1993 the loco was purchased by Pete Waterman, but only as a source of spares for his other Peaks, 45041, 45149 and D172 (46035). 45127 was then moved in March 1994 to Crewe Gresty Lane, along with 46023, which had also been purchased for spares. Scrapping was carried out over a two week period by 'JS Metals' of Stoke, starting on 11th April 1994 and completed by 29th April. The power unit, bogies and auxiliary machines were all salvaged and placed in storage at 'The Railway Age' in Crewe (now Crewe Heritage Centre).

However, a couple of years later Pete Waterman decided to sell off many of his locomotive acquisitions, including 45041, 45149 and his collection of Class 45 spares. 45127's power unit and bogies were sold to Harry Needle (who at the time owned 45112). However he wished to sell them on and they were moved to Booth's scrapyards in Rotherham pending disposal.

First 'preserved' locomotives scrapped



The last 'Peak' to leave the graveyard at March was Pete Waterman's No. 45127, but it did not survive long after reaching Crewe, where it has been broken up for spares for the rest of the Pete Waterman fleet. Pictured with fellow victim, Class 46 No. 46023, scrapping by J. & S. Metals had reached an advanced stage by April 14. *Photo. Howard Johnston.*

The Class 45/1 Preservation Society had been looking to purchase a spare bogie for 45133 and were invited to inspect those off 45127 at Booth's on 6th September 1996. Both were in good condition, with no major cracks, good tyre thickness and with all brake cylinders in situ. Agreement was reached to purchase one of the bogies (minus one traction motor) for £2950 plus VAT. It is believed that the other bogie and spares were retained by Harry Needle and then sold with 45112 when the loco moved to new ownership in 1999.

Working member Darren Bullard kindly transported the bogie to Swanwick, where it was repainted over the following winter to make it more respectable for display parked in the yard.



Our spare bogie from 45127 at Swanwick, following repainting over the winter of 1996/97 (photo: Steve Gross)

So a part of 45127 lives on in our stock of spare parts – a bogie that has previously run over the Butterley branch under a loco and may do again one day if it is ever needed for 45133!

Steve Dexter