

## 45137 Remembered

45137 began life as D56, built at Crewe Works in 1962 as one of the final batch of Class 45s ordered. It was delivered new to Cricklewood depot and selected to receive the name 'The Bedfordshire & Hertfordshire Regiment (T.A.)' at a ceremony at Bedford Midland station on 8<sup>th</sup> December 1962. The full story of the naming was featured in Peak Power No.117.



The loco was converted to provide Electric Train Heating (ETH) in 1973 to become Class 45/1 No.45137 and managed to retain both nameplates and crests right up until January 1986, when sadly the regimental crests went missing. The nameplates were then removed by Toton depot for 'safekeeping' in March 1986, when the loco was in for an exam and fitting of high intensity headlights. It remained allocated to Toton Depot until transferred to Tinsley on



45137 sports appropriate headboards, hauling the last 'official' Class 45 hauled train out of St Pancras – the 16:20 St Pancras – Derby on Sunday 10<sup>th</sup> May 1987. Photo: Graham Carlson

23<sup>rd</sup> November 1986. 45137 worked two notable 'last' services – the final locomotive hauled 'Master Cutler' from Sheffield to St Pancras, complete with headboard (see cover photo), on 1<sup>st</sup> October 1982 and the last 'official' Class 45 hauled train out of St Pancras – the 16:20 St Pancras – Derby on Sunday 10<sup>th</sup> May 1987.

The loco survived the mass withdrawals of 45/1s at the start of the 1987 summer timetable and defied the change of Trans-Pennine diagrams to Class 47/4s by regularly working Liverpool – Newcastle services up to the end of that month. In fact it's last working is recorded as 1E16 Liverpool – Newcastle on 27<sup>th</sup> May 1987. Stopped due to an engine defect, it was sent to Tinsley, with TOPS recording it as arriving at 19:00 on 8<sup>th</sup> June. Examination found it to have a cracked crankcase and so the loco was withdrawn at 11:06 on 15<sup>th</sup> June 1987.



45137 defies the Trans-Pennine Class 47/4 diagrams, arriving at Leeds with the 11:03 Liverpool – Newcastle on 19/05/87. Photo: Mick Barstow

After a period of time at Tinsley yielding valuable spare parts, 45137 was hauled as 9Z39 14:00 Tinsley – March (along with 47122/148) on 14<sup>th</sup> October 1987, to join the many sister locos stored there (including 45133!). For a time, it was stored near the depot with 45127/132, but this did not save it from being sold to MC Metals for scrap and it made its final journey (with 45062/139) to Glasgow on 25<sup>th</sup> February 1994. The end came for this once proud loco on 1<sup>st</sup> March 1994 when cutting commenced.



**Steve Dexter**