

## Article – 45140 Remembered

45140 was built as D102 at Crewe Works and was delivered new to Derby Loco (17A) on 18<sup>th</sup> May 1961, fitted with split headcode boxes and sporting all over green livery with grey roof, bodyside stripe and engine room grilles. A small yellow warning panel was added in 1962 and on 15/02/64 the loco was transferred to Toton Depot (16A). In 1966 it received a coat of 'economy green', without the grey embellishments and then received a coat of standard BR blue and full yellow ends in 1968.



In 1974, D102 was selected to be fitted with Electric Train Heating (ETH) equipment during overhaul at Derby Works and in October of that year it emerged with TOPS number 45140.

During 1977, 45140 ran with an unusual headcode arrangement at No.1 end, as shown in the photo on the right, taken on 21<sup>st</sup> May 1977.



During overhaul at Derby in 1978, 45140 lost its headcode boxes in favour of the standard flush front end with marker lights, being released back to traffic on 02/04/78. As with most ex-split box peaks, the marker lights were slightly closer together than on many other locos. This made it one of only eight 45/1s in this condition (others were 45101/120/124/132/135/136/138).

As part of the Class 45/1 Heavy General Overhaul (HGO) programme, 45140 received this treatment at Derby, which was completed on 24/12/81.

Following the loss of many Midland Main Line duties in 1982/83, 45140 became a regular performer on Trans-Pennine duties, in addition to Cross-country NE/NW passenger services, mail, parcels and other traffic. The loco was fitted with high intensity headlights during an exam at Toton sometime between 14/10/85 and 25/01/86. On 23<sup>rd</sup> November 1986, the loco ended its long association with Toton when it was transferred with all the remaining 45/1s to Tinsley.

When Class 45 Trans-Pennine passenger diagrams were due to end with the May 1987 timetable change, 45140 was one of the locos slated for withdrawal as surplus and due an overhaul. However, failure of other more recently overhauled locos during this crucial period saw 45140 reprieved and it became one of 21 Class 45/1s retained for other duties. It even starred as an exhibit at Worksop Open Day on 06/06/87!



45140 at the buffer stops at Kings Cross after working Hertfordshire Railtours 'The White Rose' from Sheffield on 06/02/88. Photo: Steve Thorpe

Tinsley began bestowing unofficial painted names on its Class 45 survivors and on 25/07/87 it received the name 'Mercury'. Then in February 1988 it had its yellow ends repainted and white window and grille surrounds added, just in time to work the Sheffield – Kings Cross leg of Hertfordshire Railtours 'The White Rose' on 06/02/88.



On 16<sup>th</sup> March 1988, 45140 worked into St Pancras on 1M59 20:22 Newcastle – St Pancras TPO (from Derby), then returned on 1T24 to Derby, where it was stopped with an engine defect and sent to Tinsley for repairs. At Tinsley it was found to have a defective camshaft and after a period ‘on decision’, it was withdrawn at 11:47 on 29<sup>th</sup> March.

The loco then spent a period of storage in the yard at Tinsley, before being sold for scrap to MC Metals in Glasgow and it had reached the yard there by March 1992. Remarkably however, it escaped the cutters torch until May 1994, when, with 45134 it became one of the last non-preserved Class 45s to be scrapped (apart from 45015!).



No.2 end cab from 45140 in the garden of Mel Thorley in Stockport, shortly before removal to ‘The Cab Yard’ in South Wales in 2013.

Shortly after scrapping, the No.2 end cab was purchased by Mel Thorley, to join his collection of cabs in his garden in Stockport. It spent the next 19 years there, until 2013, when the collection was disbanded and the cab was purchased by Richard Benyon to go to ‘The Cab Yard’ in South Wales (joining the No.2 cab from 45128). It is now gradually undergoing restoration, so a part of 45140 will live on well into the future!

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