

Article – 45141 Remembered

45141 began life as D82 at Crewe Works and was delivered new to Derby Loco (17A) on 31st December 1960, fitted with split headcode boxes and sporting all over green livery with grey roof, bodyside stripe and engine room grilles. By 1964, a larger than normal yellow panel had been added to the front ends, believed to be the only Class 45 so treated. In 1968 the loco was refurbished and lost its box headcodes in favour of centrally mounted four character headcode boxes. It was also fitted with the lower bodyside grille at this time and was outshopped in standard BR blue with full yellow ends.



D82 heads north through Kentish Town in 1964, showing the unusual larger yellow front end panel. Photographer unknown.

In 1974, D82 was selected to be fitted with Electric Train Heating (ETH) equipment during overhaul at Derby Works and in November of that year it emerged with TOPS number 45141.

During 1977, the headcode blinds were replaced by 'domino' style spots and the loco ran in this condition until called in for light overhaul at Derby in 1978, when it lost its headcode boxes in favour of the standard flush front end with marker lights, being released back to traffic on 28/01/79.

As part of the Class 45/1 Heavy General Overhaul (HGO) programme, 45141 was one of eleven 45/1s to receive this treatment at Crewe, which was completed on 08/03/83. During this overhaul the loco received the Crewe overhaul trademarks of numbers applied high up on the bodyside and only one BR logo each side (under the driver's window).

By the time the loco was released to traffic, most of the traditional Midland Main Line duties had been lost to HSTs and 45141 migrated to become a regular performer on Trans-Pennine duties, in addition to Cross-country NE/NW passenger services, mail, parcels and other traffic.

A notable railtour hauled by 45141 was Hertfordshire Railtours' 'Mayflower Galatea' from Marylebone to Heysham and Barrow on 15th December 1984. Due to the ECS being late arriving from Willesden and pathing problems it was decided to run 45141 on load 11 as the 08.10 scheduled service to Aylesbury calling at all stations between Harrow-On-The-Hill and Aylesbury. BR was also scheduled to run a shoppers' special from Aylesbury to Milton Keynes but this was cancelled and the passengers put on the railtour to get them to Milton Keynes!

The loco was fitted with high intensity headlights and the yellow ends repainted during an exam at Toton sometime between 13/03/86 and 09/04/86. On 23rd 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 and a large number of 45/1s were withdrawn as surplus, 45141 survived the cull and became one of 21 Class 45/1s retained for other duties.

Tinsley began bestowing unofficial painted names on its Class 45 survivors and on 13/08/87 it received the name 'Zephyr'.



With only 4 days until withdrawal, 45141 arrives at Derby with 1V61 15:35 Leeds – Cardiff on Sunday 31/07/88. Photo: Steve Thorpe

Throughout 1988, whilst some other classmates became celebrities by receiving extra livery embellishments, 45141 soldiered on reliably away from the spotlight, becoming dirtier and scruffier as time went on.

On Sunday 15th May 1988, 45141 hauled 1D17 16:20 St Pancras – Derby, the last booked class 45 hauled service train out of St Pancras. It carried the same headboard that had been bestowed on the previous ‘last’ class 45 hauled train 12 months earlier with 45137 in charge (with just the year changed from 1987 to 1988)!

45141 became the last active 45/1 in ordinary BR service and worked 1V61 15:35 Leeds – Cardiff on 31st July 1988, returning on 3E07 Bristol – Leeds vans the following day. On 2nd August it stood in for a DMU on a Leeds – Sheffield and return, before retiring to Holbeck. Then on 4th August it ran light engine from Holbeck to Tinsley and was switched off on arrival at 13:30. Official withdrawal from service was at 14:49 the same afternoon.



45141 marked not to be robbed at Tinsley Depot in February 1989.

The loco then spent a period of storage in the yard at Tinsley, but was brought back up to the depot after the withdrawal of railtour loco 45106 in February 1989, to be considered as a replacement. However, 45128 was selected for reinstatement instead and 45141 returned to the yard, before being sold for scrap to MC Metals in Glasgow.

Movement from Tinsley started with a trip working to Toton yard in early March 1992, along with 45128. Then on 12th March 1992, the two locos started out in the formation of 9Z79 18:10 Toton to Mossend, en-route to MC Metals.

The locos were ‘top and tailed’ between Class 31s 31308 and 31327 and the movement, running at a maximum speed of 35mph, was timed to run overnight, so as not to cause delay. However, the locos were detached at Warrington after an unsecured engine room roof access door came open on 45128 and caused the overhead line electricity to trip. Following attention to the errant

roof panel, the two 45/1s are believed to have continued on their journey to Scotland around three days later.

45141 lingered at MC Metals for around 6 months, before finally being cut up on 16/09/92. RIP 'Zephyr'.

Steve Dexter