

PEAK POWER

Newsletter of the Class 45/1 Preservation Society



45140 awaits departure from Nottingham with the 1E60 16:03 St Pancras – Leeds mail on 18th February 1988.

Photo: Phil Chilton

No. 140 AUTUMN 2022



Two views of the cab windscreen glass reinstated at both end of 45133 by Pioneer Diesels Ltd. 20/05/22.

Photos: Pioneer Diesels Ltd.



Editorial

There is exciting news on all fronts in this edition. Firstly, the overhaul of 45133 is coming on leaps and bounds, with the time consuming job of reinstalling all the pipework around the engine progressing well. Secondly, there is now the option of joining the Society on line via our webstore, so please spread the word to encourage more people to join. Already we have a record number of new members this quarter, as detailed in the Membership Secretary's report. Lastly, we have added a new product to the range of 45133 merchandise – see page 14 for details and get your order in now!

Steve Dexter

45140 Fact File	
Original Number	D102
Place Built	Crewe Works
Date new to service	05/61
Headcode Boxes	Split box either side of nose ends.
Date converted/renumbered	10/74
Headcode Boxes removed	02/04/78 during overhaul at Derby Works
Last Overhaul	Heavy General at Derby Works – released 24/12/81
Last Depot	Tinsley
Last working	1T24 St Pancras – Derby on 16/03/88
Withdrawal date	11:47hrs on 29/03/88
Reason for withdrawal	Defective camshaft
Scrapped	05/94 MC Metals, Glasgow
Notes	<ul style="list-style-type: none">• Received the unofficial Tinsley painted name 'Mercury' on 25/07/87.• Received a part repaint and white window and grille surrounds just prior to working 'The White Rose' railtour from Sheffield to Kings Cross on 06/02/88.

Chairman's Report

Re-assembly works are still progressing steadily on 45133 as you will see from Andy's report. As well as the mechanical works, 3 of the main roof sections have been needle gunned and scraped back to bare metal. Various corrosion repairs have also been undertaken.

Another focus over the summer was a big clean up and clear out prior to an inspection by Her Majesty's Railway Inspectorate. A skip was completely filled with scrap and unwanted items. Defective radiators were taken for scrap and some useful income derived from these. Thanks to all who helped with this, the inspection went well I have been informed.

We also now have an option to join the Society on line and this has already generated some new members. Thanks to Steve Dexter for the idea and putting it into action.

Between June and August approximately 200 hours work has been conducted by the volunteers, taking the total to 8959 hours spent.

Peter Dennis

Technical Reports

Mechanical Report

Mechanical focus over the last 3 months has been to finish off all the small fitting jobs on the engine before we progress with the exhaust, silencer, airbox and roof.

The turbo has now been fully connected with oil and water pipes. There was some pitting to the surfaces so Hylomar was used to prevent leaks. New hoses and stainless clips have been used throughout.

The turbo inlet casing lagging had disintegrated, so the casing was wound with exhaust heat wrap. Not the most pleasant of jobs because the fibre glass it contains is rather itchy! The outer case will be fitted in the next few weeks.

Water pipes have been fitted to the intercoolers.

The fuel leak off pipes have been renewed and refitted.

This completes most of the little jobs that need doing before we progress to the next stage. Next job is to begin assembling exhaust pipes to refit onto the cylinder heads.

Regular updates on this work will appear on our website www.45133.co.uk and our Facebook page 45133.

Andy Barker



Exhaust heat wrap applied to the turbo inlet casing.

Membership Secretary Report

I would like to welcome the following new members....

Christopher Porter (No.293) from Morecambe, Lancs (thanks also for his generous donation).

David Tattersall from Stockport (No.294)

Andrew Cooper, from Burton-on-Trent (No.295)

Paul Wickham, from Grosmont (No.296)

Daniel Amesbury, from Macclesfield (No.297)

In addition, Ian Hetterley (No.285) and Lindsay Parker (No.279) have reached full membership – many thanks.

Sadly, I also have to report the passing of Nick Perring (membership No.216) after a short illness. Nick supported the Society by becoming a full member in April 2000. RIP.

Steve Gross

Keep up to date

Don't forget that you can keep up to date with news on 45133 by visiting our website....

www.45133.co.uk



Or our facebook page, where regular updates and photos will be posted! Go to...



<https://en-gb.facebook.com/>

...and search for 45133

Treasurer's Report

For the period 1st June 2022 to 31st August 2022, the Society had an income of £5384.56 and expenditure of £495.39.

Items of income since the last report were:

Membership subscriptions	£323.19
Donations by standing order	£840.00
Donations	£403.00
Sponsorship	£400.00
Sales items	£80.69
Bank Account interest	£5.96
Q2 Gift Aid reclaim	£192.51
Q2 VAT refund	£2486.87
Easyfundraising donation	£47.34
Scrap radiator elements	£605.00

Items of expenditure since the last report were:

Skip hire	£294.00
Paint	£201.39

The Society is also expected to make a VAT payment of £67.91 for Quarter 3 in September.

Jason Wade

Sponsorship Items

Undertaking a major overhaul on 45133 is a complex and expensive exercise. As you will appreciate, as the loco is dismantled, further corrosion and wear is sometimes found that was not originally anticipated or budgeted for. Also, the decision is sometimes made as we go along to replace addition parts or make a more extensive repair. This is because it is easier to do the work now rather than have to go back to it in future when the loco is complete. It also extends the period of time before major repairs are required again. Recent examples of this are renewal of the cab desk in No.1 end cab and complete renewal of the No.1 end nose floor.

To help with getting the maximum benefit from the overhaul and to keep costs as close as possible to budget, we are offering the opportunity for members to sponsor individual aspects of the work. Hopefully this will also give you a greater sense of ownership, as you will know exactly what part of the loco your donation is paying towards.

As well as giving you a sense of satisfaction, each donation of any amount £10 and over will be rewarded with a donation certificate detailing what you have sponsored and donor's names will be entered on a 'roll of honour' to be published on completion of the overhaul and kept with the Society/Charity archives.

Thank you to all those who have sponsored items so far. Below is a refreshed list of items for the next few months and estimated costs. This list will be updated again as the overhaul progresses, depending on any new expenses and on donations received.

1. New air filter frames for the engine and nose end £500
2. New hoses and clips for the engine cooling system £500
3. New air receiver to replace one on loan from Pioneer Diesels (original had impact damage) £1500
4. Refurbishment of main roof – shotblast, repair and repaint £2000
5. Refurbishment of ETH cubicle £3500
6. New windscreen seals £300
7. New batteries £12000
8. New bogie brake hoses £800

If you would like to donate, please send your details, with the amount of the donation and what you wish to sponsor to Steve Gross (contact details are at the end of this newsletter).

You can send a cheque made payable to the 'Class 45/1 Preservation Society', or make payment directly into the society bank account, with your name shown as the reference:

Sort Code: 20 25 85

Account no: 60271470

Remember that any donation made is subject to tax relief for the Society if you are a UK taxpayer. Thus, for every £100 you donate, the Society receives an additional £25 back from the Inland Revenue. Just complete the declaration form included in this newsletter and send it with your donation.

Thanks for your support.

Peak Railwayana

In the last edition I listed some items coming up at auctions in June/July. The final sale prices are shown below.

Crewe Heritage Centre Railwayana Auction (on line) 17th – 19th June...



'The Royal Warwickshire Fusiliers' original nameplate (D59/45104) with replacement resin badge. **Sold for £11400**



'Tryfan' (D10/44010) cast resin nameplate, reportedly fitted in the 1970s to replace an original. **Sold for £9500**

GW Railwayana auction (on line) on 8th/9th July, two flamecut number panels from the collection of the late Gary Young...



Sold for £1100



Sold for £1500

Steve Dexter

Article – 45140 Remembered

45140 was built as D102 at Crewe Works and was delivered new to Derby Loco (17A) on 18th 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 21st 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 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, 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 Raitours '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 Raitours 'The White Rose' on 06/02/88.

On 16th 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 29th 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!

Steve Dexter

Midland Diesel Group

Loco Fleet status:

- 20048** Currently resident at the Severn Valley Railway.
25321 Stored unserviceable, awaiting continuation of electrical repairs.
- 31108** Un-serviceable at MR-B in need of new batteries.
31162 Stored serviceable at MR-B.
31271 Currently based at the Llangollen Railway.
31414 Various bodywork and engine repairs are now largely completed, with some snagging works to do. The cabs are being repainted.
- 31418** Restoration works are ongoing in the A-1-A shed at Swanwick.
- 40012** Stored outside the diesel shed at Swanwick.
44004 See 'Peak Preservation News'.
45041 See 'Peak Preservation News'.
D182 See 'Peak Preservation News'.
47401 The engine silencer is now fully welded up and has had a coat of high-temperature aluminium paint. The upper and lower skins of the heat shield have been fabricated and have also been painted with high temperature aluminium paint ready to be installed. The roof panel which covers the silencer had suffered badly from fatigue and corrosion, so has had some attention from the welder to make it ready for re-assembly.
- D1516** Stored whilst work is carried out on 47401.
D1048 Currently in the diesel shed, body work repairs are ongoing.

2023 Calendars

We are looking to produce another of our popular 45133 calendars for 2023. If you have any photos of 45133 in BR service that you would like to be considered for inclusion, please let me know.

Also, so we have an idea how many to produce, please let me know by the end of October how many you would like. I will then contact you when they are available to purchase, with the price etc. They are likely to be sold via our webstore this year.

Thanks for your support.

Steve Dexter

Peak Preservation News

- 44004** Serviceable at Swanwick. No running days are currently planned as there are currently no other serviceable locomotives and the run round facilities are currently out of use.
- 44008** Serviceable and used regularly at Peak Rail.
- 45015** Stripping of useable components is underway at the Battlefield Line prior to final cutting up. Photos of the body structure show this to be in a dangerous condition in places.
- 45041** On hire to the Nene Valley Railway and serviceable. The 'Royal Tank Regiment' has been in use on several days covering for steam locos during a period of high fire risk.
- 45060** At Barrow Hill stored unserviceable. Generator repairs are ongoing.
- 45105** Bodywork repairs have been completed and the loco re-painted. Works will now focus on re-building the engine.
- 45108** Serviceable at the East Lancs Railway and has been used extensively over the summer. Investigations are currently taking place to identify the cause of an intermittent starting problem.
- 45112** Has been moved inside the shed at Nemesis Rail, Burton-on-Trent. The engine has been stripped down by contractors and various parts have been taken away for overhaul.
- 45118** Re-assembly works are progressing at Barrow Hill. The loco is back on its bogies and the nose ends have been re-assembled. The power unit is yet to be refitted and there is some doubt as to whether the loco will be ready in time for its first booked railtour on 19th October. The livery is expected to be blue with 'dominoes' in the headcode boxes.
- 45125** Serviceable at the Great Central Railway. During August the loco failed with a control system fault causing the engine to shut down. Investigations revealed numerous earth faults in the control system wiring and the faulty cables are in the process of being replaced.
- 45132** The generator has been transported from Bowers Electrical to another site for further attention. There is a plan to use the armature from the main generator in

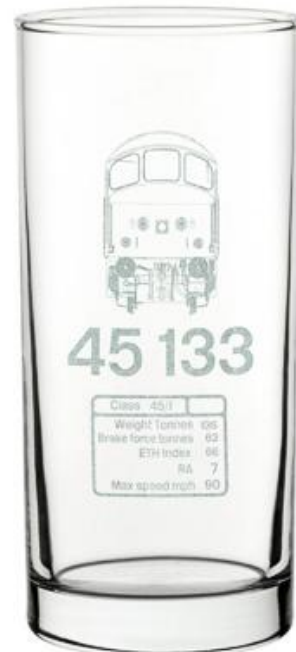
- 45015 in the repair. The original armature from 132 needs an expensive re-wind.
- 45135** The generator is at Bowers Electricals awaiting attention.
- 45149** Serviceable at the GWR, Toddington. After running in the Diesel Gala on 29th-31st July, 45149 received repairs to an electrical fault at No. 1 end that has left the loco with no working lights at that end. A diesel leak has also been looked at, and the engine run solenoid resistor has been replaced after the old one burnt out.
- 46010** Work on the engine overhaul is still on hold pending instruction from the owner.
- 46035** Stored at Peak Rail, Rowsley. Some cosmetic attention has been given by volunteers.
- 46045** Serviceable and on loan to the Severn Valley Railway for the season. A small battery fire was luckily dealt with quickly and only minor damage was caused. The steam generator is being overhauled at Dorlec in Clay Cross. Extensive repairs are required, including new tubes.

New 45133 Etched Drinks Glasses

We are delighted to announce a new product in the range of 45133 merchandise, with the help of our supplier GDMK.

You can now enjoy your drinks from one of our new pint and half pint glasses, etched with a detailed image of the front of 45133, with loco number and data panel underneath (the picture here is of the pint glass – the half pint glass has the data panel on the reverse side).

Priced at £10 (half pint) and £12 (pint), including postage, these can be ordered from our webstore (see details below).



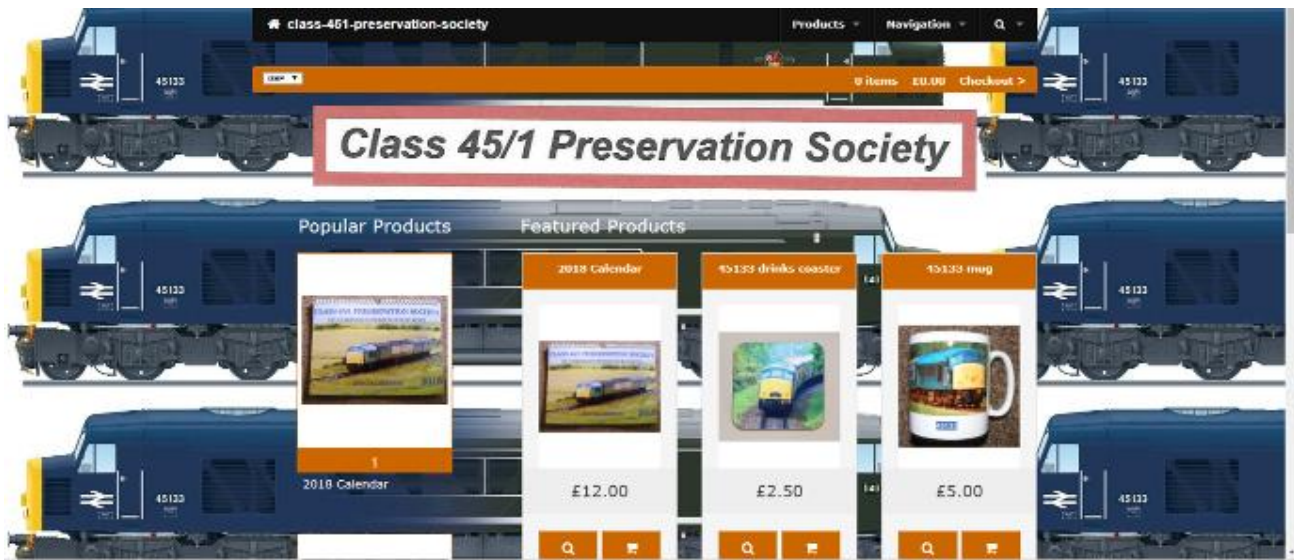
Steve Dexter

Class 45/1 Preservation Society On-Line Shop

The Society has an on-line shop, where you can browse through the products and items available and then place an order for delivery direct to your address, with payments made through PayPal. Among items currently for sale are our new etched drinks glasses, polo shirts, mugs, coasters, beanie hats etc.

Please have a browse at the following web address...

www.freewebstore.org/class-451-preservation-society-0



If you have any views on what products you would like to see produced, please email me at dexter.skiddaw@gmail.com. Also please get in touch if you have any items to donate to raise funds for the Society.

Steve Dexter

Join the Class 45/1 Preservation Society On-Line!

It has never been easier to join the Class 45/1 Preservation Society and support 45133. Joining up can now be done on-line via the webstore. So, please spread the word and let's encourage lots of new members – they just need to follow the link above and look for the product picture like the one shown right.



Class 45/1 Preservation Society Sales Items

We are very pleased that in partnership with GDMK Images, we are able to offer a greater range of 45133 related sales items, with some of the currently available items shown below.

The etched glasses have just been added to the range, with further new products in development. Watch this space for more details.



Wallets (small and large)



Messenger Bag



Rucksack



Hoodies



Mugs and coasters



Etched glasses



Polo shirts

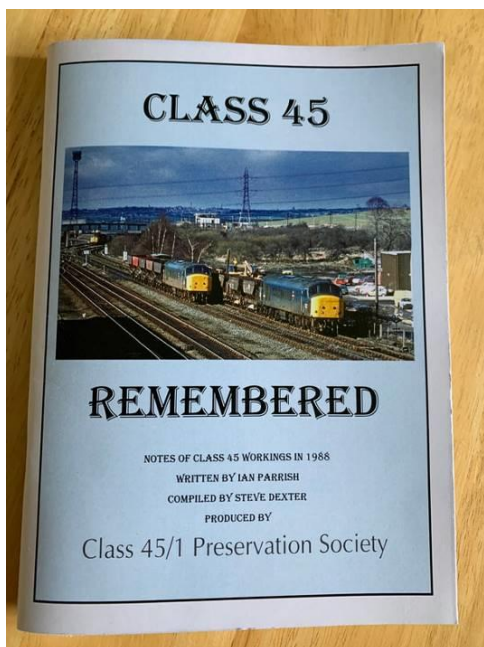
We have reviewed our existing range of products and some items have had a slight price increase. The good news is that postage and packaging on most items is now included, so overall the cost to you is less – even more value for money! Please go to our webstore and have a browse! Don't forget, 45133 etched glasses, data panel mugs and coasters can be ordered for immediate dispatch and the high quality embroidered polo shirts are available to order in several different colours and sizes, with a choice of either Class 45/1 Preservation Society or 45133 logo.

To order, visit our on line shop..

www.freewebstore.org/class-451-preservation-society-0

Look out for more new items available in the coming months!

'Class 45 Remembered' Booklet' – **SOLD OUT**



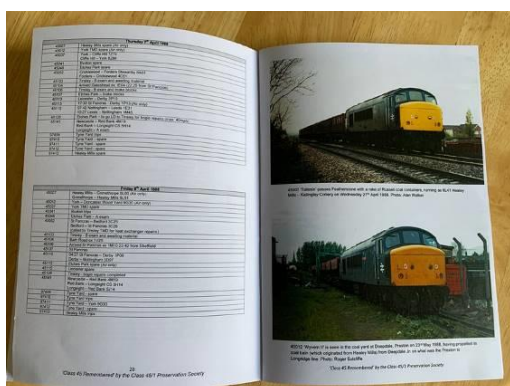
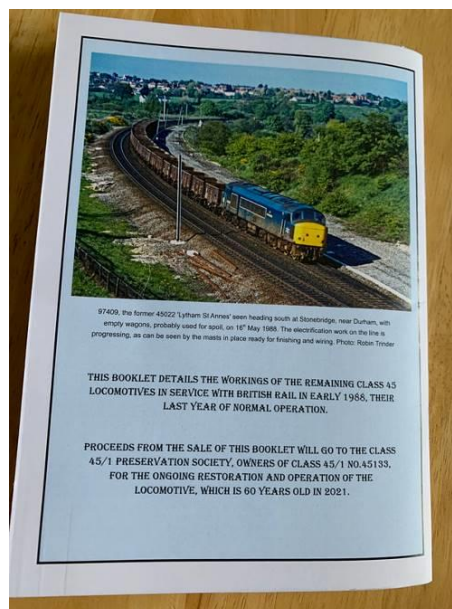
Our booklet about the final few months of BR service for the Class 45s in 1988 is now sold out. However, another print run will be considered if there is sufficient demand.

In 1988, Ian Parrish lived in Sheffield and worked for British Rail at Healey Mills Depot near Wakefield. Between February and May 1988, Ian wrote down information from the BR TOPS (Total Operations Processing System) computer each weekday on the workings of the last Class 45 survivors in BR service.

His notes were compiled into tables to produce the booklet, showing what each loco was working each day. These were supplemented by a centre page photo section with pictures of some of the workings listed.

33 years on they provide a fascinating documentation of what the surviving locos were doing in the final few months of service.

The booklet is A5 size paperback with 40 pages.



Proceeds from the sale of the booklet (sold for £5 each) went towards the restoration and operation of 45133. Thank you for your support.



Peak Bingo



One of our members, Andrew Piper, runs 'Peak Bingo' to raise money for all of the Peak preservation groups - all based on the bonus ball drawn in the Lotto. This is how it works...

Firstly you pick six numbers between 1 and 59.

You then forward them to Andrew via email and pay £20.

Depending on how many lines you do or how many people play decides the total prize money.

E.g. at the moment, around 300 people play at £20 each. Using this as an example, the total fund would be £6000. Half the amount (£3000) goes straight to one of the Peak Groups (this is taken in turns to each group so that every group benefits), to help with the restoration and operation of our favourite locos. The other half is a prize fund, paid out as follows...

The prize for the first person (or possibly people if they share the prize) to get all of their six numbers drawn from either of the twice weekly bonus balls would be £2000. 10% of the prize fund (£300) is shared between any players going the full game without any of the bonus balls being their six chosen ones. The remaining amount (in this example £700) is shared between any players who manage to have got FIVE numbers on the day the game is WON.

Once there has been a winner all players pay another £20 and the game starts again (keep the same numbers if you wish or change them).

The more lines, the bigger the donation / prize, so if any friends etc. want to play, get them involved. It would be nice to win the cash but the main idea of this is to raise money for the locos. Each player receives a copy of the spreadsheet with a list of everyone's numbers they have chosen and receives regular updates of who needs what numbers etc.

So please get picking those numbers and send your money to:

A. Piper

155 Fairwood Rd

Fairwater

Cardiff

CF5 3QH

His email address is piper127@virginmedia.com

This method of fundraising has so far benefitted 45133 to the sum of £13100, so please support this excellent venture.

SHOP ONLINE AND RAISE MONEY!

Easyfundraising is the easiest way to help raise money for the **Class 45/1 Preservation Society!** If you already shop online with retailers such as Amazon, Argos, John Lewis, Comet, iTunes, eBay or HMV, then we need you to sign up for free to raise money while you shop!

Presently, 36 members and supporters have signed up and we have raised **over £1500** through this method! This really is money for nothing. Imagine what a difference it would make if all eighty members signed up!!!! This is a great way to keep donations coming in for the upkeep of 45133.

So how does it work? easyfundraising is an online shopping directory featuring over 2700 well known retailers including Thomson, Thomas Cook, Expedia, First Choice, Virgin, Argos, M&S, Tesco and so many more. You shop directly with the retailer as you would normally, but if you sign up to **<http://www.easyfundraising.org.uk/class451ps>** for free and use the links on the easyfundraising site to take you to the retailer, then a percentage of what you spend is donated to us at **NO EXTRA COST TO YOU!** Simple!

How much can you raise? Spend £100 with M&S online and you raise £5 for us. £100 spent with Amazon puts £2.50 in our pocket and so on. Just renewing a car or house insurance policy via the site can raise as much as £40! **Save money too!** easyfundraising is **FREE** to use plus you'll get access to hundreds of exclusive discounts and voucher codes, so not only will you be helping us, you'll be saving money yourself.

Sign up at **<http://www.easyfundraising.org.uk/class451ps>** and start making a difference...simply by shopping. There is now a page on our website that will take through the process step by step. Thanks for your support.

The press date for the next edition of 'Peak Power' is 1st December 2022. All items for inclusion should be sent to the Newsletter Editor before this date.

Unless specifically stated otherwise, views expressed in this newsletter are not necessarily those of the society or its committee.

Now that we are a registered charity, please use the declaration below so that we can make your membership fees and donations go even further....

Gift Aid It!

Gift Aid increases the value of your donations/membership fees to the Class 45/1 Preservation Society by allowing us to reclaim basic tax rate on your gift/fee. If you pay higher rate tax you can claim extra relief on your donations/fees. If you claim age related allowances or tax credits, Gift Aid donations can sometimes increase your entitlement.

Gift Aid Declaration

<p>“I am a UK tax payer and I want the Class 45/1 Preservation Society to treat any donations I make in the future, or have made in the past 4 years (including by standing order), as a gift aid donation”</p>	
<p>YES / NO (please circle)</p>	
<p>Full Name: <input type="text"/></p>	<p>Address: <input type="text"/></p>
<p>Signature: <input type="text"/></p>	
<p>Date: <input type="text"/></p>	

1. You must pay an amount of income tax or capital gains tax (including on bank or building society interest) at least equal to the tax that the Class 45/1 Preservation Society reclaims on your membership fees or donation in the tax year (currently 25p for each £1.00 you give).
2. If you pay tax at the higher rate you can claim further tax relief in your self-assessment tax return.



45133 looking much better now the windscreen glass is back in. 24/07/22.

Photo: Bill Pizer



Gloss paint being applied to the new ceiling panels in No.1 cab. 07/08/22

Photo: Jason Wade



Coolant pipes (painted blue) being refitted to the turbocharger area. 24/07/22.

Photo: Darren Bullard