

## The demise of 45045 'Coldstream Guardsman'

45045 was built at Crewe and released new to Derby Shed in April 1962. For the first three years it was a fairly anonymous member of the Type 4 fleet, roaming the network in the then standard Peak livery of BR green with small yellow warning panels and off white body side stripe/grilles. However on 24<sup>th</sup> April 1965 it became one of only twenty five Peaks to receive a regimental name – 'Coldstream Guardsman' (previously carried by Royal Scot No.46114). This title dates back to 1817 and relates to an army regiment descended from the 1650 Parliamentary Infantry.

By the time of TOPS renumbering in February 1975, 45045 had received BR blue livery and in 1977 the centre split head code boxes were replaced by sealed beam headlights during a works visit. Around this time the loco also had its steam heating boiler isolated, making it a much rarer machine on passenger work. It then joined a small fleet of class 45s based at Cricklewood Depot in North London, where it remained after its final light overhaul in September 1980, right up to June 1982 when Cricklewood lost its allocation to Toton.

On February 10<sup>th</sup> 1983, 45045 was employed on freightliner work out of Lawley Street terminal in Birmingham. Part of its duties involved marshalling its train by drawing some wagons out of one loading siding and placing them in another. The driver, driving from the back cab, therefore accelerated the train out of the terminal, past Saltley Power Signal Box on what he thought was the up and down through siding. This siding extends beneath a substantial brick overbridge. Unfortunately the train was actually on the shunt neck which terminated at a buffer stop immediately adjacent to the overbridge abutment. The driver knew nothing of his error until 45045 demolished the bufferstop at around 10mph and collided violently with the bridge!

You will see from the pictures that severe damage was caused to the No.2 nose end of the loco which in turn was pushed back into the cab. However, more surprising was the serious buckling of the bogie, as the large plate frames normally stood up well to collisions.



The stricken loco remained where it came to rest for several days whilst engineers decided on the best method of recovery. 45112, which had just received reconditioned bogies at Derby Works, was placed back on stands so that a bogie could be borrowed to rescue 45045. On 23<sup>rd</sup> February, 47349 attended with the Bescot breakdown crane so that the No.2 end of 45045 could be lifted and the bogie changed. The Peak was then parked next to Saltley PSB with the damaged bogie in a well wagon, to await a tow to Derby Works. This eventually took place during March, travelling via Tamworth at a maximum speed of 20mph.



On arrival at Derby, 45045 was placed on stands in the erecting shop for assessment with a view to repair. However the repair estimate increased so on 9<sup>th</sup> May 1983 the decision was reversed and the loco condemned. It was then stripped for spares and dumped on scrap bogies outside the Works to await disposal. It languished in the scrapline until being sold to Vic Berrys Ltd in 1986, when on 23<sup>rd</sup> October of that year it was conveyed in trip working 9L42 Derby Works to Vic Berrys with sister locos 45043/055. Once at the yard, the scrapman made light work of cutting up the loco as it had been completely scrapped by 16<sup>th</sup> November.



This was a sad end to a once proud locomotive, which unusually for a '45' had managed to keep its nameplates and crests right up until withdrawal.

Steve Dexter, June 2007