

SYPHON!

THE MAGAZINE OF
THE CLASS 37 GROUP



DEC 1990

37



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NUMBER 30 - DECEMBER 1990

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EDITORIAL

It's almost Christmas again, another year has passed and another A.G.M., and still there is no sign of any snow. A detailed account of our 4th A.G.M. is given in this month's magazine so I will only point out certain things here. One result of the meeting can be seen in the Committee line up above, with Dean Warner taking over the Sales Officers job on a solo basis and Jerry Dickinson taking the Publicity Officers position. Please remember the new address when ordering any sales items. One of the things that affects us all is the annual subscription rate, and the Committee decided that in the best interests of the Group this would have to rise by £1 to £6 per annum from 1.1.91., in order to keep pace with inflation which I'm sure I don't need to remind you affects us all. This is the first rise since November 1987 (3 years ago) and we hope that another will not be necessary for at least another 2. We believe £6 is still excellent value for money, especially bearing in mind that we churn out monthly information. Compare it to other groups and the frequency of their publications. It also allows room for some expansion which might affect what is currently the newsheet in future months. There were also 3 amendments to the Constitution passed, and a number of aims that the Committee hope to achieve, with your help. Also in "Syphon!" this month are the Christmas messages, the much awaited feature on the long, hot summer of 1983 in Anglia, a From The Cab 'special', flashback to 5 years ago, an article to commemorate the 30th birthday of the class 37, and all the usual things. All that remains is for me to wish you all a happy Christmas and a prosperous new year and ask you to continue to support us through 1991.

SALES: Possibly a first for a railway society (?), we have commissioned and obtained some Class 37 Group boxer shorts. These carry the logo that appears on the mugs and tee-shirts on one of the legs and are priced at £8.50. We have reviewed the price of other sales items with the result that our two booklets, 'Preserved BR Diesel & Electric Loco's' and 'The Class 37 Renumbering List' have been reduced to 50p, 7"x5" colour photo's are reduced to £1, and magazine back issues are increased to 50p. Please send all orders to the Sales Officer at the new address above. Various other items are currently being pursued.

OPEN MEETING: The next of these will be on Wednesday December 12th at The County in St Helens Street, Ipswich. This is an Adnams pub which also has guest beers. KO at 2000.

MONTHLY DRAW: The winner of Novembers draw was Mr S.Petre. There is only one draw left in the current series, that for December. We hope to continue with them and further details will appear next month.

PRESERVATION FUND: The total on 3.12.90 stood at £2812:87. £494:86 was transferred from our General Account as a result of our activities over the year and proceeds from the Monthly Draw. The rest was from collections held at the A.G.M. and November Open Meeting, and some membership number changes. Although it perhaps appears 'early days' we must get a move on with the Fund. Donations can be made at any time by sending a cheque or postal order to the Treasurer, or even ask for a standing order mandate and make regular contributions.

NEW MEMBERS/RENEWALS: As always, thanks to the following for your support:
A.Blackford (37046), A.E.Jones (37048), Mr C.Cousins (37051), Carl Rosbrook (37052), Peter Fergie (37056), N.Turner (37060), Phil Brooks (37102), Roger Parr (37103), David Wilson (37106), Henry Freyne (37108), Mr R.Tewson (37231), Mr D.Prescott(37232), Mr S.Lait (37233), Mr J.Saxton (37234), Mr J.Shergold (37235), Mr G.Shergold (37236), Mr C.Richens (37237), Mr K.Richens (37238), Mr M.Linfoot (37239), Mr P.Stevenson (37240), Mr D.Bechelli (37241), Mr P.Faulkner (37242), Mr A.Wray (37243).
More renumberings are Paul Cragg (37035 to 37006), Bob Upton (37047 to 37675) and Roger Parr (37103 to 37133). This is getting interesting. I'll try and run another list of available numbers next month.

DIARY: This is omitted this month as there is only the aforementioned Open Meeting.

HOW YOU CAN HELP: Contributions are always welcome for the magazine and newsheet. It can be in a variety of ways, ie information of sightings, haulages, passenger workings, articles about anything to do with 37's, freight in your area, your 10 most memorable haulages, crosswords, puzzles, etc. Photo's are also welcome and can be colour or black and white (but not slides). Remember, the more you provide me with, the bigger and better the magazine and newsheet you will get. If sending photo's please say if you want them returned, and if so in any particular timespan.

THANKS for information and contributions during the last two months to: Dean Warner, Jerry Dickinson, Andy Harlott, Maurice Barber, Mark Rigby, Dave Ruddick, Kevin Green, Steve Branch, Stephen Brown, Colin Wilks, Timothy Streten, Mike Warrick, Paul Ivey, Michael Gibson, Mr G.Horton, Harry Egremont, John Forge, Martin Reeve, David Wilson Henry Freyne.

DEADLINE for the January newsheet will be 31.12.90.

SALES

GROUP SWEATSHIRTS with logo on breast available as follows: Small (grey only)
Medium (green, blue, red, yellow), Large (green, blue, grey). £13:50
Combinations of any of the above not in stock can be ordered for £15:00
GROUP TEESHIRTS, in black or white with split and centre headcode 37's on front: White (medium or large), Black (large only) £6:00
RAILTOUR TEESHIRTS, Large size only £5:00
BOXER SHORTS ** NEW ** with teeshirt logo on leg £8:50
'SYPHONS' - our first audio tape (as reviewed in 'Rail' issue 93) £3:50
'SYPHONS - THE SECOND EDITION' audio tape £3:50
MUGS, same design as Group teeshirts, £2:00
PHOTO'S, 7" x 5" colour enlargements, card framed - 37116+241 or 37263 £1:00
PRESERVED BR DIESEL & ELECTRIC LOCO'S book/register, by Andrew Garten, now 50p
CLASS 37 RENUMBERING LIST by Mike Millward, now 50p
KEYFOBS ** NEW ** bonded leather in red/blue/white/green/black/tan 50p
PHOTOSTICKERS - 37011/012/026/055/081/107/116/159/187/673/698 35p
PENS - 30p NOTEPADS 20p
"SYPHON!" back issues, Feb/April/June/Dec 1988, Feb/April/June/Aug/Oct/Dec 1989, 50p
Feb/April/Aug/Oct 1990

VIDEO'S - produced by Modern Traction Video's●available for the following classes:

(1) Deltics (2) 37's (3) 45/46's (4) 40's £18:00
(5) 47's (6) 50's Volume 1 (7) 50's Volume 2 (8) 27's £22:50

All run for 60 minutes except class 27 which is 45 minutes. Please state VHS or Beta.

Please include the following for postage and packing:

Photostickers, Pens, Notepads, Books, Magazines, Keyfobs, Photo's - 22p

Audio tapes - 50p per tape

Teeshirts, Sweatshirts, Video's, Mugs, Boxer Shorts - £1 per item.

Please make all cheques/postal orders payable to 'THE CLASS 37 GROUP' and send to the SALES OFFICER, including your postcode and a telephone number if possible.

NEWSDESK

The following reallocations have taken place during the period 30.10.90 to 30.11.90.

| | | | | | | | | |
|-------|-------|-----------|-------|-------|-----------|-------|-------|-----------|
| 37026 | ML-TI | FMGM-FDET | 37225 | IM-CF | FMYI-FMAK | 37407 | ED-IS | FDTE-PISA |
| 37038 | | FMAK-DCWA | 37232 | CF-ED | DCWA-DCHA | 37426 | TI-TE | RXXA-FCTY |
| 37097 | ML-CF | FMGM-FMAK | 37260 | | FGZX-FDZX | 37431 | CF-IM | PCFA-FPBC |
| 37106 | IM-ML | FMYI-FMGM | 37378 | TE-TI | FCTY-FDET | 37706 | | FFFR-FPBC |

37426 was temporarily allocated to RXXA as an intermediate location during its reallocation from CF/PCFA to TE/FCTY. As a result it has been allocated to four different depots during the last 3 months, Immingham, Tinsley, Cardiff and Thornaby - is this a record?

NAMES: 37694 has been named "The Lass O'Ballochmyle", and 37232 has picked up the "The Institution of Railway Signal Engineers" plates formerly worn by 37411, which is now nameless. Since the naming list was printed in the October "Syphon!" several of those with painted names have been repainted, presumably removing the names in the process. Those affected are 012 (DERWENT), 066 (VALIANT), 072 (VENOM), 077 (HURRICANE), 087 (VULCAN), 107 (FURY), 251 (GLADIATOR). 37512 was seen in Doncaster Works on 14/10 minus its "Thornaby Demon" nameplates, and it is reported that the "Loch Lomond" plates formerly worn by 37412 have already been sold.

LIVERIES: The following are newly reported: 038/254 - civil engineers; 054/092 - departmental grey; 679 - triple tone Construction; 107 - triple tone Distribution; 255/293 - triple tone Metals; 012 - triple tone Petroleum. Omitted from the livery list in Octobers "Syphon!", 37045 is in triple tone Distribution guise.

GENERAL: 37051 (ML) and 37035/191/264 (CF) have all recently been seen retaining their West Highland line style headlights. Changing the subject from real features to artificial ones, 37704 was seen at Cardiff on 3/10 still with its painted on black 'headcode boxes' around the marker lights. 37518, recently reallocated from Thornaby to Motherwell, has had its kingfisher painted out leaving a large blue square above the number. 37096 has now been moved to the scrap line at Doncaster. A few traffic notes are as follows. On 17/9, 37003 worked a special 7251 (1330 Doncaster-Millerhill). On 24/9, 37131 failed at Didcot and was replaced by 47484 which in turn was replaced by 37235. On 26/9, 235 failed at Didcot, its workings taken over by Departmental allocated 37158. On 3/10 6E60 was capped because 37274 refused to start. 37239 was replaced on n/b coal service 6S46 at York by Departmental allocated 37104. Problems continued when 37235 failed on 6D04 and was towed into Toton by a pair of 20's. 37104, which was working 6S46 forward was replaced at Tyne Yard by 37010. 37696 was also on loan to FQCK from fellow coal sector FHBK, FQCK sector availability being a paltry 45%.

WORKS/REPAIRS/OVERHAULS

DONCASTER: An official visitor to the works on 14/10 noted 012 (outside the stripping shop), 053, 096 (now on the scrap line), 255, 260, 512, 517, 673 (near test house soon to be released), 679, 799, 903 and 904. Present on 21/11 were: 026, 038 (both for Intermediate overhaul), 053 (engine repairs), 096 (stored unserviceable), 100 (engine repairs), 107 and 146 (both Intermediate), 260 (withdrawn), 517, 679, 702, 704, 903 and 904 (all for Light overhauls). One assumes 704 will lose its 'headcode boxes' and 146 will lose its non-standard livery variation.

GLASGOW: The works contained the following on 21/11: 128 (collision damage, expected OK 24/12), 250 (Intermediate overhaul), 380 (main generator), 420, 421 and 431 (all Light overhauls).

The list that follows is of those 37's which have gone the longest since the last visit to works for overhaul or major attention, the date in brackets being the date of their last attention.

37153 (8/81), 37244 (6/82), 37261 (8/82), 37146 (8/82), 37298 (10/82), 37178 (2/83), 37238 (4/83), 37175 (7/83), 37218 (8/83), 37096 (8/83), 37073 (9/83), 37141 (10/83), 37152 (11/83), 37046 (12/83), 37191 (1/84), 37221 (3/84), 37264 (3/84), 37009 (5/84), 37140 (5/84), 37107 (6/84), 37230 (6/84), 37250 (7/84), 37010 (8/84), 37245 (10/84). This list does not take into account those shown above in Doncaster and Glasgow.

ELECTRIC THEMES

This months status report shows the situation at 1620 on Friday 30th November 1990.

| | | | |
|-------|----|------|--|
| 37401 | ED | FDTE | On route 7D19 (0951 Corpach-Mossend). Then 7Y33 (1745 to F.William) |
| 37402 | ED | FDTE | Eastfield TMD. Allocated 6Y35 (2318 Mossend-Fort William) |
| 37403 | ED | FDTE | Eastfield TMD, out of service - camshaft. Expected OK - 2/12. |
| 37404 | ED | FDTE | Fort William. Allocated IC63 (2025 Fort William-Euston) to Carstairs |
| 37405 | ED | FDTE | Edinburgh. Had arrived at 1551 on 1298. |
| 37406 | ED | FDTE | On route 7Y37 (0910 Mossend-Corpach). |
| 37407 | IS | PISA | Inverness. Had arrived at 1403 on 2H82 (1135 Kyle-Inverness). |
| 37408 | CF | PCFA | On route 1M74 (1330 Cardiff-Liverpool). |
| 37409 | ED | FDTE | Eastfield TMD, out of service - cylinder heads. OK by 2300 30/11. |
| 37410 | ED | FDTE | Eastfield TMD, out of service - wheels/axles. Expected OK - 12/12. |
| 37411 | LA | FCLL | St Blazey, last train was 6P30 |
| 37412 | LA | FCLL | St Blazey, last train was 6C58 |
| 37413 | ED | FDTE | Oban, last train was 7Y45 |
| 37414 | IM | FABI | Tunstead. Last train was 6H46. Allocated MR81 |
| 37415 | TE | FCY | Tees Dock. Allocated FP65 and FP68 |
| 37416 | IS | PISA | Inverness TMD, out of service - axleboxes. Expected OK - 12/12. |
| 37417 | TE | FCY | Tees Yard. Allocated FP66 and FP70 |
| 37418 | IM | FPBC | Immingham TMD. Pre-assigned 'B' exam 1/12. |
| 37419 | IS | PISA | Eastfield TMD, out of service - defect not known. OK by 3/12. |
| 37420 | TE | FCY | Glasgow Works, out of service - 'F' exam. Expected OK by 11/12. |
| 37421 | IM | FPBC | Glasgow Works, out of service - 'F' exam. Expected OK by 7/12. |
| 37422 | IM | FABI | On route 6R50 (1150 Bletchley-Peak Forest) |
| 37423 | ED | FDTE | Eastfield TMD, out of service - engine faults. Expect OK by 3/12 |
| 37424 | ED | FDTE | Fort William. Allocated 6D04 (0240 Fort William-Mossend) |
| 37425 | IM | FABI | Balm Road. Allocated 6M17. |
| 37426 | TE | FCY | Immingham TMD |
| 37427 | TE | FALY | On route 6F28 (1500 Whittington-Stanlow & Thornton) |
| 37428 | CF | PCFA | Shrewsbury. Last train was 1A33(0708 Aberystwyth-Euston) |
| 37429 | TE | FALY | Glasgow Works, out of service - 'F' exam. Expected OK by 21/12. |
| 37430 | CF | PCFA | Canton TMD, out of service - special tests. Expected OK by 11/12 |
| 37431 | IM | FPBC | Ellesmere Port. |

37406 was also allocated 7D10 (1710 Corpach-Mossend) then 1Y11 back to Fort William. 37424 had worked 1Y11 north on 30/11. Apart from the Euston-Fort William service, I believe the only other official 37 passenger workings are the Cambrian Coast Express to and from Aberystwyth, and the North & West which take in the following journeys: 1M00 (0503 Cardiff-Liverpool), 1V78 (0914 Liverpool-Cardiff), 1M74 (1330 Cardiff to Liverpool) and 1V89 (1715 Liverpool-Cardiff). This diagram was worked almost solidly by 37408 for the first 3 weeks of the winter timetable with help from 37167 on 8/10 and 37691 on 20/10 (Network NorthWest day). On other occasions it has been observed hauled by the following: 426 (23/10), 430 (24/10), 428 (29/10-2/11), 430 (5/11-8/11), 408 (9/11-10/11 and 12/11-17/11), 430 (19/11-23/11).

On 26/10, 408 worked 1M00 and 1V78, 408+430 together working 1M74 and 1V89. On 5/11 a 47 worked 1M00 and 1V78, 37430 taking over and working 1M74 and 1V89. On Saturday 10/11, 37408 was replaced at Crewe by 31425 while working 1V89. After being fuelled at Crewe 408 was sent to Shrewsbury to work an additional ballast. It resumed duties on the North & West on Monday morning (12/11) by replacing a 47 at Shrewsbury on 1M00. On 17/11, 1M00 was capped after a proceeding freight train ran into a herd of cows. Loco and stock eventually left about 0615 running ECS to Crewe to take up 1V78. The same day 37428 topped the train loco' (37408) to Shrewsbury on 1M74 to resume Cambrian duties. On the subject of the 'Cambrian', it is expected that the 'Cambrian Coast Express' will be withdrawn at the end of the current timetable. 37428 had worked it solid from 5/11-22/11 at least. Other 37/4 workings on 20/10 (Network NorthWest day) were 0558 Liverpool-Barrow/0908 Barrow-Manchester (37422) and 1643 Manchester-Barrow/0959 Barrow-Preston (37425). The same day 37414 worked a Cheshire Railtours charter from Hooton/Chester to Scarborough with the TrainTours stock. Although things have quietened down in Scotland since the introduction of 158's, there is still some activity with a resurgence at the end of November. On 19/11 37407 worked 1A60 (1802 Inverness-Aberdeen) and 37419 worked 1M16 (2025 Inverness to Euston) as far as Carstairs, returning north on 1S25 (2110 Euston-Inverness). Also on 20/11, 407 worked 2H82 (1135 Kyle-Inverness) and 419 did 2H87 (1755 Inverness to Kyle), continuing on 21/11 with 2H80 (0655 Kyle-Inverness), 2H83 (1030 Inverness to Kyle) and 2H86 (1705 Kyle-Inverness). 37405 was allocated to IC63 on 21/11.

AGM 1990

The following summary is of our 4th Annual General Meeting, which was held at the Great Northern Hotel, Peterborough on Saturday 10th November 1990. This is taken from minutes provided by our Secretary, Maurice Barber. Please note that they have not been agreed either by the Committee or membership.

Item 2 - Matters arising from the last A.G.M.

- (i) Life Membership. This was rejected by the Committee on the basis that inflation cannot be estimated, it causes complications with the voting rights, we do not know how long people would remain in receipt of the magazine, and the difficulty in keeping track of members.
- (ii) Audit of Group books - this has been done.
- (iii) Voting Rights, The Committee were under the impression that this was accepted last year on the basis it was reviewed this year, however, it was pointed out that it had not been included in last years minutes (which had already been ratified) and it was agreed that this was therefore carried unconditionally at the 1989 A.G.M.

Item 3 - Chairmans Address (by the Editor as Acting Chairman).

The Acting Chairman summarised the main activities of the Executive Committee during the last 12 months, our progress towards the aims set at last years A.G.M., and set a new series of aims for the Executive Committee to pursue in 1990/91.

- (i) Committee. It was particularly pleasing to see that all six officers seeking re-election today had served for the whole of the last 12 months. There had been two resignations, Mike Millward (Publicity) in April and Steve Squires (Chairman) in May. The Chairmans job has been advertised twice with no suitable applications on either occasion - this is not regarded as a problem by the Committee.
- (ii) Publicity. As the Railtour sub-committee financed and generated publicity for the Group as a whole since May, 'The Class 37 Group' itself only had to pursue this for the first half of the year. Letters were sent to class 20, 47 and 50 loco' Groups and Murray Brown at Rail. We paid for another eighth page advert in 'Rail' magazine, had two large features in 'Railway World', a feature in 'Railway Magazine', and a letter in 'Motive Power Monthly' credited to Andrew GARDEN! It was noted we had had no publicity in 'Rail' magazine although the Group has spent over £600 in advertising during the last 12 months. This was through no lack of effort on our part. Raitour promotions generated additional publicity via The Growler Group, BRC & W Type 3 Group, Branch Line Society, Class 20 Loco Society, Ipswich Transport Society, Deltic Pres' Society. A membership form was integral with the Raitour booking form.
- (iii) Open Meetings. These have been reintroduced in Ipswich from July 1990.
- (iv) Charitable Status. Another approach was made to the Charity Commissioners, again rejected on the grounds that we do not own anything of interest to which the public has access. Implications for tax and VAT are minimal (if that).
- (v) Lotteries. Two types have been run in the last year, the Annual Draw, with Dean Warner taking over as promoter, and the Monthly Draw, run by Neil Murphy. The Annual Draw was run exactly as last year, although the profit was down on last year at £67:38. The Monthly Draw has run in series of 6, with 20 people in the first and 12 in the second. Next series starts in January 1991 and will be publicised vigorously.
- (vi) Open Days. Once again all costs (pitch hire, car hire, petrol, accommodation) have been met by the Committee and those attending. Takings have varied from event to event often without rhyme or reason. For example, more money was taken from the small number of people at the Nene Valley Diesel Weekend than the masses at Cambridge and Streatham Hill. All main BR events covered except Doncaster Works.
- (vii) Preservation Fund. This has progressed steadily but there is a need to get a move on. £461 was transferred from the General Account prior to the A.G.M.
- (viii) Questionnaire. This was distributed with the April 'Syphon'. About 40 were returned, giving a favourable response and some new ideas.

The Acting Chairman extolled the following achievements of the Committee during the last 12 months. We have expanded the range of, and increased the sales stock; we have purchased a new, metal framed sales stand; we have a proper Group headboard (thanks to Andy Harlott); reintroduced Open Meetings in the Ipswich area; continued to increase membership; transferred nearly £500 to the Preservation Fund whilst retaining a healthy working balance in the General Fund; and run two series of monthly draws as well as the Annual Draw.

For the year 1990/91 we would attempt to: co-opt at least 2 more people to the Committee in non-specific posts; run some, or a programme of, Group trips; increase the membership total to between 250 and 300; increase the Preservation Fund to £5000 by November 1991; run at least one other Railtour; and undertake a study to decide how **best** to raise Funds in the long term, including possible share schemes.

Mr Louth suggested the abolition of the bi-monthly newsheet to increase subscription profitability. This would require a change in the constitution and is also contrary to our marketing of monthly information. Further views on this subject were welcomed by the Acting Chairman.

Item 4 - Treasurers Report.

Accounts were presented for the Group year 1989-90 (April-March) and part year April-November 1990. Those for 1989-90 had been audited as requested last year. Both accounts continue to be held in Nationwide Anglia 'Treasurers Accounts' which attract a preferential rate of interest, currently 12.20% gross. More money than usual had been retained in the General Account for some of the year to fund railtour merchandise. The Treasurer concluded the Group was on a sound financial footing improving all the time and hoped the next 12 months to be as prosperous as the last. In response to a question from Mr Squires, the Treasurer replied that the Committee did not feel the audit was a worthwhile exercise in view of the (relatively) small amounts of money involved and the difficulty encountered in finding a cheap auditor.

Item 5 - Membership Secretarys Report.

Total stood at 236, thus achieving our target of 200+ set at the last AGM. Railtour publicity has helped, and in particular an exercise whereby we sent complimentary copies of the October issue to those on the train who were non-members. Renewal rate for the year was 84% overall, with 90-95% in the second half of the year and 100% in August. This compares to 75% in 1989 and 61% in 1988. He concluded with the scheme whereby members can change/choose their membership numbers, this is proving popular. Mr Cragg asked if we had considered using the old 'D' series numbers.

Item 6 - Sales Officers Report (by Dean Warner)

During the last 12 months we have attended events at Bescot, Coalville, Gloucester, Crewe, Newport, Barry, Cambridge, Tinsley, Nene Valley Railway and Streatham Hill. Most successful was Crewe - £327:70 (no 37's on display), the worst was Barry where we took 70p before giving up totally due to the weather. A new sales stand was purchased in September, this being a metal framed market stall type with large cover for the top, sides and rear. As well as giving protection from the weather, it allows a wider range of stock to be displayed. A sales stand on the "Tyne, Tees & Wearman" yielded £534:95. 100 commemorative tee-shirts were produced, only 16 remain. Mugs and audio tapes continue to be best sellers. Ties have been investigated at length, but are proving too expensive, however, we have purchased key fobs and boxer shorts (a 1st for a railway society?). Metal badges are about to be purchased and we are working on a design for a 30th anniversary mug. We will continue to restock during the winter. Dean concluded by thanking the Committee and Andy Harlott for their assistance with the open days during the last year.

Item 7 - Editors Report and Subscription Rates.

Our monthly publications have settled down to a 2 page newsheet and a 20 page magazine. Any future expansion will probably revolve around the newsheet with it reverting to 4, or perhaps even 8 pages. A variety of subjects have been covered and more are in the pipeline including profiles, top tens and 'flashbacks'. The Editor has tried to move away from 'station shots' with regard to photographs, there have also been some large photo's thanks to Andy Harlott. Glossy covers are provided at no extra charge by the printer at times when he has no suitable card in stock. In reply to a question from Mr Cragg the Editor stated that a glossy cover would increase costs by about 20% if we requested it.

As from 1.1.91 the annual subscription rate will rise by £1 to £6. This is the first increase for 3 years and we hope to be able to maintain this rate for at least the next 2 years. Extra members remains 50p.

Item 8 - Railtour Sub-Committee Report (by the Editor).

The history of the "Tyne, Tees & Wearman" has already been printed at length in the June and October "Syphon's!" and I would refer people to these.

At our December Committee Meeting we decided to form a separate sub-committee in order to raise the large sums of money necessary for running railtours. It is thanks to those who acted as guarantors that we got anywhere. Our first plans, for a London to Newcastle area tour, proved to be too expensive. Going back to the drawing board we decided to use the services of 'TrainTours' and go for a shorter route. We also pursued an 'Anglian' tour for which we obtained a good quote from local management for 37 hauled 309's, but this was vetoed by the Area Operations Manager.

Mr J. Forge asked if the sub-committee had learnt any lessons from the Railtour.

The Acting Chairman responded that we had learnt about ticket pricing, mileage rates, hidden charges and the unviability of running connecting coaches. There was also the lesson that news travels fast, whether you want it to or not.

In response to a question from Mr Squires, the Acting Chairman replied that any profits generated from railtours would remain in a separate account until such time that they were able to be self financing. As soon as was possible money would be transferred to the Preservation Fund, this being the eventual beneficiary of ALL railtour profits.

Mr Squires thanked those involved for the hard work in running the railtour.

An income and expenditure account was provided by Neil Murphy.

Item 9 - Election of Executive Committee.

The Editor (Andrew Garten), Treasurer (Jane Garten), Membership Secretary (Neil Murphy), Sales Officer (Dean Warner) and Secretary (Maurice Barber) were all re-elected unanimously to their respective positions. Jerry Dickinson was unanimously elected to the vacant Publicity Officers post. There were no applications for Chairman.

Item 10 - Any Other Business.

Mr Squires proposed three amendments to the Constitution.

(i) In the event of the Group being dissolved, monies in the Preservation Fund would be given to a locomotive society of the choice of those present at the dissolution meeting, rather than the choice of the Committee. This was carried unanimously.

(ii) Committee members would have to be at least aged 18, instead of the present age 16 minimum. This was carried on a split vote of 8 for and 4 against.

(iii) AGM's to be held in April or May instead of November, bringing them more into line with the Groups financial year. The next AGM would be in April/May 1992 with an EGM (Extraordinary General Meeting) in April/May 1991. This was carried unanimously,

Out & About

We have three roving reports this month which give details as shown below.

26/10/90 - WESTERN: 37801 was seen at Hereford with coal containers whilst our correspondent was travelling south with 37408. 37133/141/372 were stabled at Newport, others passing through were 37162 (1215 on ballast), 897 (1408 on coal), 138 (light engine at 1418), 133 (1428 also light engine) and 37901+905 on a w/b iron ore working. Moving onto Cardiff, 37's seen working trains were 701 (1242), 796 (1244), 713 (1254), 212+710 (1308) and then 37408+430 on the 1330 Cardiff to Liverpool passenger service. 37035 was stabled at Bristol at 1600.

17/11/90 - EASTERN: 37239 was stabled at Doncaster at 0800, 37359 was seen at York 30 minutes later and by 1830 had been joined by 37427. At Thornaby depot were: 37013/023/070/073/075/100/178/214/227/241/258/358/378/379/415/417/429/501/502/504/505/506/507/508/509/512/515/672/901. It would be interesting to know how the last two in particular got there. Our correspondent reports that permits for Thornaby are usually easy to obtain, and are free of charge to BR staff.

OCTOBER - EASTERN & MIDLAND: 37518 was at Toton at 1220 on 29/9. Workings seen at Barrow Hill were 203 heading south light at 1434, 250 with s/b loaded steel wagons at 1454 and 509+507 with s/b empty steel wagons at 1458. These were on 15/10, and moving onto Chesterfield 023 passed at 1706 with a s/b freight and 058+098 were on n/b steel wagons at 1715. 507+509 were seen again on 16/10, this time at Washwood Heath at 0912 with steel wagons, 681/682/685/687 were stabled at Buxton at 1300 and 678/683 were at Bletchley at 1645. On 18/10, 212+217 were at Saltley at 1035, and finally on 19/10, 37250 was seen at Derby stabling point at 1000.

Xmas Messages

Merry Christmas + Happy New Year to all my friends, and enemies in Yactus, (that includes you Raymond).
Cheers for a great year, and here's to the next
FROM a waster, in a coat.

To the rest of the Committee and the membership of The Class 37 Group. Happy Christmas and prosperous new year. Well, it saves buying the cards!
Best Wishes Dean.

To Carl and Julian, have an inspiral Christmas, Neil.

Happy Christmas to Maurice, the sexiest man in "Class 37 Group" boxer shorts - from an admirer X.

Happy Christmas and New Year to everyone I know, happy growling - Alan (Beccles).

To BR Provincial sector. Thanks for a long hot summer of NB syphon haulage. Pity it Won't happen again. Maurice.

Be good, and stay good.

Wordsearch

S C V S V U L C A N
R W F H E G O F U R
O M U A N C L L T L
T B R P O B O O R A
A R Y F M C A C D I
I A R E H V I H O R
D N V L A I R A P E
A E O L Y P H W N P
L N N R U B Y E L M
G R A I N F L O W I

Find the following names:

Shap Fell (37026)
Imperial (37049)
Long Long (37407)
Gladiator (37251)
Grainflow (37068)
Vulcan (37087)
Venom (37072)
Cwmbran (37430)
Fury (37107)
Leyburn (37668)
Loch Awe (37409)

5 Years Ago

It really is interesting to see how things have changed even in 5 years. The following details are taken from back issues of "Syphons!" predecessor, "Splitbox". The refurbishment programme was in full swing at Crewe works, an official visit on 30.11.85 bringing forth the following details. Present were: 37005 (to 501), 37007 (to 506), 37017 (to 503), 37028 (to 505), 37039 (to 504), 37082 (to 502), 37246 (to 698), 37265 (to 430), 37266 (to 422), 37272 (to 431), 37279 (to 424), 37281 (to 428), 37288 (to 427), 37292 (to 425), 37299 (to 426) and 37300 (to 429). Others there were 37013/069/095/098/108/131/139/179/203/212/225/416/419/420/421/423/699. Originally 013/108/131/139 and 225 entered for conversion to 37/5 or 37/6 but reliability problems with the 37/4's led to a freeze on the programme, already many months behind schedule. 37219 became the first 37 fitted with RETB equipment to work on the East Suffolk line between Ipswich and Lowestoft, 138 was awaiting the same treatment. 37102 (now 712) lost its splitboxes at one end and had the skirts cut back to internal floor level, and 37117 (now 521) became the last 37 to traverse the old goods yard exit at Norwich before its removal in connection with the impending electrification. The arrival of 37/4's on the West Highland resulted in the migration of 049/099/188 and 190 to Motherwell.

THE PEARL ANNIVERSARY

This month marks the 30th anniversary of the acceptance to traffic of D6700, now of course in the guise of 37350. This gives us the opportunity not only to celebrate this fact, but to look back at 30 very successful years of Class 37 operation.

D6700 was not, in fact the first English Electric Type 3 to enter service - D6701 & D6702 both being delivered in November of 1960. It was however the first to reach its home depot of Stratford, in the heart of the East End. D6700 came south from Vulcan Foundry via Ipswich on December 19th 1960 and worked a freight through to Stratford. The following morning it was turned out by the East London depot to head an express to Yarmouth - this set the trend for the next 30 years.

In February 1968 Derby RTC loaned the prototype to Edinburgh's Haymarket depot for push-pull trials on the Edinburgh - Glasgow route. The trials complete it returned south to the Capital and continued its varied passenger duties, and with the coming of TOPS it lost its identity and became an anonymous 37119.

Meanwhile the 17/3's, as they were also known spread their wings, and others made their claim to fame. In March 1965, D6967 & D6968 were delivered to Tinsley, they were the first to be fitted with Westinghouse train air brakes and were trialled on the Peak Forest line on massive trains of up to 99 vehicles. It is remarkable to think that it was still over twenty years later that 37061 received its air brakes on its refurbishment to 37799! D6968 became 37268 with TOPS and of course then went on to become 37401, the first refurbished, ETH fitted machine.

D6999 was delivered to Cardiff Canton in September 1965 and by virtue of its number had the acclaim of being the 300th member of the class delivered by English Electric to British Railways, and proudly displayed the legend on its nose for photographic purposes. D6983 was, of course, the first 37 to be withdrawn. On the 17th December, 1965 (only 6 months old) was in collision with Class 47 no.D1671 at Bridgend, it was officially withdrawn in April 1966 and was scrapped by R.S. Hayes in Bridgend.

Also 1965 the Western decided to trial pairs of 37's in multiple on express services, and, in June 1965 D6881/2 set a new record for the Paddington - Plymouth - Bristol - Paddington circular route. The 37's however were not suited to this kind of work although they did attain recorded speeds of 104 mph. In the mid to late sixties the Eastern Region also tried a similar experiment for a fortnight using a test train which ran Stratford to Norwich using pairs of 30A Type 3's. This experiment was dropped after two weeks, however this was not attributed to the locos, but was as is still the case caused by the Great Eastern being the Great Eastern.

1965 appears to be a busy year in the annals of Class 37 history, on June 3rd D6988 was received by the Western and was the 2000th diesel engine supplied to British Railways by the famous English Electric Company. After 1965 all was quiet until 1975 when 37143 surged to prominence. In January of that year this loco was involved in a shunting accident at Marine Colliery, Ebbw Vale. This was not just an ordinary derailment as the Syphon rolled down an embankment, where it lay for almost Eight months.

It was way back in 1977 that the class first made forays into Scotland something that seems hard to believe today. Something that may interest the bashers amongst you was on October 11th, 1980 when 37201 piloted 47482 from Lostwithiel on a Paddington - Penzance after the Duff had engine problems. In July of 1981 37292 became a celebrity as it was uprated to 2000 hp by Doncaster Works in preparation for being ETH fitted, it remained uprated until, ironically, it entered works to become 37425 - ETH fitted!

The modern day 37 duties are well known to most of you and they now visit virtually every corner of the BR network and on most types of traffic, a handful of passenger turns remain - although these are likely to end in the near future. Getting back to D6700, after over fifteen years of near anonymity, and with a deal of help from this group 37350 emerged from Crewe Works in Brunswick green. Modern safety requirements have, alas, denied it being fully authentic but it is nice to have a flagship for the fleet although it appears that Cardiff Canton is not the best place to allocate it.

Finally, happy birthday D6700, happy birthday the Class 37 and lets hope there are many more to come.

From The Cab

Andrew Harlott (37253)

Saturday 21st April. For those hardy souls who made it to Lowestoft for the NENTA Traintours charter at around 0500, and even some mad people who slept in a railcar overnight, well you can't blame them can you? As people were asleep in bed, or on railcars, the driver for the railtour was up at 0150 to get the engines ready and go from Ipswich to Norwich to pick up the rest of the train. At Norwich it was time for the first cup of tea. We had to wait for about an hour for the signalman to come on duty before we could go from Norwich to Lowestoft. At 0505 we left Norwich with 31428 and 37219 and 10 mark II air cond's including some of the new mark II F's that Norwich had recieved. The departure was originally scheduled for 0610 working also as the local passenger service from Lowestoft to Ipswich, but it was retimed to 0540 and then retimed again to 0550. On arrival at Lowestoft we found that platform 3 had been left clear instead of platform 4 which meant a far more complicated shunting movement. We reversed down into the station at about 0555 "late again" with 37219 now heading the train and 31428 heating the train and also giving a little power as well.

We left Lowestoft at 0609, both loco's were opened to full power almost from a standstill, and by the time we reached the old steam shed just round the curve past the footbridge the power was already shut off as we reached 45 mph. Time to slow down on the junction to go over the single line crossing Oulton Broad swing bridge and successfully dodging the cars on both crossings before reaching Oulton Broad South station. Time to wake the signalman at Saxmundham up by requesting a token from Oulton Broad South to Halesworth. A blast on the horn and with a wave from the guard we were away. Time for a fast run to Beccles, speeds exceeding 55 mph were recorded on the speedo'. We arrived at Beccles and a good crowd of people boarded the train. Whether they were waiting for the special or the service train was hard to tell. Now for the climb out of Beccles at 1 in 69. 31428 slipped a bit as power was applied but with a little sand we stormed away up hill. As we approached Brampton I asked Saxmundham over the radio if we stopped there. He said not so I stormed through Brampton, much to the amusement of the postman standing on the platform. We reached Halesworth at 0643, despite good running we had only gained 3 minutes on the DMU which was following us from Lowestoft. On arrival at Saxmundham we had to wait for the DMU coming from Ipswich. Time for a cup of coffee this time. I looked out of the cab window and one of the men from NENTA came up to me and handed me four cans of tea (?) and told me to put them in my bag. I'll drink them at the party tonight I told him.

Time to depart for Woodbridge, with another climb away from a station. At Woodbridge we have to change tokens so I called Saxmundham for another token from Woodbridge to Westerfield. Out of Woodbridge and through Bealings it was another fast run to Westerfield where we left the RETB system, and then a down run into Ipswich. The loco's were unhooked to go and do some ballast trains before going back at night to Lowestoft with the return working of the charter. I'm going back to bed ready for the party and 47xxx is going to York with the train.

PS. I would like to be the first to say a Merry Christmas and a Happy New Year to all.

Regional View

ANGLIA

ELY: 37422 (IM/FABI) was seen here on Tuesday 20/11, thought to have been on a working to Snailwell scrapyard.

MARCH: 37019/219/244 were present at the depot on 10/11 at 1130. 37235 was in Whitemoor Yard with a speedlink coal working, leaving about 1200 towards Peterborough.

NORWICH: 37029 (TI/FDET) was in the yard during lunchtime on 27/11 with the midday return trip to/from March Whitemoor. Apparently this is a booked turn although a 47 sometimes substitutes.

EASTERN

CHESTERFIELD: Seen on Thursday 11/10 between 0815 & 1530 were the following: 238 n/b light engine at 0839, 503 on s/b empty steel at 0903 being piloted by 60013, 511+514 n/b empty steel at 0931, 203 on n/b loaded scrap at 1027, 098 s/b loaded steel (loco' in departmental grey) at 1105, 510+516 on n/b empty steel at 1221, 718 s/b partly loaded steel at 1304, 048 on n/b steel empties at 1310, 071 n/b loaded ballast at 1346, 686+681 on s/b loaded stone at 1416, 502+501 (paired again) on s/b loaded steel at 1443, finishing with 503 returning north piloted by 60013.

DONCASTER: Seen from the station on 19/10 between 1010 and 1540 were: 218 s/b at 1012 then n/b at 1158 light engine in both cases, 063 n/b light engine at 1346, 167 n/b loaded 'speedlink' coal at 1426, then 211 n/b loaded sand at 1430 followed by 219 at 1438 with the second portion of the same train.

TINSLEY: Inside the TMD on 26/9 were 013/068/074/178. 107/251 were outside and 520 passed with a loaded steel service, leaving at 1544 after a short check. The depot opened its doors to the public on 29/9 for the Open Day and 37's present were 013/019/029/059/070/107/178/185/198/203/414 and 688. A week later on Sunday 7/10 37107/178/252/298 were outside. 37101 was visible inside with repairs being effected to a damaged headcode box (or 'splitbox').

MIDLAND

BLETCHLEY: 37684+688 were seen passing at 1705 on 11/10.

CARLISLE: Seen on 2/11 were 37519+518 on s/b steel coils at 1358, 37667+293 at 1415 on 7S68 Hardendale-Ravenscraig, and 37373+418 at 1508 with 6S83, 1200 Clitheroe to Gunnie, running right to time. Continuing the trend towards ex-Thornaby loco's the following were seen on 7/11: 109 on 6E53 (0825 Mossend-Tees) at 1023-1143, 519+518 again, with n/b empty coils at 1150, 116+077 at 1250 on 6S49 (0615 Washwood Heath-Mossend), and 241+073 at 1300 with 6S54 (0905 Thrislington-Ravenscraig). This also had Blyth-Fort William Alcan wagons attached to the rear. 37077 was D.I.T. on 6S49. On 12/11, 37711 was noted stabled at 0945, 37188 passed through light engine going south at 1045. On 17/11 37245 was stabled and 37042+010 passed through at 1053, again heading south light engine.

CREWE: 37371+248 were on Crewe refuelling point on 15/11 having worked a steel train from Ravenscraig, and heading towards Cardiff.

PEAK FOREST: Buxton pairs in charge of 7H18 (0853 Dean Lane - Tunstead) have been 684+688 (5/11), 685+687 (6/11), 425+680 (15/11). Another working, 6H80 (0740 Hope St - Peak Forest) was worked by 685+687 (7/11) and 680+678 (9/11).

SHREWSBURY: During November 37717, 901, 906 and 718 have all been seen with a steel coils train at about 1910.

WILLESDEN & NORTH LONDON LINE: Since the start of the winter timetable the amount of 37 activity in this area has been severely reduced with the switchover to electric traction on freightliner services. There remains the oil services which are worked by 37705/706/709/888/890/891/892/893. 37252+015 were seen e/b light engine on the Willesden avoiding lines at 1543 on 24/9. 37079+031 were in charge of an e/b freightliner on the same lines at 1424 on 27/9, 298+242 likewise at 1425 on 28/9. 252+015 were e/b light engines at 1454 on 30/9. 37008+055 were noted in Willesden Yard at

1800 on 11/10. On 23/10 37242+272 were seen at Brondesbury at 1745 heading towards Willesden with a short freight while on 15/11, 37890 was seen at Willesden Junction High Level with e/b oil tanks at 1846.

WESTERN

ABBOTSWOOD JUNCTION near Worcester, was witness to 37146 on a n/b engineers train at 1152, 519+518 on s/b steel at 1200, and 013 on n/b steel empties at 1308 on 10/10. On 14/11, 241+073 were paired on a n/b scrap train at 1245 and 203 was on a s/b steel service at 1411.

CARDIFF: On Wednesday 3/10 Canton depot held 37038/139/221/223/244/264/280/371/428/430/702/710/714/718/797/896/898/899 and 906 at 1445. Between 1445 & 1910 and 1955 & 2120 the following movements were noted: 072 (1445), 213 (1454), 711 (1456), 703 (1513), 889 (1515), 697 (1515), 803 (1602-8), 273 (1630), 704 (1642), 138+220 (1704), 897 (1713), 248+078 (1728), 241 (1732), 889 (1751), 801 (1752), 713 (1803), 802 (1811), 696 (1818), 273 (1822), 905+902 (1830), 035 (1833), 074 (1840), 241 (1850), 704 (1859), 697 (1900), 712 (2012), 889 (2014), 139 (2026), 902+905 (2044), 212 (2050), 711 (2056-2117) and 801 (2101). A similar report was provided for the next day with 35 different 37 movements noted between 0830 and 1300 including 051 (ML/FMGM) which was on depot. Another visitor to the area, on Monday 29/10, saw 040/078/191/280/293/697/702/711/716/717/889/899 on the depot and the following out at work: 072/142/213/220/230/372/710/719/798/801 and 896. 37428 was on the Liverpool-Cardiff passenger working.

CHELTENHAM: 37713 passed at 1331 on 24/10 with a s/b steel train.

DIDCOT: 213 was noted standing in Didcot yard on 14/11, 078+691 passed at 1215 with a train of tanks. On 15/11, 705 emerged from the Reading direction at 1220 with tanks, 055 also from Reading with a long train of car transporters at 1510, and 350+138 towards Reading at 1615 with tanks. In October, 37's seen stabled at Didcot were 223 (15/10 @ 0653), 372 and 212 (16/10 @ 0652), and 372 (18/10 @ 0700).

DROITWICH SPA: 718 passed with a s/b steel train at 1326 on 18/10.

GLOUCESTER: Stabled at this location at 1700 on 9/10 were 162/146/213. 715 passed with a w/b speedlink at 1734 and then 209 with a n/b steel train at 1735.

HEREFORD: On 11/10, 37146 was noted bringing the Cardiff Sandite Unit (TDB977486) into platform 3 at 1705 from the Newport direction.

NEWPORT: Continuing from the above report, 37158 was noted hauling the same unit through Newport at 0930 on 25/10, heading west. 37691 was piloting 37408 on the 0914 Liverpool-Cardiff on 20/10 (Network NorthWest day), the same working with 37428 on 30/10. Also on 30th, 6E47 (1100 Cardiff-Tees steel) was worked by 37508+506.

READING - LONDON: Starting at Reading, 37709 passed through with tanks at 0720 on 13/11, returning later at 0955 with more tanks. On 14/11 890 was heading tanks at 2155. Heading East to Slough, 035+695 headed e/b tanks at 0701 with 705 going in the opposite direction at 0705 on 28/9. The next day 891 was on w/b tanks at 0830 and 888 was on the same work at 0703 on 5/10. The same day 698+273 were seen at Southall Yard at 1612 with w/b oil tanks, 706 was on e/b tanks at Acton Yard at 1744 on 11/10, while back at Slough 248+215 were on tanks e/b at 0701 on 12/10. 223 was seen at Hayes & Harlington with coal wagons at 2104 on 15/10, 212 on w/b oil tanks at Acton Yard at 1647 on 29/10. Into November, and further sightings at Slough were: 131 w/b light at 0702 (1/11), 078+138 on e/b oil tanks at 0701 (8/11) and 709 on w/b tanks at 0702 (13/11). Elsewhere, 213 was seen on e/b HEA's at West Drayton at 1948 on 8/11, 078+273 were at Acton Yard at 1641 on 9/11, and 138+350 were on oil tanks at Southall Yard at 0718 on 15/11.

WORCESTER: 37264 was in the station yard at 1057 on 14/11.

Other Eastern, Midland and Western region sightings can be found elsewhere in this months "Out & About".

Passenger Information

A few items of 'no heat' gen continue to roll into the office, along with one or two from the summer that have not previously been reported.

| | | |
|----------|-----------|--|
| 26.8.90 | 37156 | 1700 Kyle of Lochalsh-Inverness |
| 1.9.90 | 37261 | 0608 Stonehaven-Inverness /1030 Inverness-Aberdeen 1310 Aberdeen-Inverness /1758 Inverness-Aberdeen |
| 21.10.90 | 37146 | 1612 Hereford-Paddington (Hereford-Oxford) |
| 28.10.90 | 37029 | 1210 Glasgow-Brighton (Glasgow-Carlisle via GSW) |
| | 37047 | 1020 Glasgow-Poole (Glasgow-Carlisle via GSW) |
| | 37074+101 | 2300 (27/10) Liverpool St-Norwich (Manningtree-Norwich) |
| 30.10.90 | 37025 | 1915 Edinburgh-Carstairs |
| 3.11.90 | 37373 | 2345 (2/11) Euston-Edinburgh (Carstairs-Edinburgh) |
| 5.11.90 | 37088 | 2100 (4/11) Euston-Inverness (Perth-Dalwhinnie) |
| | 37170 | 2100 (4/11) Euston-Inverness (Beattock-Carstairs) |
| 9.11.90 | 37191 | 1340 Plymouth-Portsmouth (Exeter-Salisbury) |
| | 37221 | 0752 Swansea-York (Cheltenham-Birmingham NS) |
| 20.11.90 | 37196 | 0954 Carstairs-Edinburgh 1122 Edinburgh-Carstairs 0835 Euston-Inverness (Carstairs-Edinburgh) 1915 Edinburgh-Carstairs 1614 Birmingham International-Edinburgh (Carstairs-Edinburgh) |
| 23.11.90 | 37071 | 1550 Kings Cross-Bradford FS (Doncaster-Leeds) |

Starting the narrative with the gen from last months "Syphon Extra", 37212 came to the rescue of 31215 which failed at Tibshelf on the 1038 Skegness-Sheffield. The 'Skegs' ran for upto 4 weeks into the winter timetable as Butlins stayed open. On 8/10, 37167 took over from 37408 on the North & West line, it is thought some time during the course of the 1330 Cardiff-Liverpool. On 12/10, 37240 took the 2100 Plymouth-Edinburgh forward from Carstairs after 47470 had expired. The next day, 37293 took 'Pathfinder Tours' Swindon-Dundee charter forward from Carlisle after 47805 failed. It was paired with 37145 but as 145 is air braked only they had to be split with 293 going forward alone. 47114 relieved at Glasgow. Also on the 13th 37087 worked the 1505 Edinburgh-Inverness from Perth after 47492 failed. 37370+379 worked the 1025 Euston-Inverness from Oxenholme loop on 15/10 following the failure of 87006. Still on the 15th, the 2005 Lowestoft-Ipswich DMU was in trouble when the brakes applied at Westerfield. They were released but applied themselves again at Milepost 1½ and could not be released - 37216 to the rescue. Staying on the East Suffolk line, 37144 pushed the 0900 Lowestoft-Ipswich from Saxmundham with the Leiston-Ipswich freight still in tow on 18/10. 37170 also worked on the 18th, piloting 47710 either to or from Perth on the 0900 Inverness-Glasgow. With a Cardiff 'heavyweight' expected on the North & West route for the Network Northwest gala day there was disappointment when 37491 (or is it 37691?) appeared instead. 37261 worked a 'Crime Prevention' charter from Mossend to Stirling on 16/10. In the early hours of Sunday 28th October, Saturday nights 2300 Liverpool St-Norwich came to a halt at Manningtree. The DBSO had failed (for a change!) and permission would not be given to run the 86 round as often happens on these (rare!) occasions. 37074+101 were provided from Ipswich. There was fun on the overnight 2100 Euston-Inverness on 4/5 November. 37170 worked forward from Beattock to Carstairs where it was replaced by 47643. This failed at Perth where 37088 took over until Dalwhinnie where it was swapped with a 47 that had been sent down from Inverness.

'Working of the month' is getting harder to choose now we are limited in the main to short distance failures. I've chosen the recently reallocated 37191 on 9/11 (88½ miles) as it's also unusual line and 191 is still blue. What do you think?

REQUESTS

Jerry Dickinson would like to know of any non 37/4 passenger workings in 1990 that have not appeared in "Syphon!" or "Syphon Extra". Please write to him at: 7 Pine View Road, Ipswich, Suffolk, IP1 4HS.

Gerald Calver would like a photograph of the 'International Youth Year 1985' name plates that were attached to 37191. If you can help please contact Gerald at: Mill Lea, Mill Road, Mendlesham, Stowmarket, Suffolk.

An Anglian Summer

Maurice Barber (37156)

The summer 1990 timetable has now passed, and although it has been a good year for non - ETH workings things are not what they used to be. Let us go back to the days when syphon-bashers were spoilt for choice as to what to do. Many people will remember the summer of 1983 for its very hot summer, and if you were a syphon-basher summer Saturdays produced in East Anglia a veritable torrent of 37 workings on the main Norwich-London line and cross country workings. The 1983/4 timetable had accelerated the decline in passenger work for class 37's in East Anglia, although summer Saturdays still produced eight diagrams (five MR (March) and three SF (Stratford)) as follows:

- (1) MR 0815 and 2000 Liverpool St - Harwich Parkeston Quay
- (2) MR 2030 Liverpool St - Norwich
- (3) MR 1214 Norwich - Yarmouth (0804 ex Birmingham)
1338 Yarmouth - Birmingham (to Norwich)
1432 Norwich - Yarmouth (1015 ex Birmingham)
1557 Yarmouth - Birmingham (to Norwich)
- (4) MR 0924 Norwich - Liverpool St
1700 Liverpool St - Lowestoft
2005 Lowestoft - Norwich
- (5) MR 1025 Lowestoft - Liverpool St
- (6) SF 0905 Liverpool St - Harwich Parkeston Quay
- (7) SF 0852 Liverpool St - Yarmouth (from Norwich)
1305 Yarmouth - Liverpool St (to Norwich)
- (8) SF 1156 Liverpool St - Yarmouth (to Norwich)

What was to make that summer so memorable, apart from the baking hot weather, was the number of 37's that appeared on the cross-country trains, with the 0910 Yarmouth - Newcastle being the best performer. It was nominally booked a Stratford 47/0 which came up on the 0430 Liverpool St - Norwich but the diagram soon became a convenient way of sending a Gateshead or Thornaby based 37 home. Other trains to produce 37's were the 0815 Manchester - Yarmouth and 1434 return (booked a Longsight 40) and the 0739 Chesterfield - Yarmouth. Also, they continued to make regular appearances on the Cambridge line as there were seemingly never enough 47's to cover the diagrams. Add to that occasional appearances on the Peterborough - Harwich trains vice 31/4 and it was a summer to remember.

My particular memories of that summer are as follows:

- (i) Saturday 2/7/83 when in the space of an hour 37076/106/093 (in that order) worked out of Norwich.
- (ii) Saturday 20/8/83 which was the Healey Mills gala day with 37082 on the 0815 Manchester - Yarmouth, then a round trip to Yarmouth with 37131 outward for 37030 on the return.
- (iii) Saturday 27/8/83 which yielded four syphons from depots as far apart as Stratford and Eastfield, the moves being 37024 (TE) to Ipswich on the 0924 Norwich - Liverpool St for 37053 (SF) from Ipswich on the 0852 Liverpool St - Yarmouth then 37174 (TI) on the last leg of the 0815 Manchester - Yarmouth and finally 37184 (ED) on the 1536 Norwich - Liverpool St.
- (iv) Saturday 1/10/83 was the last Saturday of the summer timetable and will be remembered as the Anglian boiler day with 37115 on the 0910 Yarmouth - Newcastle, 37021 on the 1235 Liverpool St - Norwich, 37110 on the 1536 Norwich - Liverpool St, 37044 on the 1750 Cambridge - Liverpool St and 37092 on the 1735 Liverpool St - Cambridge extended to Norwich because of engineering work on the main London - Norwich line.

The following gen list illustrates the riotous events of each Saturday, covering as many workings as possible. They were all actually seen on the trains concerned so there is no question of inaccuracies. Thanks to Maurice and also Steve Potter (37116) for supplying the gen, and to Steve Squires for the photographs.

May 28th

37038 0952 Liverpool St-Lowestoft and 1536 Norwich-Liverpool St (via Cambridge)
37070 0832 Norwich-Liverpool St and 1235 Liverpool St-Norwich (via Cambridge)
37084 0852 Liverpool St-Yarmouth (to Norwich)

June 4th

37052 0835 Liverpool St-Norwich (via Cambridge)
1105 Yarmouth-Liverpool St (from Norwich)
37078 0430 Liverpool St-Norwich and 0910 Yarmouth-Newcastle (from Norwich)
37090 Norwich-Yarmouth portions
37249 0815 Manchester-Yarmouth and 1434 return (to and from Norwich)

June 11th

37021 1134 Norwich-Liverpool St (via Cambridge)
37060 0652 Cambridge-Ipswich
37073 0430 Liverpool St-Norwich and 0910 Yarmouth-Newcastle (from Norwich)
37075 0935 Yarmouth-Leeds (from Norwich)
37097 0852 Liverpool St-Yarmouth (to Norwich)

June 18th

37021 1156 Liverpool St-Yarmouth (to Norwich)
37075 0739 Chesterfield-Yarmouth (to Norwich)
37107 0952 Liverpool St-Lowestoft and 1536 Norwich-Liverpool St
37200 Norwich-Yarmouth portions
37263 0852 Liverpool St-Yarmouth (to Norwich)
1105 Yarmouth-Liverpool St (from Norwich)

June 25th

37090 0719 Lowestoft-Liverpool St and 1156 Liverpool St-Yarmouth (to Norwich)
37115 0924 Norwich-Liverpool St
37173 0804 Birmingham-Yarmouth (from Norwich)
1338 Yarmouth-Birmingham (to Norwich)

July 2nd

37052 0952 Liverpool St-Lowestoft
37076 0924 Norwich-Liverpool St
37093 0935 Yarmouth-Leeds (from Norwich)
37106 0430 Liverpool St-Norwich and 0910 Yarmouth-Newcastle (from Norwich)
37115 1235 Liverpool St-Norwich
37116 0832 Norwich-Liverpool St

July 9th

37019 1015 Birmingham-Yarmouth (from Norwich)
1557 Yarmouth-Birmingham (to Norwich)
37059 0430 Liverpool St-Norwich and 0910 Yarmouth-Newcastle (from Norwich)
37109 0952 Liverpool St-Lowestoft and 1536 Norwich-Liverpool St
37219 0924 Norwich-Liverpool St
37220 1700 Liverpool St-Lowestoft and 2005 Lowestoft-Norwich

July 16th

37036 0952 Liverpool St-Lowestoft
37045 0430 Liverpool St-Norwich and 0910 Yarmouth-Newcastle (from Norwich)
37126 1030 Liverpool St-Norwich and 1340 Norwich-Liverpool St
37169 0652 Cambridge-Ipswich (and others)
37263 1156 Liverpool St-Yarmouth (to Norwich)

July 23rd

37004 0952 Liverpool St-Lowestoft and 1536 Norwich-Liverpool St
37021 1305 Yarmouth-Liverpool St (from Norwich)
37036 Norwich-Yarmouth portions
37055 0717 Lowestoft-Liverpool St and 1156 Liverpool St-Yarmouth (to Norwich)
37065 0815 Manchester-Yarmouth (to Norwich)
1434 Yarmouth-Manchester (from Norwich)
37110 0852 Liverpool St-Yarmouth (to Norwich)
37115 0430 Liverpool St-Norwich and 0910 Yarmouth-Newcastle (from Norwich)

July 30th

37016 0952 Liverpool St-Lowestoft, 1536 Norwich-Liverpool St via Cambridge and
1935 Liverpool St-Norwich via Cambridge
37047 1156 Liverpool St-Yarmouth (to Norwich)
37055 0852 Liverpool St-Yarmouth (to Norwich), 1305 Yarmouth-Liverpool St
(from Norwich), 2023 Cambridge-Liverpool St and other workings.
37070 1700 Liverpool St-Lowestoft and 2005 Lowestoft-Norwich
37072 1005 Yarmouth-Liverpool St (from Norwich & via Cambridge)
2030 Liverpool St-Norwich
37098 0430 Liverpool St-Norwich and 0910 Yarmouth-Newcastle (from Norwich)
37099 0804 Birmingham-Yarmouth (from Norwich)
1338 Yarmouth-Birmingham (to Norwich)

August 6th

37019 1156 Liverpool St-Yarmouth (to Norwich)
37041 0924 Norwich-Liverpool St
37107 0804 Birmingham-Yarmouth (from Norwich)
1338 Yarmouth-Birmingham (to Norwich)
37110 0430 Liverpool St-Norwich and 0910 Yarmouth-Newcastle (from Norwich)
37115 2030 Liverpool St-Norwich

August 13th

37054 0924 Norwich-Liverpool St
37109 0832 Norwich-Liverpool St, 1235 Liverpool St-Norwich (via Cambridge)
1536 Norwich-Liverpool St and 1935 Liverpool St-Norwich (both via Cambridge)
37116 2030 Liverpool St-Norwich
37134 0430 Liverpool St-Norwich and 0910 Yarmouth-Newcastle (from Norwich)
37173 1807 Harwich PQ-Peterborough
37253 0739 Chesterfield-Yarmouth (to Norwich)
0815 Manchester-Yarmouth (from Norwich)
1434 Yarmouth-Manchester (to Norwich)

August 20th

37024 Sheffield-Yarmouth relief (1G07) (to Norwich)
0850 Newcastle-Yarmouth (from Norwich)
37030 0804 Birmingham-Yarmouth (from Norwich)
1338 Yarmouth-Birmingham (to Norwich)
37038 1348 Norwich-Liverpool St, 2023 Cambridge-Liverpool St and others.
37041 Norwich-Yarmouth portions
37049 2030 Liverpool St-Norwich
37082 0815 Manchester-Yarmouth (to Norwich)
1434 Yarmouth-Manchester (from Norwich)
37091 1835 Liverpool St-Kings Lynn
37102 0739 Chesterfield-Yarmouth (from Norwich)
1346 Yarmouth-Chesterfield (to Norwich)
37131 1030 Yarmouth-Birmingham (to Norwich), ? Norwich-Yarmouth and
1305 Yarmouth-Liverpool St (to Norwich)
37173 0430 Liverpool St-Norwich and 0910 Yarmouth-Newcastle (from Norwich)

August 27th

37001 1700 Liverpool St-Lowestoft and 2005 Lowestoft-Norwich
37041 0832 Norwich-Liverpool St
37042 0924 Norwich-Liverpool St and 1235 Liverpool St-Norwich (via Cambridge)
37053 0852 Liverpool St-Yarmouth (to Norwich)
37115 1025 Lowestoft-Liverpool St
37140 1156 Liverpool St-Yarmouth (to Norwich)
37174 * 0739 Chesterfield-Yarmouth (to Norwich)
37184 0952 Liverpool St-Lowestoft and 1536 Norwich-Liverpool St (via Cambridge)

September 3rd

37062 0815 Leeds-Yarmouth (from Norwich)
37075 0850 Newcastle-Yarmouth
37106 0430 Liverpool St-Norwich and 0910 Yarmouth-Newcastle (from Norwich)
37118 1156 Liverpool St-Yarmouth (to Norwich)

September 10th

37004 0804 Birmingham-Yarmouth (to Norwich)
1338 Yarmouth-Birmingham (from Norwich)
37021 0717 Lowestoft-Liverpool St and 1156 Liverpool St-Yarmouth (to Norwich)
37038 0852 Liverpool St-Yarmouth (to Norwich)
37084 1202 Cambridge-Ipswich (footex) and 1710 Ipswich-Cambridge
37086 0430 Liverpool St-Norwich and 0910 Yarmouth-Newcastle (from Norwich)
37092 0924 Norwich-Liverpool St

September 17th

37038 0852 Liverpool St-Yarmouth (to Norwich)
37049 1156 Liverpool St-Yarmouth (to Norwich)

September 24th

37044 1700 Liverpool St-Lowestoft and 2005 Lowestoft-Norwich
37092 0835 Liverpool St-Norwich (via Cambridge)
1105 Yarmouth-Liverpool St (from Norwich) and 1635 Liverpool St-Kings Lynn
37247 1134 Norwich-Liverpool St (via Cambridge)

October 1st

37021 0832 Norwich-Liverpool St and 1235 Liverpool St-Norwich (via Cambridge)
37044 1750 Cambridge-Liverpool St
37092 1735 Liverpool St-Cambridge (extended to Norwich)
37110 0835 Liverpool St-Norwich and 1536 Norwich-Liverpool St (both via Cambridge)
37115 0430 Liverpool St-Norwich and 0910 Yarmouth-Newcastle (from Norwich)

* - this possibly then worked the 0815 Manchester-Yarmouth (from Norwich) returning with the 1434 Yarmouth-Manchester (to Norwich).

It is interesting to note that despite the multitude of workings there were no pairs. It is also surprising how many 37's worked the main part of the train, ie across to, from or upto Norwich, whereas nowadays when they do work it is only on the branch (or "portion") to Yarmouth. Special mention should be made of the use of 37247 on 24/9 as it was a Cardiff based machine. The gen list is for Saturdays only, a couple of workings on Sundays were as follows:

24/7 37070 0930 Liverpool St-Yarmouth (from Norwich)
1815 Yarmouth-Liverpool St (to Norwich)
21/8 37049 worked a Milton Keynes to Yarmouth and return excursion between Norwich and Yarmouth.

The list is by no means comprehensive, but I hope it gives an insight into what things used to be like, and remember, this was only in Anglia!
Times were changing, however, and by next summer (1984) the Lowestofts had all been withdrawn, and with the exception of one journey in each direction it had also been the last summer of the Norwich-Liverpool Street via Cambridge turns. Indeed, it was only 2 years before 86's were to start operating Great Eastern line services between Ipswich and Liverpool Street. How things change.



37024 arrives at Norwich on 20.8.83 with 1G06, 0925 Sheffield-Yarmouth additional extra. At the time it was xo and allocated to Tinsley. Just about everything in the photo' has since changed.



37209 arrives at Colchester on 6.8.83 with the 1005 Lowestoft to Liverpool Street. It was also an xo Tinsley machine.



37107 has arrived at Yarmouth with the 1015 from Birmingham New Street on 6.8.83. Many of the original features are retained, including skirts and glass headcode panels. It is xb, March allocated.

All photo's:
Steve Squires (37054).



FRONT COVER: 37219 and 31428 'North Yorkshire Moors Railway' recover at Ipswich after working the 0550 Lowestoft-York charter along the East Suffolk line on 21.4.90. Further details of this journey can be found in 'From the Cab' this month. Andrew Garten (37001).

THIS PAGE TOP: 37501+37510 are seen at Tapton Junction, just north of Chesterfield with a train of s/b steel coils on 12.4.89. At the time 501 was still in the unique British Steel livery of light blue, while 510 is in original Railfreight grey. Class 37 Group Collection.

THIS PAGE BOTTOM: History in the making (?) as 37803 passes Canton depot with a rake of old coal wagons. The photo' was taken from the footbridge that gives access to the depot. It is thought that this was the last train from Maesteg colliery, the photo' being taken on Saturday 6th October 1990. Steve Branch (37215).

