

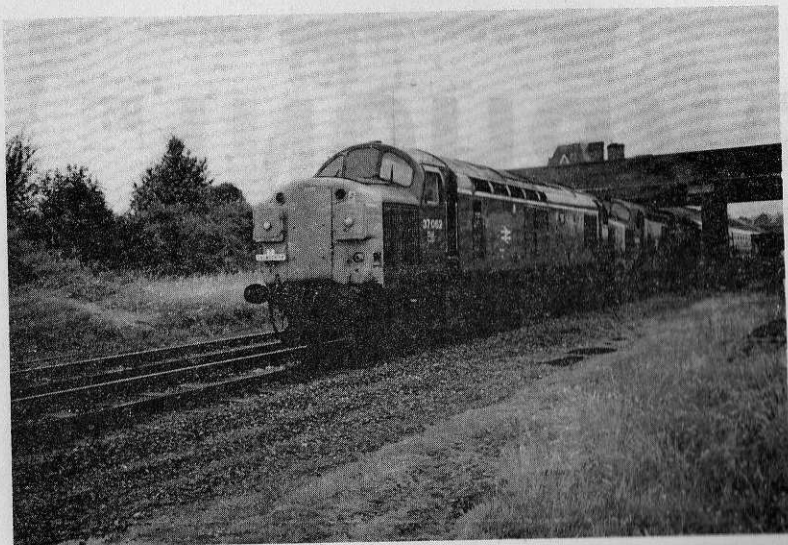
SYPHON!

THE CLASS 37 GROUP

APR 1989



THIS MONTH - FAREWEL 062

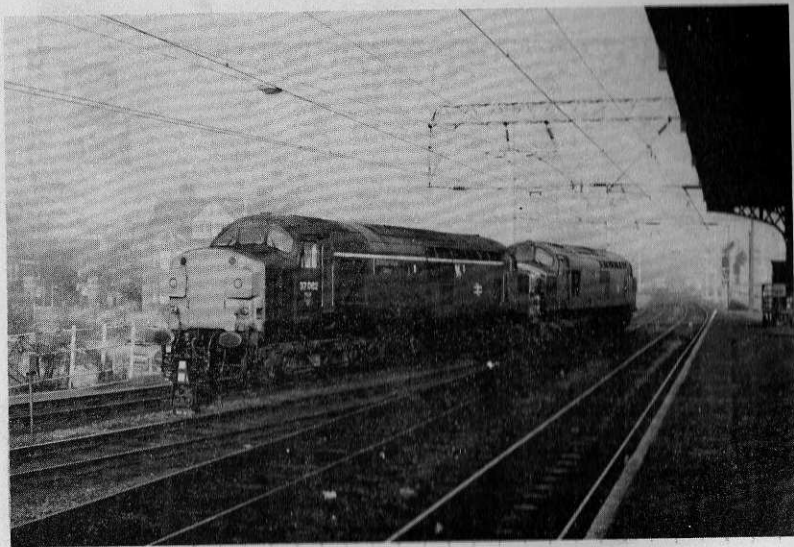


ABOVE: 37062, with number two end leading, and 37215 leave Welshpool station on Saturday 16th July 1988, with the Shrewsbury to Pwllheli leg of the 0740 Euston to Pwllheli. On this occasion, one of at least two different 'Snowdonian' headboards is carried.

Photo: Neil Murphy

BELOW: 062 again, this time with 37089 (now 37708) at Ipswich station stabling point. This fine view shows number one end leading, prior to replacement of the headcode box marker lights, Thornaby kingfisher motif and the size of that nameplate she used to carry.

Photo: Alan Pulford



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THE CLASS 37 GROUP

SYPHON!

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NUMBER 10 - APRIL 1989

COMMITTEE

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EDITORIAL

I know from speaking to some members that last months news-sheet either took a very long time to reach its destination, or sadly did not arrive at all. I can assure you all that everybody currently a member was sent a copy and so the fault must therefore lie with the postal service, which is obviously out of my control. If anybody has not received a copy of the March news-sheet, please let me know and I shall send you one straight away.

Whilst I am very fortunate to have a network of people who regularly send me information, it is always nice to get a bit more. This is particularly important now that the regional view appears monthly. If you have any information about class 37 sightings, workings, etc, however trivial it may seem to you, I would like to know. You could even write an article, maybe about class 37 activity in your area, or a trip that is especially memorable. I am also getting rather short of photographs. If you have a good quality colour or black and white print, preferable depicting some recent event, that you feel maybe suitable for publication, send it to me. Please say whether you want it returned or not, and if so within what time scale.

NORTH YORKS MOORS RAILWAY

This month we have distributed leaflets amongst our members for the NYMR. In return for doing this, the NYMR have offered us a free pass for two people to spend a day on this line. The lucky person will be decided by a free draw of all people who are group members on 19th April 1989 at the Ipswich open meeting in April.

TRIPS

Group member Alan Pulford has obtained a permit for a private visit to Thornaby TMD at 1100 on Sunday 23rd April. Would anybody who would like to join us please write to Alan at: 31 Forbes Drive, Beccles, Suffolk NR34 9XY. Please include a Stamped Addressed Envelope and telephone number if possible. There are a limited number of places available, and a small charge of approximately £1 (collected on the day) to cover the cost of the permit. I regret that we are unable to provide any transport to the depot.

SALES: We now have T-shirts available in all sizes, Small, Medium, Large and Extra Large. These have been very successful and are an excellent idea for the Summer! Thankyou to those people who have brought a copy of my book "Preserved BR Diesel & Electric Locomotives". This is available from me for £1 + 14p/19p for postage, with all profit going to the Group Preservation Fund.

PRESERVATION FUND: Additional income during the last month has come from:
10p readjustment to the total, £10 from Kieron Lewis, £3 from Mr D.J.Morris, £5 from Paul Lambeth and £8:34 from the March open meeting at Ipswich. This gives a total of £803:42. It is always nice to pass another £100, hopefully we shall soon reach our first thousand.

RENEWALS: Thanks to the following for renewing their membership in the last month:
Mr J.Lewis, Kieron Lewis and Desmond Game.

DIARY

Would anybody who is in the Bristol area or able to get to it please note that Mike Millward will be holding an Open Meeting at 12 midday on Saturday April 22nd. This will be at the Parkway Tavern, Parkway Station, Bristol which can be found by going down the station approach from the station, turn right at the end and its about 50 yards away. Look for a 'shady' character with a copy of either 'Syphon.' or 'Rail' on the table! I have been told from a number of sources that the motive power for the Class 20 Group's "Power to the Tower" railtour has been changed from 37350 to the recently reinstated 45128. Unfortunately I have not been able to contact the Class 20 Group to check this out. The diary is as follows:

- 19.4.89 (Wednesday). Open Meeting, Station Hotel, Ipswich (lounge side), from 2000.
- 22.4.89 (Saturday). Open Meeting, Parkway Station, Bristol - see above.
- 23.4.89 (Sunday). Depot visit - Thornaby TMD. See 'trips', previous page.
- 1.5.89 (Monday). 'Power to the Tower' - The Class 20 Group (see note above). Write with SAE to: C20LS, 58 Strafford Gate, Potters Bar, Herts EN6 1PN.
- 6.5.89 'Glamorgan Growler' railtour - The Growler Group. Phone 0633 63310 (10am-10pm)
- 13.5.89 'NENTA' traintours, Lowestoft to York via the East Suffolk line (0692) 406152.
- 20.5.89 Ilford depot open day. See us there with the trade stand.
- 21.5.89 Inter City Diesel Day, 2x37 booked to work. Tickets must be bought in advance.

SALES

- GROUP SWEATSHIRTS with logo on breast. Grey, green, blue, red or white, Medium Large or Extra Large. Please state size and if any colour preferences. £12:00
- GROUP TEESHIRTS with split & centre headcode 37's on front. S, M, L or XL £5:49
- TEESHIRTS - 'The Class of ... 37' produced by Designer T's £5:99
- CLASS 37 RENUMBERING LIST EDITION 2 by Mike Millward £1:20
- BADGES & PENS - 30p: NOTEPADS - 40p
- PHOTOSTICKERS - 37011, 37012, 37026, 37055, 37081, 37107, 37116, 37159, 37187, 37350, 37673, 37691, 37698 35p
- 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) NEW NEW 50's Volume 2 £22:50
- All run for 60 minutes. Please state VHS or Beta
- Locomaster Profiles: - Class 37 (30 mins) @ £9:95 or Diesel Misc. Vol 1 (1 hour) - @ £14:95. Again please state VHS or Beta.

NEW - Class 37 audio tape (46 mins) ONLY £3:00

Please include the following for postage & packing:

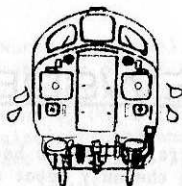
- Photostickers, Badges, Pens, Notepads, Renumbering list - 19p
- Teeshirts, Sweatshirts & Video's - £1 per item.
- Audio cassette - 50p

Please make all cheques/PO payable to THE CLASS 37 GROUP and send to the CHAIRMAN

Also available are the following 7"x 5" colour, card framed prints at £1:75 each.
37412, 37116+241, 37350, 37258+012, 37427, 37405, 37144+31108+47590, 37057, 37036, 37263.
All orders and enquiries to our Membership Secretary, Mark Aldous at 8 Wallers Grove, Ipswich, IP2 0LN. Please include 19p for postage. All profits to the Pres. Fund.

37062

(1962 - 1989)



It is with great sadness that I report the demise of 37062, latterly of Tinsley depot and the third class 37 to be withdrawn after D6983 and more recently 37011, both due to collision damage.

Keeping up this tradition, the decision on 062 was taken after an assessment of collision damage sustained at Warrington Arpley yard where she had been in a mishap with a class 47 which is also understood to have been withdrawn. It is interesting to note that she is officially withdrawn due to 'wear and tear' rather than accident damage, and this perhaps suggests that in a kinder economic climate she would have been repaired. This theory is substantiated by the fact that she was towed to BRML Doncaster Works on 6th March for appraisal and a cab swap with the still extant 37011 was considered, but rejected.

As D6762, she was delivered new on 26th October 1962, being built by English Electric at Vulcan Foundry and carrying works number VF716. Livery was all-over green with small yellow warning panels on the nose ends. As was the norm in those days train brakes were vacuum only. Her first allocation was to Thornaby and she remained a North Eastern locomotive for most of her life, being transferred to Gateshead in January 1970 and then back to Thornaby in January 1982. Here she stayed until 1987 when she was transferred south to Tinsley, becoming part of the large FGWB pool, and thus her 25 year association with the North East of England ended. In February 1974 she was renumbered to 37062 under the TOPS renumbering scheme and at some time during her life she became one of the twin tank fitted examples. She was one of the last members of the class to retain vacuum brakes only, not becoming dual braked until 1985, and on 30th September 1985 was named 'British Steel Corby' at BSC's Lackenby plant.

In recent times 062's appearance has been quite distinctive. I remember in particular seeing her on 13th May 1988 at both March and Peterborough. At this time she wore the white bodyside stripes that were a feature of Thornaby loco's. Of particular interest were the marker lights which were akin to those used on the class 45/1's. These were carried on both boxes at number 2 end but only the left hand box on number one end, the right hand box carrying the perspex type disc as usually featured by the class. Apart from these features she had rather crude plated over corridor connections, oval buffers and plain blue livery. Nothing fancy, just a good old syphon.

1988 saw her used for passenger trains on at least 2 occasions. On Saturday 11th June she worked 1D17 - 0936 Sheffield to Skegness and 1J26 - 1310 Skegness to Sheffield instead of the booked pair of 31/4's. Saturday 16th July saw her put in an appearance on the Cambrian, working in multiple with 37215 on 1J19 - 0740 Euston to Pwllheli and 1A34 - 1505 Pwllheli to Euston over the parts of the journey that were booked for syphon haulage. Pictures of her performing on both these trains are featured in this magazine.

The end was nigh when she was officially stopped for the last time at 0200 on 18/2 at Warrington. Transfer to BRML Doncaster was on 6th March as train 0X73, where she arrived at 2230. With the decision for scrapping taken, there remained the formalities of transferring her on paper from sector FGET (ex FGWB) to FGZX (and probably onto FXXX), and arranging a date for scrapping. This will probably not be for some time as the workload at Doncaster is such that no time can be spared for cutting up loco's - hence the reason 37011 still exists.

Looking back through her recent mechanical history, 37062 emerged from Crewe Works after her last classified overhaul on 4.5.85, a year before the conversion programme began. Other last exam dates were; last E = 14.4.88; last B = 27.1.89 and last A = 17.2.89. Curiously, Motherwell TMD have attended to her on each of the last 6 occasions she has required maintenance, these being 23/1 (air brake cylinders); 29/12 (coolant system); 17/11 (speedo); 13/11 (lubricating system); 11/11 (air brake system) and strangely for slow speed control system on 10/11!

NEWSDesk

Thankfully, things have been a lot quieter during the last month, the following being the only depot and sector changes to 22.3.89.

37062	FGET-FGZX	37415	FGUV-PISA	37419	FGUV-PISA
37175	DCHA-FGUV	37416	FGUV-PISA	37420	FGUV-PISA
37380	TI-ED	37417	FGUV-PISA	37421	FGUV-PISA
37414	FGUV-PISA	37418	FGUV-PISA	37425	CF-TI
				37058	FAWK-FABT
					FGWB-FGET

GENERAL:

One report suggests that 37321 'Gartcosh' has returned to its old guise of 37037, although this is as yet unconfirmed. 37062 has been withdrawn, as documented elsewhere this month, this being a result of accident damage at Warrington Arpley. Damage is to the nose at one end, although it is thought that the impact has bent the underframes somewhat as well. Worse still is the news that 37113(ED) may also have been withdrawn. On 22/3 it was out of service at Doncaster TMD awaiting transfer to BRML Doncaster, the result of which is believed to be a decision for scrapping. Whether this affects the future of the 4 syphons mentioned last month as being on the 'hitlist' (37096/074/178/184) I do not know, but the short term future for 37096 would appear to be safe enough. She has been out of service at Tinsley since 27th January but was waiting for materials to be sent so that repairs could be effected, with an expected OK date of 23rd March. The current policy is that all 37's will be inspected, whilst undergoing repairs or works attention, for signs of body corrosion and any in bad condition will be added to the hitlist. In this way, 37023, 37025 and 37097 can be added to the four above.

37051(ML) has had its boiler removed, whilst 37430 & 431 have been fitted with cab to shore radio telephones. Despite their transfer to Tinsley, 37411 and 37425 retain their RETB equipment as they are expected to take some part in the Cambrian summer Saturday proceedings this year. If things stick to the original plan as shown in February's 'Electric Themes', 37422 should soon become a Tinsley machine as well.

Class 37 availability of late has been as follows: On 6/3/89:

37/0 = 75.5%; 37/3 = 81%; 37/4 = 74.2%; 37/5 = 83.3%; 37/7 = 81.8%; 37/9 = 83.3%. This gives an overall availability of 78.4%. By 10/3 the situation was:
37/0 = 69.5%; 37/3 = 81%; 37/4 = 83.9%; 37/5 = 88.9%; 37/7 = 79.5%; 37/9 = 66.7%. This reduced the availability overall to 76.5%. Finally, the situation on 14/3:
37/0 = 70%; 37/3 = 85.7%; 37/4 = 83.9%; 37/5 = 83.3%; 37/7 = 86.4%; 37/9 = 66.7%. This gave an overall availability of 77.1%.

WORKS REPORT

CREWE: - 37718 was released during February to Cardiff, while 37670 made its long awaited re-entry to traffic at the beginning of March. It's release date was 3rd March and it was certainly out by then (see 'Anglia' regional view). This just left 37719 undergoing its heavy general overhaul with its release date going back and back, from 27/2 to 6/3 to 10/3. It should be out by now, although I have not received any reports of sightings as yet.

DONCASTER: - Two 37's that could be seen within the Works complex on 23/2 were 198 which was in for rectification after its G exam, and 137 (ex 312) which was waiting to be released. Now in triple tone railfreight livery with 'Metals' sector decals, the nameplate is now silver letters on a black background ('Clyde Iron'). Loco's present on 6th March were 37011 (withdrawn), 37051 (Intermediate), 37055 (light overhaul), 37073 (engine repairs), 37190 (main generator), 37264 (engine repairs), 37352 (main generator) and 37796 (main alternator). All should have been released back into traffic during March. By the 10th, 073 had disappeared but some interesting arrivals were 062 (now of course withdrawn but originally given a release date of 31/3), 137 (back for rectification), and 502 (for light overhaul). An official visit to the Works on Sunday 19th March resulted in the following observations: 37011 (parked outside the old testhouse, cannot be seen from outside works, more or less intact), 051 (awaiting release after G exam), 055 (in 'shops' undergoing

Intermediate 'G' exam, release 30/3), 062 (at the back of the Works withdrawn), 101 (in for rectification after recent 'G' exam), 264 (stabled at rear of the Works, stopped 23/12/88, expected release date 20/3), 272 (rectification?), 321 (exam or repair), 352 (main generator, release 25/3, stabled near testhouse by 051 & 101), 502 (undergoing 'F' exam, first 37/5 to do so, release 6/4, engine stripped and cleaned), and 796 (outside shops, waiting attention, release date set for 25/3).

GLASGOW: - this BRML establishment has now commenced a programme of 'F' exams (light component exchange) on the 37/4's. First to undergo this treatment was 37409, which after a lengthy spell out of service was expected to be released on 10th March, and this would be replaced by 37408 which has also been out of service some time. Only other '37' present of late has been 37420(IS) 'The Scottish Hosteller' which was admitted with collision damage and given an expected release date of 12th April.

LAIRA: - Two more class 37's to have passed through Laira for Intermediate 'G' exam are 37031 (TI) and 37053 (SF). These had release dates of 4/3 and 11/3 respectively.

STRATFORD DRS: - 37796(CF) left for Doncaster Works on 20th February. Syphons present on 24/2 were: 087 (main generator flashover, the release date of which was going back, and back, currently 31/3), 100 (power earth fault, release date 15/4), 158 (main generator, release date 30/4), 799 (Collision damage, 14/3), 891 (fire protection equipment). Stratford seem to specialise in long term casualties! By the 8th March 891 had left and 178 had arrived for body and bogie inspection following a derailment. Although on the hitlist, it has been repaired. At the end of the month on 28th March, 087, 100 and 158 were still present, and had been joined by 154 (main generator, expect OK 31/3) and 888 (fire protection equipment, OK 2/4).

LIVERY LINE-UP

As you may have noticed already, from this months magazine the current style of Railfreight livery will be known as 'triple tone grey' instead of duotone, as this describes the scheme more accurately. Newly reported into this variation are:

051/137/190 (Metals); 272 (speedlink); 294 (Petroleum); 681/687 (Construction); 683/684

The full list now reads as follows:

BR BLUE: 003/009/010/013/015/019/023/029/031/038/040/042/046/048/053/054/055/058/065/066/071/072/073/074/077/078/083/087/092/095/096/097/098/100/106/107/109/110/131/133/139/141/142/144/154/158/162/170/178/184/185/197/207/211/212/213/214/216/217/218/219/220/221/222/223/225/227/229/230/232/238/239/240/241/242/244/245/251/252/254/258/263/280/293/298/313/321/323/324/325/307/273. Total = 92

LARGE LOGO BLUE: 004/012/025/035/057/114/116/128/153/174/175/188/191/203/209/260/261/262/264/310/311/320/326/402-422/424-431. Total = 52

RAILFREIGHT GREY: 37503/504/508/509/510/512/513/690-697/699/701-704/796-803/894-899/901/905 Total = 36

RED STRIPE GREY: 002/196/250/255/352/353/355/356/357/359/370/371/372/373/374/375/376/377/378/379/502/505/506/514-520/669-672/674-680/682/685/686 (44)

TRIPLE TONE: Coal: 049/167/235/274/689/698

Construction : 080/138/354/681/687/688

General : 104

Metals : 051/137/190/201/275/381/423/507/511/521/667/668/711/712/884/885/903/906

None applied : 069/075/285/380/683/684/902/904

Petroleum : 215/294/705/706/707/708/709/710/887/888/889/890/891/892/893

Speedlink : 047/059/063/070/101/198/248/271/272/673

Unknown : 278/713/886

Total = 67

OTHERS:

BSC Blue - 37501; Green - 37350; Inter City - 37401; Blue/Wrapround yellow ends - 37146

Focus on Newport

One place that has been very under-reported in the past is Newport, in South Wales, a location which sees a large amount of class 37 activity. A quick look at any rail map and one will soon see why, as it is situated on the only route available for rail traffic to get into and out of south Wales, an area which itself is dominated by a large allocation of class 37's.

The following reports, provided by our South West Representative Mike Millward, will redress the balance a little, and show what an interesting place it is, whether you want to photograph, record, or just watch a syphon (or two) go by.

10th February 1989 (Friday)

1650	37251	Eastbound, light engine
1705	37883	Westbound, light engine
1713	37699	Arrived light engine, to Stabling Point
1744	37905	Westbound, loaded steel
1746	37711	Light engine from East, to Stabling Point
1750	37372	" " " " " "
1801	37710+716	Westbound, empty ore
1806	37263	Eastbound, mixed freight
1825	37241	Eastbound, with a failed 47661
1839	37901	Eastbound, steel coils
1839	37174	Light engine from East, to Stabling Point
1849	37703	" " " West, " " "
1901	37904+906	Eastbound, loaded ore
1908	37896	Westbound, light engine
1912	37063	Eastbound, Ferrywagons
1930	37078+280	Westbound, tanks
1938	37263	Light engine from West, to Stabling Point
1940	37278	Eastbound, steel empties
2000	37293	Eastbound, scrap steel empties
2002	37272	Eastbound, UKF fertilizers
2005	37174+372	Light engine from Stabling Point to west end of the station
2030	37407	Eastbound, 1V17, 1714 Liverpool to Cardiff passenger.

Stabled at Godfrey Road for the duration of the visit were 37142/207/691/889.

16th February 1989 (Thursday)

1640	37146	Eastbound, Plasser rail lifting train
1652	37884	Eastbound, steel coils
1655	37072	Eastbound, mixed freight including steel, oil tanks and vans
1700	37207	Eastbound, ballast
1700	37894	Light engine from West, to Stabling Point
1724	37885	Westbound steel
1727	37072	Westbound light engine
1738	37710+715	Eastbound, loaded ore
1743	37699	Westbound, light engine
1744	37357+350	Westbound, GULF tanks
1800	37714	Light engine from West, to Stabling Point
1815	37901	Light engine from East, to Stabling Point
1850	37884	Westbound, steel
1855	37063	Eastbound with two wagons
1858	37718+50021	Westbound, 37718 brand 'new', being delivered
1906	37431+239	Eastbound, vans. 239 failed and was dumped in the bay.
1909	37072(again)	Eastbound, mixed coal and scrap
1910	37710+715	Westbound, empty ore
1940	37714	From Stabling Point, picked up 37239 then Westbound
1953	37883	Eastbound, rods.
1955	37263	Eastbound light engine, ex Stabling Point
2014	37717	Westbound, steel coils
2019	37241	Eastbound, steel to Immingham
2024	37430	Eastbound, 1V17 - 1714 Liverpool to Cardiff passenger

3rd March 1989 (Friday)

1800	37901	Westbound steel train (crew change)
1802	37713+903	Eastbound Llanwern ore
1808	37263	Light engine from the West, to Stabling Point.
1811	37886	Eastbound steel train
1817	37174	Light engine from the West, to Stabling Point
1830	37353	Eastbound steel train
1833	37371+221	Westbound tanks
1835	37703	From stabling point to the West.
1857	37712	Eastbound steel train
1900	37905	Westbound HAA's (crew change)
1906	37293	Westbound 6D55, Llanwern to Cardiff Tidal yard (crew change)
1940	37703	Eastbound BP tanks
1950	37146	Light engine from west to Stabling Point.
1957	37098	Eastbound Norsk Hydro train
1959	37903+713	Westbound Llanwern ore empties
2030	37429	Eastbound, 1V17, 1714 Liverpool to Cardiff passenger.
2038	37710	Eastbound Ferrywagons/VDA's
2033	37294+078	Westbound light engines
2048	37174	Eastbound ballast
2056	37703	Light engine from the west to Stabling Point.

Stabled at Godfrey Road for the duration of this visit was 37372, the stabling point being at the western end of the station.

Another visit on 24th February resulted in sightings of 37141/146/174/221/273/280/371/372/422/710/712/883/884/885/898/901/905 (all CF), 37238 (SF) and 37066/194 (TI).

The picture below shows a view of Godfrey Road stabling point from the end of the station platform. This gives a good idea of the variety of class 37's that visit Newport. On the left is 37372 in red stripe railfreight livery, with 37703 in the middle in the new triple tone grey livery adopted by railfreight, while on the right is an example of how things used to be with what is believed to be 37141. This picture is provided by Mike Millward and the date is 3rd March 1989.



Whilst working at March depot in Cambridgeshire doing virtually anything that could be done at March to 37's, from a full boiler change (37086) to the normal 'Up in 'Oles' (brakeblock change), I remember in particular 37168, one cold day in spring 1984.

She arrived just before I left off. Under the layers of dust 37168 could be made out, but it was the engine itself that attracted most comment. One comment was "She's perming one out of twelve to run!". It was awful, running like a detonator in a tin dustbin. Nevertheless, in she went for attention.

Next day, Muggins here turns up and gets put on it. The night mob had kindly taken all the rocker covers off and stacked them in a neat heap at the end of the walkway, so after whipping off the fuel pump covers I took the silly route to the roof (cab, nose ends, over the cab and along the roof) and hopped down on top of the engine itself. Only when I got there did I think about having a quick look at the turbos, in case one had seized, so back I went. Hand down exhaust hole; Yep, nothing wrong there; hand down other exhaust hole. Hello, what are these stones doing in here? I hauled out a handful of lumps like pebbles except once they had been cleaned they revealed themselves as bits of valves. Oh ****!

We decompressed the engine and turned it over manually and while all the other valve gear rocked away nicely, cylinder B3 sat there looking at us, dead. We undid the camshaft cover and found, well, not a lot intact. Clearly what had happened was B3 had dropped its valves and they had gone bouncy-bouncy in the cylinder, and seized the remains of the stem in the head. This in turn had gouged great lumps out of the cam and kaput went the whole drive. This was going to be good. The night mob had once again done the maximum amount of as little as possible and come the next day the injector and associated channeling lay on the bench with some mildly bent rocker gear. The end of the injector looked like it had been rivetted over, which is a good trick for hardened steel and we dreaded taking the lid off to see what had happened. I airgunned the headnuts loose and handed them down, screwed in the lifting lugs and the head slowly came away. Those of us on top of the engine waited in anticipation, and sure enough, a scene of total mechanical devastation greeted us. The best description is an aluminium birds nest with hardened steel eggs in the bottom. The bore of the cylinder was perfect; not a blemish, but the top of the piston was smashed away. Even the lifting holes had gone. The head was slightly less damaged, but it still looked like a map of London after the blitz.

Nevertheless, the night mob took it out and a new cam, piston and head were put in, the exhaust manifold cleared of 'stones' and the turbos blown through. After about three days, she was ready for test. Out she went, oil, coolant and batteries checked and she wound over, starting as is a syphon's wont, on the second time of asking. She ran like a dream, except B3 which ran like a nightmare. Back in she went, only to find that the cam lobe (the bit that makes the valves work) had been put in upside down! Out it came again and a day later out she went again. She wound over, and with a loud bang fired up then died as soon as soon as the Start button was released. Try again. No bang, just a normal start, then phut, nothing. A quick fiddle with the EPU resulted in yours truly getting a belt and banging his head on the side, but finding nothing wrong (apart from a frazzled finger in the contacts) and we tried again. In EO and Start. The priming pump maintained the required pressure to the oil gallery in the engine, but once started this died to nothing and the lump stopped. Oil pump up the creek. Blast! Leave it to the night mob (so we did). The next day a sheared pump drive lay on the bench along with a bit of the cam which had got jammed in the pump. 168 was rolled out, and this time erupted into life and stayed alive (albeit rocking like a rowboat in a hurricane as the governor tried to get control of the wildly hunting engine). I sat in the secondmans seat and after a minute of going up and down fairly rhythmically turned several shades of green and exited stage left, feeling seasick on dry land! Nevertheless, she soon settled and a test run was organised to Ely in the afternoon, which she duly went on. The following day she was put on a westbound freight and disposed of, post haste!

So ended a colourful few days at the 'Greenhouse', enlightened by a cab ride in 40160 trying to find a 'clonk'. I didn't, but I don't think it matters much now, do you?

ELECTRIC THEMES

Just for a change we shall start with the status report this month which is for Wednesday 22nd March at 1140.

37401	FGTE	ED	On route Fort William to Eastfield TMD light engine.
37402	FGTE	ED	Fort William.
37403	FGTE	ED	On route - 1015 (7Y39) Cowlairst to Oban
37404	FGTE	ED	Eastfield TMD. Out of service, blowers/fans. Expected OK 28/3.
37405	FGTE	ED	Eastfield TMD. Allocated on 6Y35 to Fort William.
37406	FGTE	ED	Fort William. Had worked 1Y01 (2100 Euston-Fort William)
37407	PCFA	CF	On route - 1V08, 0915 Liverpool to Cardiff. Allocated to 1M17/1V17
37408	PCFA	CF	Cardiff Canton. Out of service since 27/1, traction motors. OK 31/3.
37409	FGTE	ED	Glasgow Works. Engine repairs then light overhaul. OK - 24/3.
37410	FGTE	ED	Eastfield TMD.
37411	FABT	TI	Buxton TMD. Out of service, brake block change, in service same day.
37412	FJLL	LA	On route Heathfield to St Blazey on 6C58.
37413	FGTE	ED	On route Oban to Mossend on 7D23.
37414	PISA	IS	Kyle of Lochalsh. Allocated 2H82, 1128 Kyle of Lochalsh to Inverness.
37415	PISA	IS	On route 2H86, 1010 Inverness to Kyle of Lochalsh.
37416	PISA	IS	Dingwall. Allocated 2H63, 1135 Inverness to Wick/Thurso.
37417	PISA	IS	Thurso pilot.
37418	PISA	IS	Inverness TMD
37419	PISA	IS	Dingwall. Out of service, problems with oil. Expect OK - 25/3.
37420	PISA	IS	Glasgow Works, Out of service, Collision damage. Expect OK - 12/4.
37421	PISA	IS	Wick. Allocated on 2H62, 1212 to Inverness.
37422	FAWK	CF	On route 6A55, Westbury to Banbury (with 37425)
37423	FGTE	ED	On route 7Y37, 0905 Mossend to Corpach.
37424	FGTE	ED	Eastfield TMD. Allocated on 6Y35 to Fort William.
37425	FABT	TI	On route 6A55, Westbury to Banbury (with 37422)
37426	PCFA	CF	On route, 1V09, 1000 Manchester Piccadilly to Cardiff.
37427	PCFA	CF	Cardiff Canton TMD. Out of service, exhaust system(!). OK - 24/3.
37428	PCFA	CF	Cardiff Canton TMD. Out of service, low oil pressure. No OK date.
37429	PCFA	CF	Wolverhampton. Had arrived with 1A31, 0714 Aberystwyth to Euston.
37430	PCFA	CF	Aberystwyth, on freight duties.
37431	PCFA	CF	Cardiff Canton TMD.

37412 is actually shown as still being allocated to Inverness, however, its sector allocation and duty being undertaken would surely prove this to be otherwise. Those who know 37427 will be surprised to see it undergoing maintenance on its exhaust system, I am sure that this is beyond repair! F exams (a sort of scaled down component exchange) have started on the 4's, with 408 booked in to follow 409, both these being undertaken at Glasgow Works. Allocation wise, things are in a state of flux at the moment and probably will be for the next few months to come with the gradual removal of all passenger workings in Scotland. Various rumours are flying about at the moment ie 422 going to Tinsley and 408 returning north to be replaced by 409. This could well happen if tied into the situation with F exams.

A visitor to the north of Scotland on Easter Monday (27/3) found the following:

37419 - 0655 Inverness to Kyle; 37415 - 0710 Kyle to Inverness; 37414 - 0635 Inverness to Wick; 37421 - Dingwall standby loco.

Over on the 'marshes' line in Wales, the following 37's have been noted of late;
 1 = 0507 CF-Liv/0915 Liv-CF & 1323 CF-Liv/1714 Liv-CF; 2 = 0705 CF-Liv/1120 Liv-CF & 1555 CF-Liv/2022 Liv-CF; 3 = 0550 CF-Man/1000 Man-CF & 1500 CF-Rhyl/1906 Rhyl-CF

16/1 = 426(1),428(2); 17/1 = 428(1),426(2); 18/1 = 428(1),426(2); 19/1 = 428(1),426(2);
 20/1 = 428(1),426(2); 21/1 = 426(1),428(2); 4/2 = 407(3); 7/2 = 427(1); 8/2 = 407(1);
 10/2 = 407(1); 11/2 = 407(2); 15/2 = 407(1),427(3); 16/2 = 430(1),407(3); 20/2 = 428(1);
 21/2 = 428(1); 22/2 = 428(1); 24/2 = 422(1); 25/2 = 422(1); 27/2 = 428(1); 1/3 = 422(2);
 2/3 = 429(2); 3/3 = 429(1),430(2); 4/3 = 426(2); 7/3 = 407(1),430(2); 10/3 = 407(1),
 430(2); 24/3 = 407(1),427(2),426(3); 25/3 = 426(1),431(2),407(3); 27/1 = 431(3).

This list is by no means comprehensive, but compiled from reports I have recieved.
 To date, 407 and 411 at least still retain their Scottish names and embellishments.

Regional View

ANGLIA: This month we start with news of two very unusual class 37 movements within the region. Firstly, the need to move 37796(CF) from Stratford to Doncaster Works. On Monday 20th February she was moved, along with 47452, from Stratford to March TMD via Broxbourne, Cambridge and Ely, continuing on Tuesday 21st from March to Doncaster. Both movements were carried out overnight with a maximum speed of 35 mph imposed. Secondly, and surely the movement of the month was that of 37670(LA), which turned up at Ipswich on March 3rd (this being its actual release date from Crewe Works) with a special 4Z45 Crewe to Felixstowe Freightliner. This had operated cross country, and not via London which is the norm, arriving around midday at Ipswich and returning north fairly quickly. Another stranger in the Anglia region was 37272(TI) on Tuesday 21st February, this being in charge of a northbound Duxford - Tyne Yard 'Speedlink' and having earlier worked a March Whitemoor - Duxford trip, leaving March around 0700. A visitor to Ripple Lane on 25th February found the following loco's stabled; 37003(TI)/144/356(TI)/706/708/890/893. A visitor to Anglia on 3rd March would have found the following class 37's; Ipswich - 37015(TI)/047/057/178/209 216 & 219; Felixstowe North Terminal - 37038+107/004+019; Bury St. Edmunds - 37211. 37219 had worked down to Sizewell (Leiston) as train 6Y60 in the early morning, arriving around 0700, returning as trip 6Y61. 670 was also about as mentioned above. The following day, seen from the 0600 Norwich - Liverpool Street were; 37072(TI) - station area stabling point; 216 - station 'neck'; 219 - East Suffolk Yard; 140+238 - stabled at the head of a southbound facing freightliner in the main yard. On the 11/3 37071(TI) & 219 were at Ipswich and 012+218 were at Manor Park station - also looking very stabled. Another look around the Ipswich area, this time on Wednesday 22nd March located the following loco's; Ipswich - 37101+353(TI/TI)/216/219; Felixstowe North Terminal - 37019+107; Bury St. Edmunds - 37218. 37047 was stopped at Ipswich having suffered loss of power. All loco's are Stratford (SF), unless shown otherwise.

EASTERN: Recently renumbered 37271(TI) was seen at Doncaster on Friday 24th February having been back to BRML for rectification after its recent exam. It was allocated on 6L96 to Whitemoor (March). At Joan Croft Junction, just north of Doncaster on the ECML on 28th February, 37042(IM) was seen travelling southbound light engine at 0955, while 37185(TI) passed at 1157 with a very lightly loaded Speedlink consisting of just one VDA. 37054(IM) was at Thorpe Marsh Power Station with a loaded steel train which eventually departed at 1328. The results yielded from an official visit to Tinsley TMD on Sunday 19th March were as follows: Under repair or exam; 37063/096/285/677/678; stabled in depot yard; 37185/687. All loco's were of the host depot. 37683(TI) and 37892(SF) were at Doncaster TMD on 10th March, while on Thursday 16th March 37140(SF) was seen at Peterborough during the afternoon with at least 2 other unidentified 37's in the vicinity.

MIDLAND: Stratford freightliner loco's (sector FGDS) seen in the Carlisle area of late have been: 18/2 - 37012+074 (stabled); 28/2 - 37004+074 (light engines north at approx 1100); 3/3 - 37075+128 (northbound special 'liner at approx 1330); 4/3 - 37075+128 (stabled); 11/3 - 37077+252 (stabled). Our correspondent reports that a pair of Stratford freightliner loco's are booked to stable in Carlisle every Saturday. Moving south now, to Warrington, and it appears there has been an increase in syphon activity in this area of late. This is due in particular to Cardiff Canton having to provide Metal's sector loco's for that sectors work, single loco's spend several days on Arpley before replacement. Seen upto 8th March, in order of appearance had been 37712,886,718 and 710. In addition, Thornaby provided 37667 'Wensleydale' on 20th February. Other 37's seen at Arpley stabling point during 1989 have been 37015/059/065/194/352/353 & 355 - all TI. Now withdrawn crash victim 37062 was removed from Arpley on 6th March by 31414, heading for BRML Doncaster. A visit to Bescot will usually produce a syphon or two, on 28th February a visitor to the station saw 37285(TI) heading north with china clay and other freight wagons at 1155 and 37519(TE) going south with Ferrywagons 25 minutes later. On 3rd March 37706(SF) was seen in the yard at 1300, while another Stratford 'heavyweight' was present on 8th, this time 37708. 37520 was seen at exactly the same time as 37519 above going in the same direction with the same type of vehicles. The most productive visit was on 14th March, with the following seen: 37029(TI) - light engine into the

yard at 1158; 37509+507(TE/TE) - southbound Ferrywagons at (surprise,surprise) 1220; 37131(CF) - southbound HAA Hoppers at 1222; 37378(TI) - tanks into the yard at 1428. Finally, 37214(CF) was present on Sunday 19th February stabled beside the station. Still in the West Midlands, 37271(TI) and 37131(CF) were parked at Saltley at 1200 on Good Friday (24th March), however, they had disappeared by mid afternoon. To continue this months observations for the Midland region, 37353(TI) was noted in Nottingham Yard, to the west of the station, at 1800 on Wednesday 15th March. We finish this month with a visit to the Peak Forest area, the date - Thursday 16th March. Starting at Buxton, 681, 682 and 683 were stabled, the following pairs arrived between 0950 and 1123; 679+677, 688+685, 684+380. 677 is fitted with mini-lpoughs. At Peakdale Village (Peak Forest sorting sidings), recently reallocated 37411 was in action performing various shunting movements. She retains nameplates, Eastfield shed stickers and West Highland Terrier! 37679+677 arrived from the depot to also perform some shunting exercises before departing at 1330 with a 15 wagon train that had been marshalled by 411. Some of the Tinsley 37/6's have recently been repainted into the new Railfreight triple grey scheme, these include 37681, 683 & 684.

SCOTLAND: A total void of information relating to observations in the Scottish area during the last month leaves me only the following to report. On 6th March, loco's out of service included 37232(ED) - low oil pressure, and 37403(ED) - AWS equipment defects, at Grangemouth, and at Eastfield 37423(ED) with exhaust system problems. All were short term casualties. On 14th March, 37040(ML) was at Eastfield for engine repairs, while Motherwell had quite a collection. These were: 37025(ED) - cylindrs; 37035(ED) - pistons; 37095(TI) - AWS equipment; 37272(TI) - A exam; 37321(ML) - brake control equipment. All were fairly short term except for 321 (6 weeks), this probably being due to it awaiting materials. For Glasgow Works, please see 'Works report'.

SOUTHERN: 37013(TI) was seen at Eastleigh on Friday 17th March on driver training. It appeared from the depot at 0930 and, after picking up a crew in the station, took the Portsmouth line with a real cab full. This is the first time that our correspondent can remember seeing a class 37 for some considerable time, however, many years ago they would occasionally turn up on freightliners from Stratford. 37294+078(CF/CF) headed a rake of bogie tanks through Basingstoke on Saturday 4th March from the west and then up towards Reading. From other reports in this past this would seem to be a booked train around this time. On Saturday 11th March, main line steam returned to the Western main line, or so it looked as 37139(CF) approached the station from the east. This machine was making a hell of a mess, and one could well be excused for thinking somebody had lit a bonfire inside the exhaust system. It was seen at 1220, attempting to head a westbound freight.

WESTERN: See above for Reading - my apologies for putting it under the wrong region. Newport is dealt with elsewhere in this months magazine, as is Laira, so we will concentrate on the England/Wales border area. Thornaby pairs seen on the Lackenby steel train recently, which passes through Cheltenham around lunch time have included 506+512 (on 16/2 at 1308), 501+502 (21/2 at 1328), 501+502 again (23/2 at 1306), 514+517 (1/3 at 1312), 518+513 (2/3 at 1346), 509+507 (9/3 and 14/3), and a lone 511 on 15/3 at 1320. Other 37's seen around Cheltenham of late have included: On 16/2 - 37241 (IM) = southbound steel at 1434, 37293 (CF) = northbound steel at 1500, 37272 (TI) = southbound freight at 1505; 23/2 - 106(IM) = south steel, 713(CF) = north steel, 251(TI) = freight south; 1/3 - 230(CF) = steel south at 1333, 101(TI) = freight south at 1407; 2/3 - 241(IM) = steel south at 1421, 101(TI) = freight south at 1500, 293(CF) = steel north at 1516, finally 15/3 - 716(CF) = freight south at 1110, 718(CF) steel south at 1142, 098(TI) = freight south at 1502, 254(CF) = steel north at 1520. On 6th February, a brand new 37718 was seen stabled at Gloucester TMD at 1600, probably in the course of delivery to Cardiff. This loco was later seen at Newport with 50021 heading westwards. A morning visitor to Worcester Shrubhill on 28/2 found the following. 37285(TI) heading north at 0916 with china clay wagons, 37066(TI) light engine in the station yard at 0916, and 37293(CF) heading south with two steel wagons at 0950. An interesting observation was that of 37223(CF) pulling a failed HST set north at 1248, it is not known if this was actually in service or just an ECS working, at Bredon on the Birmingham to Bristol line.

KNOW YOUR POOLS

A couple of years back, BR introduced a phenomenon known as 'pools', a boon to railway accountants and a nightmare to magazine writers! The last few months have seen these pools further refined, with most recoded and some new ones thrown in. As promised last month, I have done my best to untangle the mess, and this was the situation on 25.3.89, with what the new codes mean listed first, and then a list of what is allocated to what. Please note that not all this months reallocations are - included.

DCAA Unchanged - Departmental (Civil Engineer) Anglia region
DCHA Unchanged - Departmental (Civil Engineer) Scottish region
DCWA Unchanged - Departmental (Civil Engineer) Western region
FABT (ex FAMT) - Freight (Stone) Tinsley
FACM (ex FAMM) - Freight (Cement) Motherwell
FAGS (ex FALG) - Freight (Stone) Stratford
FAWK New code - Freight (Stone) Westbury
FEKK (ex FECA) - Freight (Coal train load) Aberthaw
FEOE (ex FQLC) - Freight (Coal) Scotland
FGDS (ex LNRA) - Freight (Speedlink) Stratford
FGET (ex FGWB) - Freight (Speedlink) Tinsley
FGTE New code - Freight (Speedlink) Eastfield
FGUV New code - Freight (Speedlink) Inverness
FGZX New code - Freight Condemned
FHBK (ex FHCC) - Freight (Coal train load) Cardiff Canton
FJLL (ex FTLL) - Freight (China Clay) Laira
FMAK (ex FMCA) - Freight (Metals) Cardiff Canton
FMCK (ex FMCC) - Freight (Steel) Cardiff Canton class 37/9 only
FMGM Unchanged - Freight (Ore) Hunterston
FMHK (ex FMCH) - Freight (Crewe Works HGR)
FMTY (ex FMYT) - Freight (Metals) Thornaby
FMYI Unchanged - Freight (Steel) Immingham
FPAE (ex FPGE) - Freight (Petrol & Chemicals) Eastfield
FPEK (ex FPLW) - Freight (Petroleum) South Wales
PPFS (ex FPLX) - Freight (North Thames Oil) Stratford
FQCK (ex FQLC) - Freight (Coal) Cardiff Canton
FXXX Unchanged - Freight Condemned
PCFA New code - Provincial Cardiff Canton
PISA New code - Provincial Inverness

DCAA = 37140/216
DCHA = 37023/025/097/170/175/261/262
DCWA = 37133/141/142/146/158/174/207
220/263/264/372
FABT = 37380/411/425/676-688
FACM = 37370/373/379
FAGS = 37138/144/211/218/219
FAWK = 37354/422
FEKK = 37701-704/796-803/887/889
894-899
FEOE = 37229/374/375/376
FGDS = 37004/012/019/038/047/053/055
057/074/075/077/087/100/104
107/116/128/154/178/209/238
252/358
FGET = 37003/009/013/015/029/031/058
059/063/065/066/071/072/073
095/096/098/101/185/194/198
242/251/271/272/285/298/352
353/355/356/357/378
FGTE = 37401-406/409/410/413/423/424
FGUV = 37070/109/110/114/153/196/260
FGZX = 37062

FHBK = 37689-699
FJLL = 37412/669-675
FMAK = 37197/254/278/293
FMCK = 37901-906
FMGM = 37010/040/049/051/092/137/190
201/310/311/313/320/321/323-326
FMHK = 37710-719/883-886
FMTY = 37046/069/227/240/250/501-521
667/668
FMYI = 37002/042/048/054/083/106/202
203/225/241/255/258/275/377/381
FPAE = 37035/080/113/184/188/191/232
245/359
FPEK = 37078/215/221/248/280/294/306
350/371
PPFS = 37705-709/888/890/891/892/893
FQCK = 37131/139/162/167/212/213/214
217/222/223/230/235/239/244/274
FXXX = 37011
PCFA = 37407/408/426-431
PISA = 37414-421

Passenger Information

25.2.89	37503			'Warcop Wanderer' (Appleby-Warcop-Appleby)
26.2.89	37137	1B29	2216	Carstairs-Edinburgh
	37716		1350	Cardiff-Liverpool Lime Street (Hereford-Crewe)
5.3.89	37128	1066	1145	Edinburgh-Brighton (Edinburgh-Glasgow Central)
	37242	1M19	1410	Glasgow Central-Euston (Glasgow C.-Carlisle via GSW)
12.3.89	37073	1007	0915	Glasgow Central-Poole (Glasgow C.-Edinburgh)
13.3.89	37707		1431	Cleethorpes-Sheffield
23.3.89	37242	1S71	0720	Penzance-Glasgow Central (Cheltenham-Birmingham New St.)
26.3.89	37280	1A65	1615	Hereford-Paddington (Hereford-Oxford)

In addition, 37886 has put in a couple of appearances, on one occasion on the Sunday drags around the Preston-Wigan area. Of the reallocated Scottish 37/4's, 407 & 422 have both been quite frequently used on the Cardiff-Liverpool/Manchester corridor, whilst 425, now a Tinsley machine, was only ever used a couple of times. At the time of writing 408 had yet to do anything since being reallocated, except lay idle at Cardiff Canton. On the 13th, 37707 spent some of the day dragging a failed unit around, it is believed to have worked quite a proportion of the diagram. 37242 was used to assist 47611 up the 'Lickey incline' on the Thursday prior to Easter, this train having been strengthened to load 15 to obviate the need to run a relief. I would rather not be reporting the use of 37280 on 26th March, sadly this being the result of so called 'rail enthusiasts' vandalising the cab of the class 50 scheduled to work the train. It really is amazing the depths to which some people will plunge, no doubt souring the situation greatly for the majority of decent enthusiasts.

THANKYOU - belatedly to those who contributed to last months news-sheet, whose names I could not give because of lack of space. These people were: Des Game, Mark Alous, Neil Murphy, Mr M.Green, Colin Wilks, Kevin Green, Michael Gibson, John Forge, Maurice Barber, Jerry Dickinson, Stephen Evens, A.Williams, D.Hughes, Michael Millward, Steve Potter, Malcolm Hicks and Raymond Turner.

For this months magazine I must thank: Mike Millward, John Forge, Keith Fransham, Kevin Green, Jerry Dickinson, Michael Gibson, Mr D.Bratt, Colin Wilks, Brian Darling, Phil Brooks, Maurice Barber and Steve Squires.

'Quote of the Month'

A couple of amusing tales I have been told in recent times:

A group of enthusiasts were heard to be questioning why 37418 had been renumbered back to 37271!

But perhaps the most amusing, and I very much doubt the truth in this, the Derby driver in charge of the 1530 Derby to St.Pancras would not take the Provincial sector 37430 as he claimed it was not a passenger locomotive. Instead he took one of the Departmental sector allocated 47's in the 97xxx number series!

STOP PRESS/LATE NEWS

37113(ED) has been withdrawn and transferred to sector FXXX. Its last duty was on 8th March and the decision for scrapping was taken at the end of March. It is now at Doncaster Works along with withdrawn sisters 37011 & 37062.

A press cutting revealed that on Tuesday 28th March a low loader was to be used to move two of the stranded 37's on the Far North back to Inverness. They would be replaced by 5 'Super Sprinters' which would then operate the service to Wick/Thurso with almost immediate effect. Kyle services will remain locomotive hauled until more Sprinters are moved up by road, possibly not until after the start of the summer timetable. Road movements are between Inverness Station and Invergordon Station.

37408 has entered Glasgow Works for 'F' exam and has a provisional release date of 24th April.



FRONT COVER: Sadly missed will be the now withdrawn 37062(TI), seen here from number one end as it enters Sleaford station. This was on Saturday 11th June 1988 and the train is 1D17, 0920 (S0) Sheffield-Skegness. Photo: Keith Fransham.

THIS PAGE TOP: 37901 'Mirrlees Pioneer', one of the 9's still painted in the original style of Railfreight livery. It is seen pausing at Newport with a westbound steel train on 3rd March 1989. Photo: Mike Millward

THIS PAGE BOTTOM: RETB fitted 37219(SF) on air conditioned stock at Ipswich on 6th February 1989. The train was the 1230 Liverpool Street to Norwich, and 219 the third loco to haul this particular train after 47150 and 86244 (see March news-sheet). Photo: Martin Reeve

