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THE CLASS 37 GROUP

SYPHON EXTRA

THE CLASS 37 GROUP

NUMBER 11 - MAY 1989

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EDITORIAL: You will notice from the above that there have been a couple of changes to the Committee during the last month. Sadly we have lost the services of Mark Aldous as Membership Secretary due to personal commitments, this position has been taken over by Neil Murphy who has moved from his former post of Treasurer. Both Mark and Neil took up their respective positions during the committee reshuffle of last June and have set up effective and efficient systems relating to their two posts. Our thanks to Mark for the hardwork he has put into the Membership Secretaries job, and likewise a note of thanks to Neil for holding the reins in the Treasurers seat. This latter job is now the preserve of Jane Garten (- yes, a relation) who has agreed to take on these duties at the invitation of the committee. We wish both Neil and Jane well with their new responsibilities.

With the summer nearly upon us, and the usual round of Open Days and events, we have been busy arranging for the Group to attend at as many events as possible. Those in the pipeline so far, although not all may be confirmed, are: 20/5 - Ilford Open Day; 4/6 - Nottingham Station exhibition; 11/6 - Coalville Open Day; 24 & 25/6 - Midland Railway Trust Diesel Spectacular (Butterley); 1 & 2/7 - Grantham Rail weekend. This is quite a busy programme so far, and we would love to meet as many of you as possible, so come along and see us!

SUMMER DRAW: Last year we experimented with running a summer lottery, and I would say that raising £57 for the Preservation Fund can be regarded as a success. This year we have decided to repeat the exercise, but also make it bigger and better. We have raised the value of the three cash prizes to £50, £25 and £10, and there will be other prizes too. To help cover this additional expenditure, we have also doubled the number of tickets printed, and that is why you will find a book of tickets accompanying this months news-sheet. Please support us and help raise money for the Preservation Fund by purchasing them, I know that some of you brought more than one book last year and I will gladly supply more tickets on request. We need everybody to try selling them to friends, relatives, etc. Cheques/Postal Orders should be made payable to 'The Class 37 Group' and returned with ticket stubs to the Editor as soon as possible. If you do not want the tickets, please return them to me so we can try and sell them.

BACK ISSUES: I have available copies of all magazines back to February 1983, ie February, April, June, August, October, December 1988, February & April 1989, as well as all news-sheets. These can be purchased for 50p per magazine and 15p per news-sheet by sending a cheque/Postal Order and Stamped, Addressed large envelope (or stamp) to the Editor at the address above. These will be on sale at Open Days and are subject to availability.

PRESERVATION FUND: This has increased to £833.42 for the following reasons;
£5 donation from Mr D.Hughes, £15 donation from Kevin Green and £10 collected at the April Ipswich Open Meeting. Could all donations please be sent to the new Treasurer at the address overleaf.

NEW MEMBERS/RENEWALS: Our thanks to the following: Rodney, Diane and Nathan Saunders, Mr S.King, John Forge, Michael Gibson, Mr P.King, John & Richard Perry, Mr A.McGovern, Kevin & Harold Green and Mr H.Egremont.

DIARY

- 13.5.89 'NENTA' traintours, Lowestoft to York via the East Suffolk line, (0692) 406152
17.5.89 Open Meeting, Station Hotel, Ipswich (lounge side), from 2000.
20.5.89 Ilford depot Open Day. We will be there with the trade stand.
21.5.89 Inter City diesel day, 2x37 booked to work. Tickets must be brought in advance
4.6.89 Midland Counties Railway 150 celebrations. Exhibitions at Derby & Nottingham, we should be at one of them.
11.6.89 Coalville depot Open Day - we are here with the trade stand too. To coincide with this event, Hertfordshire Railtours are advertising a railtour with 37 power for part of the journey. Contact: (043 871) 5050 (0930-1700 Mon-Fri)

THANKS this month to: Keith Fransham, John Forge, Jerry Dickinson, Andrew Donald, Derek Morris, Stephen Evans, Mr R.Upton, Colin Wilks, J.Tilbury, Mr B.Darling, Jim Ramsay, John Cameron, Phil Brooks, S.King, Kevin Green, Dave Bratt, Michael Gibson, Maurice Barber, Malcolm Hicks & Richard Page. Special thanks to my wife for assembling and distributing last month's magazine. Sorry to anybody I've forgotten - thanks for all the letters

REGIONAL VIEW - First 37/4 returns from the Dingwall outpost, 37719 substitutes for a steam loco, 37's back on the quay at Lowestoft - all this and much more, read on!

ANGLIA: Not so long ago, anything other than a Stratford based 37 was a rarity at Ipswich. Possibly as a result of the merger between Speedlink and Freightliners, Tinsley based examples are now commonplace. Some examples during April are; 355(TI)+004(SF), 013+242(TI/TI), 071(TI)+077(SF), 353(TI) and 251(TI). Perhaps the most unusual pairing was that of 198(TI)+070(IS), seen on April 8th. 37's have also been turning up in welcome numbers at Norwich, especially at weekends for ballast work. Present for the weekend 8/9 April were 077+140 & 178+038. Two weeks later it was the turn of 055, 116 & 219, and there were another three at Norwich the following weekend. Things got to epidemic proportions on Monday 24th with no fewer than 5 present. 055, 116 & 219 all returned to Ipswich light diesel along with 47217 as one movement, leaving around lunch time, 37218 worked the midday Whitemoor speedlink service, while 37209 worked a special Norwich to Thetford with two army trucks. Two weeks earlier on 10th April, 218 had worked the early morning 6P81 March Whitemoor - Norwich, 6P86 & 6P87 Lowestoft trip returning with one grain wagon, and 6H95 evening Norwich to Whitemoor. Another visitor to Lowestoft was 37211 on Friday 28th which shunted 3 grain wagons onto the quay. This movement is possible by using a matchwagon and so it is not just 31's that will work to Lowestoft after all. Other news from around the region is as follows. On Saturday 1st, the 1000 Norwich to Liverpool Street failed near Chelmsford. Stratford sent 37890 which was attached to the train but could not build up air pressure. It removed the 80 and went forward light engine, 47292 working the train forward. On Tuesday 4th 209+298 were failed at Ely while working 4L95 (2007 Coatbridge-Felixstowe). This resulted in the return working being 440 mins late and reduced Ipswich's freightliner pairs from 4 to 1! The same day 239(CF) failed at March on the 6L25, 2136 Toton-Hythe coal. On Friday 7th 37107+019 took over from the 31 pair on the 6P37, 1320 North Walsham-Harwich PQ tanks, at Ipswich - departing 35 minutes late. The same day 37358 failed at Colchester while working 4L88 Willesden-Harwich PQ in multiple with 37055, 31198+306 worked forward. 37219 worked a cement train to Leiston on Monday 10th, while on 13th another failure was 37211 (+37107) at Stowmarket on 4M45 (0655 Felixstowe-Trafford Park). 37057+353 (SF/TI) worked forward after a delay of 60 minutes. There was chaos on the night of Monday 17th, the story unwinds as follows. 37087 (+038) fails at Colchester with 4M87, driver refuses a pair of 31's as substitute. 37077 (+140) fails at Ipswich on 4M53. A good pair is made out of two bad ones at Colchester by marrying 37038 with 37140, 4M87 leaving 140 mins late, and 37059+063(TI/TI) are used off an inward working for 4M53, departing Ipswich 4 hrs 38 mins late. On Wednesday 19th, 37055+116, 251(TI), 216, 219 and 063+104(TI/SF) were at Ipswich, while on Saturday 22nd, 37139(CF), 271(TI) & 358 were at Colchester and 37029(TI), 209 and 218 at March.

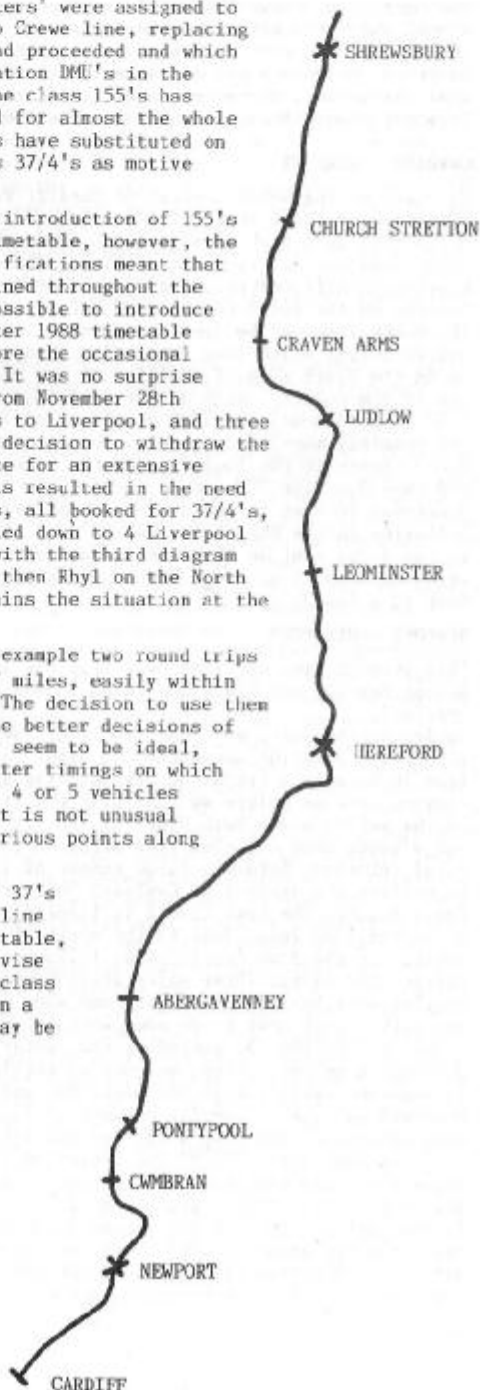
Up and Down the Marches

In May 1988, class 155 'Super Sprinters' were assigned to take-over services on the Cardiff to Crewe line, replacing the locomotive hauled trains that had proceeded and which had themselves replaced first generation DMU's in the early 1980's. The introduction of the class 155's has never been completely successful and for almost the whole time since, locomotive hauled trains have substituted on certain workings, usually with class 37/4's as motive power.

The original idea was for a blanket introduction of 155's from the start of the 1988 summer timetable, however, the need for a rolling programme of modifications meant that two locomotive hauled diagrams remained throughout the summer, booked for 37/4's. It was possible to introduce a complete 155 service from the winter 1988 timetable in October, but it was not long before the occasional locomotive hauled train crept back. It was no surprise when an official diagram appeared from November 28th involving a 37/4 and two round trips to Liverpool, and three weeks later came the now well known decision to withdraw the complete class 155 fleet from service for an extensive programme of door modifications. This resulted in the need for three locomotive hauled diagrams, all booked for 37/4's, which after some modifications settled down to 4 Liverpool workings split between two loco's, with the third diagram comprising a trip to Manchester and then Rhyl on the North Wales coast of all places. This remains the situation at the time of writing, ie May 1988.

These are high milage diagrams, for example two round trips from Cardiff to Liverpool totals 697 miles, easily within the range of a twin tank fitted 37. The decision to use them for these trains has to be one of the better decisions of British Rail in recent times as they seem to be ideal, easily being able to match the Sprinter timings on which they operate, and the usual loads of 4 or 5 vehicles well within their ETH index of 30. It is not unusual to arrive upto 5 minutes early at various points along the line.

This is one of the last places where 37's are able to run at more or less mainline running conditions on a regular timetable, 6 days per week. I would strongly advise anybody who likes to be hauled by a class 37, especially at speed, to invest in a journey along this line, before it may be too late.



The Cardiff to Crewe 'Marches' line can easily be divided into 4 main sections around the three main intermediate points on the route of Newport, Hereford and Shrewsbury. The line is 'up' from Cardiff to Shrewsbury and 'down' from Shrewsbury to Crewe. Mileposts are on the north (Cardiff-Newport) and west (Newport-Crewe) side throughout. Distances shown are to the nearest quarter milepost, not distance from any common location, as this should help with locating the features described.

CARDIFF - NEWPORT

We start at the Welsh capital of Cardiff ready for the quick 'sprint' to Newport, a distance 1 chain short of 11½ miles. As would be expected of lines shared with HST's this is a high speed stretch of track, and one where the highest speed recordings are likely to be obtained. The line is quadruple with MAS throughout. Leaving Cardiff Central, the main lines dive down under the valley lines, which diverge on the south (down) side before crossing above us. After just over a mile the docks line can be seen disappearing off to the south, and the industrial units and factories which line both sides change to rows of terraced housing. Pengam FLT is on the south side of the line at the edge of Cardiff. By milepost 166½ we are out in the country, with a flat tableland of fields surrounding us. If you are lucky, a 37 in good condition with a willing driver will produce speeds of around 90 mph (or possibly more!) along here. The distant Uskmouth power station and clump of docks cranes to the south signal the approach of Newport, which, as we enter the old Ebbw Junction MPD can be seen on the 'up' (north) side, with Ebbw and then Gaer Junctions joining the main line. These disappear up the valley to the network of collieries in the Ebbw Vale. On the down side, there are lots of sidings and a line to the docks past an abandoned signal box. After passing through Hillfield Tunnel we enter Newport station, with Godfrey Road stabling point on the up side, usually host to a few 37's.

NEWPORT - HEREFORD

This stretch sees us climb away from the industrial South Wales area, up past the Brecon Beacons and Black Mountains to the west, and to the flatter areas around Hereford.

On leaving Newport, we cross the River Usk for the first time before turning north at Maindee Junction where the CCE depot can be seen on the east (down) side. The line is briefly 4 tracks before thinning down to double track around MP 40½. The M4 crosses over us before we pass over the River Usk again, houses can be seen built up on the valley sides both sides of the line. At Caerleon (MP 39½) the closed station and a goods shed are clearly visible on the down side. The line now goes through a rural interlude before a large number of industrial units appear on the west, signalling the arrival of Cwmbran. This new station, opened in 1986, is of a very basic nature. The town itself is flanked by a line of hills to the west, which peak at around 1500 feet. Just to the north of the station are the Pilkington Insulation sidings on the down (east) side, followed by two road over bridges one of which carries the A4042. Three miles after Cwmbran we come to Pontypool (Pont-Y-Pwl), another very basic station, with one wide central platform. It is around here that our syphon will have to do some work if anywhere, as up trains face a climb of 4 miles at 1 in 106/95, including the restarts from Cwmbran and Pontypool stations. Continuing up the valley, we come to Little Mill Junction (MP 30½) where the line to Glascoed veers off to the east. Now only a short spur, this line used to go onto Monmouth and then a complex network of lines around the Forest of Dean. There are also sidings on the down side, and our first semaphore. Former station buildings exist at Nantyderry (NP28) and Penpergwm (MP 25½), both on the down side. The A40 trunk road runs alongside as we approach Abergavenny (MP 22½). There is a signal box on the down side, a profusion of lower quadrants, and then the station itself. To the east the terrain has become quite mountainous, with the summit of Ysgyryd Fawr standing alone at 1595', but the highest peaks remain to the west, with the summits of Blorence (1833') and Sugar Loaf (1955') to the south and north of the town respectively. The mountains are no deception, as the restart from Abergavenny

sees up trains face a stiff climb of 4 miles at 1 in 82/95. There is now an unbroken run of 24 miles to Hereford and the line speed is generally 75mph. The closed Pandly station (MP 16½) signals the disappearance of the 'Black Mountains' to the West. The A465 runs alongside and we cross the national boundary (there is a sign visible on the road) into England just south of Pontrilas (MP 11½), where the closed station buildings and a signal box can be seen on the up side. The line is by now running along a flat plain with gently rolling hills in the distance. This, however, is a deception as we are actually on the climb nearly all the way to Hereford. More closed stations still visible are St Devereux (MP 7½, down side) and Tram Inn (MP 5½), just north of a level crossing on the up side. Having stormed along from Abergavenny we now slow for Hereford which appears on the up side. MP 0 is at what used to be Rotherwas Junction, the trackbed of the old Great Western line to Ross-on-Wye can be seen to the east. Colour lights take over from the semaphores and we cross the River Wye (a tributary of the Severn) where there are some very exclusive looking properties on the bank. As we approach the station, there is a servicing bay on the up side and then Hereford signal box on the down side before we coast to a halt at the platform.

HEREFORD - SHREWSBURY

This stretch is 50½ miles long with 4 intermediate stations at Leominster, Ludlow, Craven Arms and Church Stretton. The landscape is generally flatter, although gradient wise down trains (ie towards Cardiff) face a climb of 1 in 90/100 between Dorrington and Church Stretton. At Hereford, at least one 37 will often be seen, especially at weekends. Just north of the station is an extensive complex of sidings and short freight branches. There is also a large old engine shed on the up side. After about 1½ miles we come to Shelwick Junction (MP 49½) where the single track line to Worcester and Oxford heads off to the east. At MP 46½ the line to Moreton-on-Lugg disappears to the west. There are also sidings and the old station building on the up side (West), and a signal box on the down side as we are now controlled by semaphores again. We cross the River Lugg a couple of times before passing through one of the twin bores of Dinmore tunnel. These are unusual as the tracks run at different heights and you come out the opposite way round to what you went in; ie, if you enter as the lower line you come out as the higher! Continuing north we pass the now closed station building of Ford Bridge on the up side around MP 40½. The A49 has now come to keep us company. This shadows the line all the way from Hereford to Shrewsbury and is never far away. Leominster (pronounced Lemster) is the first surviving station, a rather untidy collection of buildings with a signal box just south of the station on the down side. Things are now very flat, although there are some distant hills to the west. There is a signal box and closed station building at Woolferton (MP 32½) on the down side and a network of radio and television masts to the west, as well as loops on both sides. We are now running downhill towards Ludlow, indeed down trains to Cardiff face quite a stiff climb away from this town. The approach to the station is marked by a short tunnel to the south. To the east, Ludlow is overlooked by Clee Hill at 1750', while to the west is an impressive church. As with most stations along this line, the facilities are very basic with no more than open shelters (GWR style) as protection against the elements. After a couple of road bridges, the first of which is the A49 swapping sides, we pass Bromfield station (MP 25½). The station buildings are on the up side, south of the level crossing, while the signal box is on the down (east) along with Ludlow racecourse. At Onibury (MP 23) a level crossing carries the A49 back to the other side and the old station buildings can be seen on the down side. We also cross the River Teme here, another tributary of the Severn. Just south of Craven Arms (MP 20) there is a fine castle visible to the east, while to the west the Central Wales line joins us for the final part of its journey to Shrewsbury. Immediately south of the station is Craven Arms signal box on the down side, while just to the north of the station there is an old engine shed on the up side and Craven Arms Crossing box on the down side which protects the A489. It is around this point that Stretford Bridge junction used to exist, with a line off to the west to Lydham Heath and Bishops Castle. Around this part of the line there are hills rolling gently on either side of the line, and up trains face an uphill gradient towards Church Stretton. The closed Marsh Brook station (MP 15½) can be seen on the down side of a level crossing, there is also a signal box around this point. As we approach Church Stretton we pass through the village of Little Stretton (MP 14) which

also used to have its own station. Church Stretton itself is a small town in a valley basin. A sign on the up platform declares: Height above sea level 613'; Latitude 52 32'; Longitude 2 48'. Real noon 11 minutes 12 seconds later than Greenwich. It is a neat, tidy station with a road bridge at the north end and a foot bridge at the south end. A signal box just to the north on the down side controls the lower quadrants. The hills climb high on both sides with the summits of "Caer Caradoc" to the east at 1506' and "The long Mynd" to the West at 1694'. As we head on towards Shrewsbury the landscape again becomes much flatter, although the line is downhill. Down trains to Cardiff face a climb of around 1 in 90/100 from Dorrington (MP 6½), where the signal box can be seen on the down side, to Church Stretton. The A49 now follows us very closely into Shrewsbury on the up (west) side. The old station of Condover can be seen on the down side (MP 2½), while the stationless village of Bayston Hill is on the up side with quarry's on the opposite down side at MP 1½. We are now approaching Severn Bridge Junction, where the single track Cambrian lines to Aberystwyth and Pwllheli disappear to the west and a signal box of the same name stands guard on the down side. There are many sidings and yards at Shrewsbury, and as we approach the station the Esso sidings can be seen to the east and a CCE yard to the west. We pass the town football ground on the up side (Gay Meadow), cross the River Severn, then the magnificent Severn Bridge Junction signal box can be seen in the fork of the lines to Hereford and Wolverhampton. The station is 'guarded' by the old castle on the up side and the prison on the down side. Shrewsbury has a fine collection of lower quadrant signals which will unfortunately disappear in the impending modernisation of the areas signalling system.

SHREWSBURY - CREWE

The final stretch is exactly 32½ miles long and takes us to the railway metropolis of Crewe. The line changes to down between Shrewsbury and Crewe, up Crewe to Shrewsbury, and runs across flat farmland before reaching the Cheshire salt plains. Our 37 will usually cover this section in between 30 & 35 minutes nett, with an almost mandatory signal check at Crewe south junction. Anything less than 30 minutes should be regarded as a very good performance.

Leaving Shrewsbury, we take the Crewe road to the north, the line to Wrexham is clearly visible to the west. Crewe Bank signal box is on the down (west) side (MP 32) along with the coal sidings, and it is another two miles before we reach the edge of the town near Harlescote Crossing signal box (MP 30½), also to the west and where the line climbs away at 1 in 117 for 1½ miles for trains to Crewe. The closed station of Hadnall is on the east side (MP 27½) while the existing Yatton station is near 25½. It is hard to see where the patronage comes from as there are no buildings nearby on either side. At Wen (MP 21½) there is a signal box on the east side and siding to the west. Prees (MP 18½) is actually some distance from the community of the same name, the signal box is on the west side. At Whitchurch (MP 13½) there is evidence of past better times with an old coal yard, platform, various buildings and sidings all evident. The signal box is to the west just north of the station. At Wrenbury (MP 8½) there is a signal box to the east. Approaching Nantwich (MP 4½) we cross first the Shropshire Union canal and then the River Weaver. The station itself has a signal box on the west side and possesses some particularly fine semaphores. Southbound trains have to climb all the way from Nantwich to MP 12, as steep as 1 in 97 in places. The closed station of Willaston can be seen to the west at MP 2½. We are now approaching Crewe and the semaphores give way to MAS colour lights around MP 2, while the overhead electric lines join us around MP 1½. There are CCE yards both sides of the line, and Gresty Lane No. 1 signal box to the east at MP ½. We cross the independent lines and then join the West Coast Mainline just south of the station at Crewe south junction, this being Milepost 0. If you are very lucky you will not get a signal check at the junction! All that remains now is the 24 chains to Crewe station, passing the motive power depot on the down side.

Here our route profile finishes, but our syphon will continue either to Liverpool or Manchester (or Rhyl upto May 13th 1989).

EASTERN: 37212(CF) and 37375(ED) were seen at Darlington on 26th March. On 12th April 110/271/428 & 796 were seen at BRML Doncaster, while on the mainline 37162(CF) passed at 1513 with southbound empty coal wagons on a Healey Mills-Doncaster Decoy trip, and 37706 headed south at 1528 with the Kilnhurst-Ripple Lane empty tanks. On Thursday 20th 37114(ES) was towed into Doncaster Works by 08418 from Belmont Yard, entering the Works at about 1500. She retained highland stags, large lingo livery and nameplates, it will be interesting to see what condition she emerges in. Also seen within a very short space of time were 37888(SF), 37029(TI) and 37162(CF) - all between 1459 & 1507.

MIDLAND: Most unusual was the sighting of 37904(CF) at Carlisle on 17/3 shunting ballast wagons. It is not known how or why this loco reached Carlisle. A new long distance working is the St. Blazey-Stranraer 'slurry' train, worked throughout by 1/2 Laira based 37's. To begin with it ran once per week with one 37, travelling north on Wednesdays and returning the next day. On 12th April it worked north with 2 37's but only returned south with one. On Monday 17th it was worked south through Carlisle at 1915 by 37671+674. On 4th April there were 5 37's stabled at Warrington Arpley, 013/073/251/425 & 883. Cardiff 'Metals' loco's continue to appear, staying for up to two weeks, and include 37711, 713 and 883. Also seen at Warrington of late have been 37015/029/063/185/357/886. On 23rd March, 37680+684(TI/TI) were seen passing through Manchester Victoria at 0919 with a 'Peak stone' working, while right at the southern end of the region 37890(SF) was on the Ripple Lane-Thame BP oil tanks on Friday April 7th.

SCOTLAND: On Monday 24th April 37419 became the first of the 37's stranded north of Inverness to return to the main network. Grampian TV were there to record her arrival by road from Invergordon, and it was expected another 37 would make the journey a few days later. Amazingly, 419 was at the time the only one of the 6 to be held out of service, surely a credit to those maintenance staff outstationed. 37272(TI) worked the 6H31, 2059 Mossend-Inverness 'Speedlink' on 7th March, 37059(TI) worked 6B68, 1340 Inverness-Millerhill 'Speedlink' on 29th March. Stabled at Ayr depot on 16th March was 37198(TI), while 412 & 674 of Laira were at Falkland Junction (near Ayr).

SOUTHERN: Another 37 seen deep in Southern region territory was 37254(CF), heading west through Southampton Central station at 1040 on Friday April 14th with a mixture of engineers and departmental wagons. On 22nd it was stabled at Eastleigh yard.

WESTERN: Outstanding motive power for the 'Welsh Marches Express' on Saturday 15th April (although I doubt if the patrons appreciated it as much) was 37719. Steam loco number 5080 'Defiant' had failed at Hereford before taking over and 719 worked the kettles portion to Shrewsbury and back to Newport. When seen she was trying hard to make up for a departure around an hour late and although only being about a month out of works was somewhat dirty and shabby. Not so dirty and shabby are 37427, 430 & 431 which have been painted up for Royal train duties. 427+430 were paired on Sunday 16th April and kept in Canton depot until Thursday, when they worked the Queen and Duke from Swansea to Welshpool. A similar working was expected at the beginning of May.

NEWSDESK

Reallocations for April, upto 22nd are as follows:

37046 TE-ML. PMTY-FMGM 37220 ICWA-FPEK 37230 FOCK-PMAX

Liveries: 37055 (triple tone Speedlink); 37058 (triple tone Speedlink); 37409 (Inter City minus motifs); 37502 (triple tone Metals); 37202 (triple tone).

General: The renumbering of 37321 back to 37037 can now be confirmed, this having been effected while the loco is at Doncaster undergoing Intermediate overhaul. An inspection of both cabs on 37431 shows that it definitely does NOT have cab to shore telephones fitted, the situation with 430 is unclear. 'Hit listed' 37074 has entered BRML Doncaster for Intermediate overhaul which should secure its future for some years to come. Other 37's to have been involved in the Intermediate overhaul programme during April are; 019, 023, 037, 065, 110, 114, 238 (at Stratford DRS) and 280 (at Laira). 37096 is now back in normal traffic and is instantly recognisable by the addition of white edging to its 'split boxes', but on a duller note celebrity 116 has sustained damage to one of its skirts, the item in question being somewhat bent. Light overhauls have been carried out on 37408, 409 & 502.

PASSENGER INFORMATION

Unusual workings that have come to light during the last month are as follows:

22.2.89	37023	1T30	1230 Inverness-Glasgow QS (?-Glasgow QS)
3.4.89	37216		1902 Ipswich-Lowestoft (Additional)
9.4.89	37410	1T84	1500 Aberdeen-Glasgow QS (also 0925 Glasgow QS-Aberdeen)
9.4.89	37418	1A86	1542 Inverness-Aberdeen
		1R59	2010 Aberdeen-Inverness
17.4.89	37170	1R29	2216 Carstairs-Edinburgh
21.4.89	37418	1R35	1755 Aberdeen-Inverness
25.4.89	37055	1A35	1315 Harwich PQ-Liverpool Street
		1P56	1630 Liverpool Street-Norwich
	37107+211	1P18	0720 Liverpool Street-Norwich (Manningtree-Ipswich)
26.4.89	37219		0955 Felixstowe-Ipswich (Trimley-Ipswich)

In addition, 37's seen on the 1603 Glasgow QS-Arbroath and 1924 Arbroath-Dundee of late have been; 37403 (8/2); 37402 (23/2); 37424 (22/3); 37404 (8/4); 37409 (25/4). It is reported that this train is now usually formed of a 3 car DMU. At the time of writing 37's still rule north of Inverness, although this monopoly is expected to cease in the very immediate future. There were just 6 people aboard the 1902 Ipswich Lowestoft additional on 3/4. 37216 towed RETB fitted DMU set number 106 which was assumed to be a mechanical failure. The reason for this additional working is not known, although the London-Norwich mainline was in chaos it did not wait for any of the late running trains - including the East Anglian. Upon arrival at Lowestoft it should have worked forward to Norwich, however, the driver did not know the road and so the unit was dumped and 37216 returned to Ipswich light diesel. On 25th April, 86260 failed at Manningtree with pantograph defects with 1P18. 107+211 were sent by Ipswich to work the train forward where it was capped on arrival at Ipswich. 107+211 went off to Felixstowe with a freightliner, while Ipswich thought they would try and mend 86260. Believing they had been successful, it was sent light engine to Harwich to work 1A35. 'Sadly' 86260 did not want to work, and the only loco present was 37055. This was proving a particularly bad week for the Norwich-London line, already with one 85 on loan from the LMR, other trains were worked by 4/346 (two days running) and 47229 which got in a complete round trip. On 26th April, 219 worked as shown after the DMU ran out of fuel!

SUMMER FUN: The following is a guide as to where class 37 hauled passenger trains may, or may not be found this summer. It is based mainly on hearsay as facts are always very hard to come by, and is definitely NOT a definitive statement.

Scotland: The Euston-Fort William overnight is timed at 0450 from Glasgow Central and 2025 from Fort William. Even if Sprinters manage to take over on the Far North there is a class 37 hauled round trip to Kyle of Lochalsh conveying the observation salon - 1046 (1130 on Sundays) ex Dingwall and 1700 (1610 on Sundays) ex Kyle of Lochalsh. Don't rule out something very strange, ie a Glasgow-Stranraer round trip.

England: The most solid information surrounds a Sunday Nottingham-Blackpool trip for a Tinsley 37/4. The timetable would suggest the most likely candidate to be the 0838 ex Nottingham and 1737 ex Blackpool. Neither Skegness nor Anglia are expected to see 37 workings, and this includes last summers highlight - the Norwich-Yarmouth portions.

Wales: Once again, probably the best place to be. The Cambrian is basically as per last summer except that the morning Pwllheli-Euston goes down Saturday morning instead of Friday night. On the Cardiff-Crewe etc axis there should be two diagrams continue into the summer timetable, these being; (1) 0507 CF-Liv, 0915 Liv-CF, 1315 CF-Liv and 1715 Liv-CF. (2) 0703 CF-Liv, 1113 Liv-CF, 1610 CF-Manchester, 2030 Manchester-CF. These will be 37/4's Monday to Friday but its anybody's guess on Saturdays! Likewise, a 37/4 is expected to work 0807 Cardiff-Weymouth & 1653 return Mondays-Fridays, but who knows what might happen on a Saturday.

Once again, I must emphasise this is guesswork, as usual the best way to find out what happens is to wait until the day.