

# SYPHON!

THE CLASS 37 GROUP

JUN 1989



THIS MONTH - GOODBYE 113

# 37



## THE CLASS 37 GROUP

SYPHON!

THE CLASS 37 GROUP

NUMBER 12 - JUNE 1989

### COMMITTEE

Chairman : Mr R.Saunders, 86 Church Road,Shoeburyness,Essex SS3 9EX  
 Editor : Mr A.Garten, 16 Pheasant Close,Mulbarton,Norwich,Norfolk NR14 8BL  
 Membership: Mr N.Murphy, 3 Shelton Place,Beccles,Suffolk NR34 9YB  
 Sales : Mr R.Saunders, 86 Church Road,Shoeburyness,Essex SS3 9EX  
 Secretary : Mr M.Reeve, 49 Croft Street,Ipswich,Suffolk IP2 8EF  
 Treasurer : Mrs J.Garten, 16 Pheasant Close,Mulbarton,Norwich,Norfolk NR14 8BL

### REPRESENTATIVES

Technical : Mr K.Fransham, 79 Shipstone Road,Norwich,Norfolk NR3 1JZ  
 Anglia : Mr J.Dickinson, 7 Pine View Road,Ipswich,Suffolk IP1 4HS  
 Scotland : Mr A.Donald, 'The Tower',664 Stirling Road,Luggiebank,Cumbernauld G67 4AB  
 South West: Mr M.Millward, 16 Southey Court,Kingswood,Bristol, BS15 1TQ

### EDITORIAL

It is pleasing to look forward to the summer with our membership total showing a healthy curve upwards. Obviously this is a trend that we hope to maintain, our chances of which will be greatly enhanced if all our current members renew their memberships upon expiry. This is something that I am very pleased to see has been happening, however, the reason that I make this point is that a look at the membership list shows a lot of members with memberships due for renewal during the next two months. I therefore ask you all to please support this Group and renew your membership, and if not, tell us why so we can see if anything is going wrong.

Ilford open day was a great success for the Group with lots of money taken and lots of new members. A big thankyou to the organisers for letting us have the headboard on 37053 all day, and also to everybody who joined and existing members who came and made themselves known. If anybody has any old magazines or photographs that they do not want, we would be very happy to relieve you of them. It is surprising how well these items sell on the stall and of course they don't cost us anything to buy. If you have anything, either bring it along to the stall or send it to the Chairman - Rod Saunders. To see where we will be, have a look on the diary.

LOTTERY TICKETS: My thanks to everybody who has purchased their tickets, sales in general are going very well. There are still a lot of tickets unaccounted for, however, can I please have all money, and unwanted tickets so that we can resell them, as soon as possible, and in any case by 26th June. I will try and get the names of the prize-winners in the July news-sheet.

SALES: We now have in stock the 3rd edition of the 'Class 37 Renumbering list', updated for 1989 and written by Mike Millward. This is available from the Sales Officer for £1 + postage. We also have copies of the new 'Diesel Miscellany Two' video produced by Locomaster Profiles (as advertised in 'Rail' no. 96), price £14.95 - again available from the sales officer. Notebooks have been reduced in price to 20p each, but we have had to increase the price of sweatshirts to £13.50 as we make very little money on them. Coming up are a run of mugs with the same design as the Teeshirts, and a production run of the book written by myself - 'Preserved BR Diesel & Electric Locomotives' - both should be available within the next month.

PRESERVATION FUND: Total as at May 30th was £884:18. Donations during the last month have been from: Malcolm Hicks, Ilford Pantograph shop, Mr R.Willis, Mr P.Entwistle, Mike Millward and Mark Aldous - thanks to you all. In addition, £10 was collected at the May open meeting. Once again, all donations to the new Treasurer please.

NEW MEMBERS/RENEWALS: We have had a great last month, as the following list shows - a big welcome to you all. (R) denotes renewal: Craig Nicholson (R), M.Harman, Mr K.V.Spicer, Mrs L.M.Spicer, Mr A.Sayer, Mr R.Cavanagh, Mr J.Chambers, Ms J.Chambers, Ms L.Chambers, Mr S.Chambers, Mr M.Reynolds, Mr J.R.Tilbury (R), Simon Hale, Brian Turney (R), Mr R.Willis (R), Malcolm Hicks (R), Mr M.Game, Mr A.Green, Mr I.Dobson, Mr R.Keyes, Mr M.Unwin, Mr T.Dawe, Mr D.Warren, Mr A.P.Mooney, Mr T.Streton, Mr D.Symes, Mr J.Bringloe, Mr S.Lee, Mr M.Ingle, Miss S.Driver, Mr A.Hawkins, Andrew Harlott, Mr R.Mill, Mr M.Holley, Mr P.Entwistle, A.Gooch, A.H.McNeil, Mr R.Barr (R).

## DIARY

Our South West Representative, Mike Millward, is planning a trip by minibus from the Bristol area to places of 37 interest in London and East Anglia ie Stratford, Ripple Lane, Colchester, Ipswich. This will be Sunday 16th July. For further details and to arrange a convenient pick-up, contact Mike at 16 Southey Court, Kingswood, Bristol BS15 1TQ.

- 11.6.89 Coalville depot Open Day - we are here with the sales stand.
- 14.6.89 Open Meeting, Station hotel, Ipswich (lounge side), from 2000
- 17/18.6.89 East Lancashire Railway Diesel weekend - we are here both days.
- 24/25.6.89 Midland Railway Trust Diesel Spectacular - we are here aswell, both days.
- 1/2.7.89 Grantham Rail Society weekend - the sales stand will be here too!
- 16.7.89 Trip from Bristol area to London & East Anglia - see above.

THANKS this month must go to: Keith Fransham, Mike Millward, Jerry Dickinson, Alan Pulford, Steve Squires, Jim Ramsay, Colin Wilks, Mr A.Louth, Kevin Green, John Forge, Steven Evans, J.R.Tilbury, R.K.Upton, Derek Morris, Michael Gibson, Malcolm Hicks, Steve Potter, Paul Underwood & 'The Growler Group' collectively. Also to everybody who has brought lottery tickets so far - keep up the excellent work.

## SALES

GROUP SWEATSHIRTS with logo on breast. Grey, green, blue, red or white, Medium, Large or Extra Large. Please state size and any colour preferences. £13:50  
GROUP TEESHIRTS with split and 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 3 by Mike Millward (NEW edition) £1:00  
BADGES & PENS - 30p: NOTEPADS - 20p (reduced!)

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) 50's Volume 2 £22:50

All run for 60 minutes, hence the price. Please state VHS or Beta

Locomaster Profiles: - Class 37 (30 mins) @ £9:95; Diesel Misc. Vol 1 and now Diesel Misc. Vol 2, both 1 hour, both £14:95. State VHS or Beta

'SYMPHONS' - our own audio tape (as reviewed in Rail No 93) £3:00

PHOTO's, 7" x 5" colour enlargements, card framed - 37412, 37116+241, 37350, 37258+012, 37427, 37405, 37144+31108+47590, 37057, 37036, 37263 £1:75

Please include the following for postage & packing:

Photostickers, Badges, Pens, Notepads, Renumbering list, enlargements - 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.

# 

The following reallocations have been advised for the period upto 27.5.89.

37004	SF-TE	FGDS-FMTY	37113	FPAE-FXXX	37255	IM-TE	FMYI-FMTY
37023	ED-TE	DCHA-FMTY	37153	IS-ED	37258	IM-TE	FMYI-FMTY
37042	IM-TE	FMYI-FMTY	37175	IS-ED	37261		DCHA-FGUV
37046	ML-TE	FMGM-FMTY	37178	SF-TI	37262		DCHA-FGUV
37048	IM-TE	FMYI-FMTY	37196	IS-ED	37350		FPEK-PCFA
37054	IM-TE	FMYI-FMTY	37202	IM-TE	37414	IS-LA	PISA-FJLL
37070	IS-TE	FGUV-FMTY	37203	IM-TE	37415-9		PISA-FGUV
37083	IM-TE	FMYI-FMTY	37211	SF-CF	37420	IS-LA	PISA-FJLL
37097	ED-ML	DCHA-FMGM	37221			LA-IS	FJLL-FGUV
37109	IS-TE	FGUV-FMTY	37230		37421		PISA-FGUV
37110	IS-TE	FGUV-FMTY	37241	IM-TE	37422	CF-TI	FAWK-FABT

Liveries: 37031 (triple tone Speedlink); 37037 (triple tone); 37053 (triple tone); 37074 (triple tone Speedlink); 37280 (triple tone Petroleum); 37505 (triple tone Metals)

General: It is noted from official records that 37002 has finally been renumbered 37351, although I have not received any reports to confirm this as yet. It is also reported that 37188, formerly 'Jimmy Shand' has now been denamed. 37031 and 37053, both having received Intermediate overhauls at Laira, have lost their 'split boxes'. As per 047, these have been replaced by the fabricated centre headcodes which Laira are applying to their allocation of overhauls. The immediate future does not look too bleak for the 4 syphons on the original hitlist. As reported last month, 096 has been tarted up a bit and is now back in traffic. 074 has been released from BRML Doncaster after an Intermediate overhaul. She was seen out on test on the evening of Friday 5th May, and on 31st May was in a pair with 012 at Ipswich. 37178 has also received some attention having been repainted in standard rail blue by Stratford and with attention being given to the corrosion on the bodysides. The fourth member of the quartette, 37184, has been admitted to Doncaster during May for an Intermediate. 37057 has been repainted in large logo blue style, again by Stratford - so much for non-standard liveries! Of the above reallocations, perhaps the most interesting is 37350. Transferred to the Cardiff passenger service sector, it was thought originally this was just for Summer Saturdays when resources were at their most stretched. It now appears she has her own diagram to operate on Mondays to Fridays (see passenger information for details). 350 derailed - see 'Stop Press' at end of Electric Themes.

### WORKS REPORT

DONCASTER: A visitor on Sunday 14th May found the following: 011 - very heavily cannibalised; 019 - 'G' exam; 025 - 'G' exam; 062 - now being cannibalised; 110 - 'G' exam; 113 - stored in the scrapline but generally intact; 114 - waiting for 'G' exam; 238 - main generator repairs; 428 - engine repairs; 505 - 'F' exam (light overhaul); 701 - engine repairs. By Tuesday 16th these had been joined by 184 for 'G' intermediate (expected OK date 22nd June). As recorded elsewhere, 074 left on May 5th.

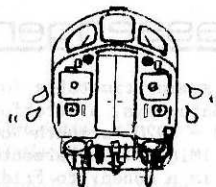
GLASGOW: This establishment is now really getting into the program of 'F' exams (light component exchange) being carried out on the 37/4's. With 409 having already left, others to have passed through during May were 403 which should have been released by the 19th, 406 - due for release on June 6th, 408 - released 5th May. Also present were 420 (collision damage), and 423 (bogies change).

LAIRA: 37280 has passed through having had an intermediate overhaul. Other loco's here for the same reason were 213, which arrived on 11th May, and 37252. It would seem loco's are trailed for a couple of weeks on Cornish china clay workings.

STRATFORD DRS: It has been a rather quiet month at the DRS, the main incumbent being 154 for main generator repairs which was released as planned on 15th May. Only other 37's present during the first half of the month were 012 for bogie change, and 37059 of Tinsley for attention to its wheel sets. Curiously, 053 was shown as being present on 29th May having been stopped since 16th May with collision damage; there did not seem to be much sign of this at Ilford Open Day where 053 was amongst the exhibits. Also in the DRS on 29th May were 37194(TI) for wheel and axle attention, and 37371(CF) for main generator repairs.



## 37 113 1963 - 1989



Quickly following 37062, and setting a precedent of two 37's withdrawn in the same month, 37113 became the forth English Electric type 3 withdrawn, and the first specifically due to wear and tear. Although on the list for an Intermediate overhaul in 1989/90, the new policy of body inspections before any major maintenance proved to be her downfall, and it is probably the fact that she was due an Intermediate that spelt the death blow.

As D6813, she entered traffic in February 1963 and was one of the majority built at the Vulcan Foundry of English Electric. Works number was VF767 and she was one of the last built to the original specification which included nose end gangway doors and split headcode panels. Livery was all-over green with small yellow warning panels on the nose ends, and brakes were, of course, vacuum only. Allocation on delivery was to Darnall, near Sheffield, and here she stayed until October 1971 when she moved north to Thornaby. This started a relatively frequent series of reallocations which took in March (February 1974), back to Thornaby (March 1977), Healey Mills (September '79) and March again (November 1983). 113 stayed at March right up until the closure of this depot, and this led to three reallocations during 1987 alone, going first to Tinsley (May), then Motherwell (July) and culminating in Eastfield (October) where she remained until withdrawal.

Renumbering from 6813 to 37113 under the TOPS scheme occurred in February 1974, whilst dual braking was not a feature until 1983. I have a photograph of her heading a north-bound freight through Doncaster in September 1981 at which time full skirting around the buffers was still a feature, but otherwise she was almost identical to her final condition, as shown on the photo in this months magazine.

As would be expected of a loco' that was part of Eastfields FPAE (ex FPGE) pool, she was a rare performer on passenger trains in recent times, indeed the only working that I have any recollection of was on September 1st 1988. This was to rescue the 1714 commuter train from Glasgow QS to Edinburgh to which she was attached at Falkirk, 113 having been summonsed from Grangemouth.

Withdrawal came at the end of March, although she was officially stopped for the last time on 8th March. The need for a bogie swop led to 113 being taken to Glasgow Works who, noting that she was due an Intermediate consigned her south to BRML Doncaster. Arriving at Doncaster on March 22nd, it was only the next day that the decision was taken to withdraw, in view of her poor body condition the great expense of an Intermediate was deemed to be unjustified. The recent withdrawal of 062 and now 113 should at least ease the threat on other class 37's, especially those on the so called 'hitlist', as both loco's have a good supply of mechanical parts to yield. Another of those on this hitlist has just been transferred to Doncaster for Intermediate, the loco in question being 37184, and Eastfield will be very reluctant to let another one go.

Looking back at her mechanical history, the last major Component Exchange overhaul was completed by Doncaster Works in March 1983. Last E exam was at Eastfield in October 1988, and the last tyre turning a year earlier in October 1987. Looking at the log book, recent maintenance was as follows: 3/3/89 - attention to cylinder heads at Inverness; 27/2 - Brakeblocks and discs at Inverness; 22/2 - attention to control equipment at Perth; 1/2 - valves and rocker gear at Eastfield; 10/1 - fans, also at Eastfield; and 19/11/87 - fuel pipes, again at Eastfield.

On Sunday May 14th, an official visitor to BRML Doncaster noted 113 standing in the scrapline, but in generally intact condition. Finally, in a strange way 113 will live on for many years to come as she is one of the prototypes currently used by Lima models! Rest In Peace 113, I could not end with an exclamation mark.

# 

The summer timetable for 1989 is now with us, and with it has come two 37/0 diagrams. On Saturdays, a Stratford FAGS sector RETB fitted loco is booked to do the following: 1B62 - 0920 Yarmouth-Norwich (Leeds train); 1L93 - 1205 Norwich-Yarmouth (ex Birmingham) and 1M18 - 1355 Yarmouth-Norwich (Birmingham train). This is shown as diagram NB1. NB2 is a Monday to Friday diagram, nominally booked for 37350 and is as follows: 5C20 - 0545 ECS Cardiff to Swindon; 2C20 - 0730 Swindon-Taunton; 0950 Taunton-Bristol; 1121 Bristol-Taunton; 1312 Taunton-Bristol; 1654 Bristol-Weymouth; 1944 Weymouth-Bristol, and then ECS back to Cardiff. In addition to the workings listed last month as good bets for class 37 haulage this summer, there is of course the following: 1038 Fort William to Glasgow Central/1545 Glasgow Central to Fort William. This is Saturdays only from 1st July to 26th August. Now for the gen!

### 

1.5.89	37350	'Power to the Tower' Sheffield-Blackpool-Sheffield
6.5.89	37355/702	'The Glamorgan Growler' Wolverhampton-Cwm Bargoed-Wolverhampton
7.5.89	37410	'The Royal Scotsman' - southbound through Carnoustie
13.5.89	37219+31414	'York & Worth Valley Explorer' Lowestoft-Ipswich-Lowestoft
14.5.89	37409	'The Royal Scotsman' - at Dundee
21.5.89	37058	0740 Leicester-St. Pancras/1040 St. Pancras-Leicester
	37058/066	1810 Leicester-St. Pancras/2015 St. Pancras-Leicester
25.4.89	37055	1A66 0945 Liverpool St.-Harwich PQ (Manningtree-Harwich PQ)
26.4.89	37219	1055 Felixstowe-Ipswich
	37409	1L37 1603 Glasgow QS-Arbroath/2Y02 1924 Arbroath-Dundee
29.4.89	37274	0914 Edinburgh-Plymouth ADEX (Edinburgh-Carstairs)
	37185	1S53 0657 Coventry-Edinburgh (Carstairs-Edinburgh)
		1M08 1314 Edinburgh-Manchester V (Edinburgh-Carstairs)
1.5.89	37401	1L37 1603 Glasgow QS-Arbroath/2Y02 1924 Arbroath-Dundee
3.5.89	37413	1L37 1603 Glasgow QS-Arbroath/2Y02 1924 Arbroath-Dundee
4.5.89	37401	1L37 1603 Glasgow QS-Arbroath/2Y02 1924 Arbroath-Dundee
5.5.89	37059	1A17 0915 Harwich PQ-Liverpool Street
	37230	1M48 1555 Cardiff-Liverpool/1V20 2022 Liverpool-Cardiff
6.5.89	37073	1740 Derby-Birmingham (Football extra)
	37216	2Y54 1850 Ipswich-Lowestoft/2Y59 2025 Lowestoft-Ipswich
	37262	1M16 1935 Inverness-Euston (Culloden Moor-Carlisle)
	37352	1S52 1114 Manchester V.-Edinburgh (Carstairs-Edinburgh)
7.5.89	37196+406	1T90 1900 Aberdeen-Glasgow QS
	37712	1715 Manchester P.-Swansea (Craven Arms-Newport)
8.5.89	37229	1M47 1744 Edinburgh-Birmingham NS (Edinburgh-Carstairs)
11.5.89	37104	1H26 1835 Liverpool St.-Kings Lynn (Liverpool St.-Cambridge)
	37153	2A80 1740 Aberdeen-Montrose/2A76 1838 Montrose-Aberdeen
	37211	1A35 1315 Harwich PQ-Liverpool Street
	37262	1B29 2216 Carstairs-Edinburgh
9.5.89	37402	1L37 1603 Glasgow QS-Arbroath/2Y02 1924 Arbroath-Dundee
13.5.89	37101+HST	0937 Aberdeen-Kings Cross (Aberdeen-Edinburgh, Cape?)
	37219	0709 Lowestoft-Ipswich
15.5.89	37055+077	1P42 1230 Liverpool St.-Norwich (Ipswich-Norwich)
	37140	1P61 1400 Norwich-Liverpool St./1P76 1930 Liverpool St.-Norwich
	37175	1M42 1025 Inverness-Euston (?-Carstairs)
19.5.89	37425	1238 Leeds-Sheffield
20.5.89	37038	NB1 0940 Euston-Aberystwyth (Shrewsbury-Aberystwyth)
	37239	1506 Aberystwyth-Euston (Aberystwyth-Shrewsbury)
22.5.89	37216	2Y48 1715 Ipswich-Norwich via Lowestoft
	37350	0703 Cardiff-Liverpool/1113 Liverpool-Cardiff
		1610 Cardiff-Manchester/2030 Manchester-Cardiff
23.5.89-26.5.89	37350 = NB2	
24.5.89	37219	1P32 1030 Liverpool St.-Norwich (Ipswich-Norwich)
26.5.89	37047	1P28 0930 Liverpool St.-Norwich (Colchester-Norwich)

27.5.89	37098		1317 Edinburgh-Glasgow 'Footex'
	37216	NB1	
	37229		1247 Edinburgh-Glasgow 'Footex'
	37261		0930 Aberdeen-Glasgow 'Footex'
	37350		0507 Cardiff-Liverpool/0915 Liverpool-Cardiff
			1315 Cardiff-Liverpool/1715 Liverpool-Cardiff

Stories surrounding some of these workings are as follows in chronological order. The use of 37055 on the 1315 Harwich PQ-Liverpool Street and 1630 Liverpool Street to Norwich on 25/4 was reported last month, however, this loco also worked the inbound service to Harwich as shown. This occurred due to a damaged carbon strip to 86216 and after being sent Light Diesel from Ipswich, 055 left Manningtree 55 minutes late. 86221 was sent light to cover for the failure of 86216 but this too suffered a damaged carbon strip, hence 055 went forward to Liverpool Street. The next day 219 was used to drag a failed unit back to Ipswich, this should have been the 0955 from Felixstowe which was replaced by taxi's. A glut of workings on 6th May included 216 as shown, due to the failure of DMU set number 106, the much reported use of 37073 on a footex for Aston Villa supporters and possibly the working of the month which saw 37262 work the 277 miles to Carlisle on the heavy overnight 1M16. On Sunday 7th 196+406 with a Mark 3 push-pull set were on the 1900 Aberdeen-Glasgow QS - both loco's working, while on Thursday 11th a severe motive power shortage at Liverpool Street resulted in the use of 104 to Cambridge where it was replaced by 47581. Inter City arrived on the East Suffolk line on 13th May with 37219 working the East Anglian set on a private charter. The only way to obtain the required path was to double up as a service train. Sadly (!) 31443 was declared a failure at Lowestoft and dumped in the sidings, leaving 219 to work on alone. The same day, another really notable working was that of 101 hauling an HST set on the 'Aberdonian' seen passing through Carnoustie 93 minutes late. It is understood that the 'tram' was declared a total failure in the Aberdeen area and that the train was capped on arrival at Edinburgh. Into summer now - BR wise - and it was only 10 hours into the new timetable before the Great Eastern mainline once again became a shambles. First 86 to fail was on the 1030 from Liverpool Street which was replaced by 47346. Norwich's refusal to let their ballast engine return to London resulted in the use of 37140 for a whole round trip, and this was passed near Diss by 055+077 on the down 1230 service from London which had replaced the second 86 to fail. 038 worked diagram NB1 on the first summer Saturday, having collected the stock from Derby, while 239 worked down the Cambrian with portable radio's after the failure of the booked 37426+427. Back to Anglia, on the 22nd, failed DMU set 104 was dragged by 216 throughout on one of the new 'through' services from Ipswich to Norwich via Lowestoft, on 24th 37219 worked to Norwich after the failure of 86259 with pantograph defects, and on Friday 24th 047 towed 86216 and train from Colchester to Norwich - another good week on the Great Eastern. The Inter City Diesel day started with 37058 performing the first round trip alone reaching speeds of upto 83mph and breasting Sharnbrook Summit at 57mph on the return to Leicester. 066+058 paired up for the second trip and combined they managed speeds well in excess of 90.

#### LATE GEN

1.5.89	37418	1A52	1330 Inverness-Aberdeen
2.5.89	37418	1A52	1330 Inverness-Aberdeen
3.5.89	37153	1A52	1330 Inverness-Aberdeen
	37414	1H29	1117 Aberdeen-Inverness
9.5.89	37503		Carlisle-Glasgow (dragging 86405)
27.5.89	37673+HST		1125 Newquay-Paddington (?-Exeter)
29.5.89	37254	1V08	0915 Liverpool-Cardiff (Hereford-Cardiff)
30.5.89	37197	1M17	1315 Cardiff-Liverpool/1V17 1715 Liverpool-Cardiff
31.5.89	37209+355	2H73	0928 Kings Lynn-Cambridge
3.6.89	37095	1L50	0515 Birmingham NS-Yarmouth (Cantley-Yarmouth)
		1M43	1045 Yarmouth-Birmingham NS (Yarmouth-Norwich)
		1P50	1130 Liverpool St.-Yarmouth (Norwich-Yarmouth)
	37101	1P24	0720 Liverpool St.-Yarmouth (Norwich-Yarmouth)
		1P45	1108 Yarmouth-Liverpool St. (Yarmouth-Norwich)
		1L93	0800 Birmingham NS-Yarmouth (Norwich-Yarmouth)
		1M19	1335 Yarmouth-Birmingham NS (Yarmouth-Norwich)
	37216	1L50	0515 Birmingham NS-Yarmouth (Norwich-Cantley)

# Up and Down the Marches

Part 2.

Last months news-sheet included an introduction and a route profile for the 'Welsh Marches line', or the North and West route as it is otherwise known. This month we take a more in depth look at the performance of the 37/4's on the passenger workings by describing the events of a particular week, and showing examples of the speeds and timings which prevail. The diagrams at the time were as follows:

1. 0507 Cardiff-Liverpool/0915 Liverpool-Cardiff & 1323 Cardiff-Liverpool/1714 Liv-CF
2. 0705 Cardiff-Liverpool/1120 Liverpool-Cardiff & 1555 Cardiff-Liverpool/2022 Liv-CF
3. 0550 Cardiff-Manchester/1000 Manchester-Cardiff & 1500 Cardiff-Rhyl/1906 Rhyl-CF

The following diary relates to the week commencing Sunday 2nd April 1989.

## 2.4.89 (Sunday).

The 37/4 booked for the 1355 Cardiff-Liverpool and 1922 return did not appear today, 47489 working instead with the long load 8 perhaps being the reason.

## 3.4.89 (Monday).      1 - 37426    2 - 37428    3 - 37431

37431 on the 0550 Cardiff to Manchester seemed to be a mechanical wreck, with plenty of white smoke and spluttering sounds coming from the digestive system. These observations were not borne out in her performance and she had no trouble keeping the load 4 to 'Sprinter Express' timings, despite the fact that this run stops everywhere. There were 4 minute early arrivals at Hereford and Craven Arms, these two points at least where we waited time. 37426 also put in a good performance on the returning 0915 Liverpool to Cardiff, arriving at Cardiff dead to time with the heavier load 5. Not so good was 37428, which had worked the 0705 Cardiff to Liverpool. Fresh from the paint shops and bright as a new penny she only got as far as Speke Junction on the return 1120 ex Liverpool before suffering complete loss of engine power. After being rescued and towed to Crewe, 47459 took over the diagram for the rest of the day, by this time being about 1 hour late. 428 was dumped at Crewe Diesel depot where she stayed for the rest of the week before being taken to BRML's Doncaster Works.

## 4.4.89 (Tuesday)      1 - 37426    2 - 37407    3 - 37431

Ex Scottish machine 37407 emerged for diagram 2 instead of 47459. After years of plodding up and down the West Highland line it makes a pleasant change to witness those 37's transferred south in an environment where they are able to realise their 80mph top speed. This 407 quickly proved she was still capable of.

## 5.4.89 (Wednesday)    1 - 37431    2 - 37407    3 - 37426

Things started off the same as yesterday loco' wise, however, this soon changed when 426 was declared a failure at Manchester Piccadilly, having worked the 0550 from Cardiff. 47519 took over the diagram and 426 was towed to Cardiff the next day.

## 6.4.89 (Thursday)      1 - 37431    2 - 37407    3 - 47519 = same as yesterday.

## 7.4.89 (Friday)      1 - 37422    2 - 37407    3 - 47605

37407 worked diagram 2 for the forth day running and was joined by fellow ex Scottish machine 37422, this replacing 431 which needed an exam. There was not a Welsh 37/4 to be seen as 47605 (triple tone liveried) worked diagram 3 in place of 47519. With 37408 still at Glasgow Works undergoing an 'F' exam, the situation with the other 37/4's was: 426 & 428 engine defects; 427 & 431 'E' exam; 429 on the Cambrian and 430 spare.

## 8.4.89 (Saturday)      1 - 37422    2 - 37430    3 - 37407

407 and 422 continued to perform today, 407 swapping diagrams at last. They were joined by the first appearance of the week of 37430 which replaced 47605. Whilst working the 1120 ex Liverpool, 430 suffered a delay of 26 minutes at Crewe due to the need to remove a defective carriage. This involved a lengthy shunting manoeuvre between platforms 6 and 8, Crewe carriage shed, and Gresty Lane junction, all undertaken with the passengers still aboard and some 'engine brake shunting'. By a remarkable coincidence, the same fate befell 37422 at Hereford whilst working the 1323 Cardiff to Liverpool. This reduced the load from 5 to 4, and caused a delay of 27 minutes, 5 of which had been recovered by Shrewsbury



To conclude our feature, lets take a look at how the 37/4's perform over this line, starting with the 32½ mile stretch between Crewe and Shrewsbury.

Table 1.

Date	3/4/89	3/4/89	4/4/89	7/4/89	8/4/89
Train	0550 CF-Man	0915 Liv-CF	0550 CF-Man	0915 Liv-CF	1120 Liv-CF
Loco+load	431+4	426+5	407+4	422+4	430+3
Scheduled	37:00	33:00	37:00	33:00	33:00
Nett time	35:14	32:47	32:20	34:16	29:51

Table 2 - Shrewsbury to Cardiff.

Date	6/4/89	8/4/89
Train	0915 Liverpool-Cardiff	1120 Liverpool-Cardiff
Loco+load	37431+4	37430+3

Distance	Location	Sched.	Actual times	Speed	Sched.	Actual times		
00:00	Shrewsbury	1035	1036:06	65.2	1241	1301:24		
12:60	Church Stretton	1051	1051:22/1052:02		1305 1313 1324 1340	1314:46/1315:10(a)		
19:71	Craven Arms					1322:18/1323:06		
27:39	Ludlow	1109	1105:23/1111:35	84.9		1330:20/1331:31		
38:30	Leominster	1120	1122:08/1123:10	77.9		1341:14/1342:03		
50:79	Hereford arr	1136	1139:32(sigs)	78.2		1354:10		
	Hereford dep	1137	1140:44	88.7 80.3	(a) - Not booked to stop			
74:71	Abergavenny	1201	1202:21/1203:36					
84:32	Pontypool		1212:15(pass)					
	Cwmbran	1215	1215:16/1216:50	90.6				
94:30	Newport	1224	1226:38/1228:08					
106:09	Cardiff arr	1241	1240:19					

Table 3 - Cardiff to Shrewsbury.

Date	7/4/89		8/4/89				
Train	1555 Cardiff-Liverpool		1323 Cardiff to Liverpool				
Loco+load	37407+5		37422+4				
Distance	Location		Sched.	Actual times	Sched.	Actual times	Speed
00:00	Cardiff	dep	1555	1555:50	1425	1452:04	80.7 81.8 74.4 71.4
11:59	Newport	arr	1608	1608:00 (a)			
	Newport	dep	1610	1610:45			
	Cwmbran		1620	1619:53/1621:01			
21:57	Pontypool		1625	1625:39/1626:21			
31:18	Abergavenny		1635	1635:05/1637:11			
55:10	Hereford	arr	1702	1659:45 (b)			
	Hereford	dep	1703	1703:26			
67:59	Leominster		1717	1716:00/1717:33			
78:50	Ludlow		1728	1728:05/1730:45			
86:18	Craven Arms		1739	1739:15/1739:55	1517	1538:41	
93:29	Church Stretton		1748	1748:18/1749:04			
106:09	Shrewsbury	arr	1803	1803:52			

- (a) - average speed of 87mph recorded over 4 miles between Cardiff and Newport.  
 (b) - speed of 82.7mph recorded between Abergavenny and Hereford.

# Railtour Double

1. THE GLAMORGAN GROWLER (The Growler Group), May 6th 1989.

(Andrew Garten)

Having 'endured' a 2½ hour drive to Birmingham by (very) fast XR3i we made our way to New Street station. There was a crispness in the air, the city centre was quiet, and the sun was out. I didn't think the murky depths of New Street station could ever be nice, but standing on the platform I felt an air of anticipation. This was going to be a good day.

The minutes passed by and then at about 0750 she rolled out of the North tunnel. "Oh my god, its got boxes!" somebody shouted. It was very hard to see as the sun shone brightly on the nose, but it definitely didn't look EH. As she moved closer, passing a stabled E-Ped, the outlines of those familiar features became clearer. I stood transfixed for a moment as she passed, resplendent in the new 'triple tone' livery, the number was 355 (ex 045). It transpired that 6 out of 8 of Cardiffs EH syphons were out of service for varying reasons, one was on the Cambrian Coast Express and a ballast had been 'arranged' for the other.

We boarded and took our seats; departure was at 0758½, 3½ minutes late but this was not to matter. After negotiating the various junctions on leaving New Street we traversed the Camp Hill line and by Kings Norton were only a minute late (0811). After braking to pass the station the power was reapplied - ahead the descent of Lickey beckoned and we were not to be disappointed. By the foot of the bank we were over a ton, I recorded her at 101 mph, although others aboard quoted 103½ as the maximum, not bad for an old girl of 27 with a designated top speed of 80. How many motor vehicles would achieve this speed at such a ripe age and live to tell the tale? We maintained a steady 90 mph most of the way to Cheltenham and the only surprise on arriving at the said place was that we were only 1½ minutes ahead of schedule, arriving at 0841½. After a pause for breath we left right time with a crazy overload as the engine moved perpendicular to everything else on the train before dropping back onto its mountings, decapitating about 50% of the patrons simultaneously. A brief 6½ miles later we arrived at Gloucester and departed right time after a driver change, our previous driver probably suffering from severely weakened arms due to the amount of thrashing undertaken.

Things quietened down now as the 12 wheeled riot up front wound us through the scenic Wye valley alongside the river Severn and through Chepstow until we were checked at Caldicot prior to joining the South Wales mainline to Cardiff. We were two minutes late through Severn Tunnel station, a place which sadly displays all to well what rationalisation can do. Future generations will not have the opportunity to remember what a once proud syphon mecca this was, as there is hardly a siding left.

After stops to pick up at Newport and Cardiff the train was well full, and only 4 minutes late. Trotting round the back of CF a number of beasts were visible, including 146 & 704, as we made our way to Radyr where we were to receive our 'top and tail' engine. This appeared in the shape (and size) of 702, ex 020 and just as big as 045, and she was attached beside the yard before the station. Colour scheme was of the original railfreight design of grey with wrapround yellow ends, and no red stripe. After having some trouble building up the vacuum we departed at 1038 (-8) and headed up the valleys for the first time.

A dubious token exchange at Abercynon increased the deficit to 12 minutes but arrival at Aberdare was only 5 down, however, after pulling forward and then stopping to collect another token we were again 12 minutes late leaving. Most of the time 702 was just present as a dead weight, although rear end thrusts were enjoyed at Abercynon and Abercwmboi. A rather liberal 30 minutes had been allowed for the final 5 miles to Tower Colliery and it was not surprising that we arrived early, having negotiated the weighbridge successfully and reached the end of the branch. Although part of the train was on an ancient platform of some kind, most people preferred trying to break various parts of the anatomy by leaping like lemmings from the opposite side to ground level to obtain photo's of our motive power(s).

Departure was at 1218 (-8) and it was now the turn of 702 to show its paces. The start was good enough with a few wheelslips thrown in for our enjoyment, and the beast made plenty of noise, but its not the same without field diverts. After a steady run back down the valley we paused at Cardiff Central, leaving 9 minutes late (1355) after reversing. 355 was now at the head again for the run up to Cwm Bargoed - and up it

certainly is, 1 in 42 to be precise for quite a considerable distance. She did us proud, the steady syphon beat booming out purposefully onto the valley sides, maintaining a slow but constant speed and not once with any assistance from 702 at the rear. Eventually we got to the top and paused for another photo stop in the bright sunshine we were fortunate to be enjoying. Although only 23 miles from Cardiff, this must seem a wild and desolate place in less friendly climatic conditions. With two valleys down and one to go we set off on time with 702 powering us for the 59½ miles to Maesteg. After pausing and then making a storming exit from Caerphilly we enjoyed the 1941 yard tunnel in the darkness for the second time, our particular carriage lights not working above 20 mph!

After a quick crew change at Cardiff Central we departed 5 minutes late for an unhindered run along the Vale of Glamorgan line through Barry and Aberthaw, skirting the massive Severn estuary for a short time. Bridgend was passed on time, with liberal amounts of thrash used to get us away from a standing start, and after pausing under the semaphores at Tondy we made the final burst to Maesteg. A few locals had turned out to greet us, but after stopping short at the southern ground frame the noise as 702 exploded into one last eruption brought the whole town out. The driver did a fine job and stopped about 10 feet short of the buffers.

The sun was still shining brightly and after obtaining more photo's, this time at 'very dubious location number 3', everybody boarded for the last time. A very cautious crossing back over the southern ground frame and 5 minute late departure from Maesteg contributed to us being a little late back through Bridgend, however, the next 20 miles to Cardiff were covered in 21 minutes - the same as HST's are allowed - including a crossover to platform 4.

At Cardiff Central 702 thrashed off into the sunset and after watering the stock we left 6 minutes late. 3 minutes had been recovered by Newport, but the main feature of our return was to be the ascent of Lickey. After hitting the bottom at 74.4 mph the top was breasted at a sedate 21 mph. I had to say goodbye to 355 and the tour at New Street, as I stood to watch her storm away from the station the driver was obviously enjoying himself - as I'm sure most people had during the day.

This was a great day out and shows what can be done with hard work and good organisation - for this the Growler Group must be commended. From the point of view of The Class 37 Group, it would be very nice to run a railtour of our own, however, this should only be done at the right time and in the right circumstances. If you would be interested in helping us to 'financially guarantee' the running of a railtour or have an idea that you think would make an interesting itinerary please communicate with the Chairman, Rod Saunders.



37702 basks  
in the sun  
at Tower,  
the first  
branch  
visited by  
the tour.

(A.Pulford)

## 2. THE POWER TO THE TOWER (Class 20 Locomotive Society), May 1st 1989.

Mike Millward (37115) & Jerry Dickinson (37038)

At 0900 sharp, 37350 barked out a warning and erupted away southbound from Sheffield Midland towards Dore, stonking up the gradient out of the station. Once through Dore, the train headed west through Totley East Tunnel and 350 grumbled away through Hope, Edale, Chinley, New Mills and Hyde Central. At Guide Bridge the train was checked outside the station briefly, lots of thrash factor being used to get the train moving again. We then travelled down through Denton and Reddish to get to Stockport, arriving there about 5 minutes late and after a short riot with people taking photo's and generally holding things up, departed 7 minutes down. It was then south through Cheadle Hulme to Macclesfield for the first official photo-stop of the day the duration of which was rather shortened by the 7 minute late arrival. An amusing announcement over the station tannoy requested people to "board the enthusiasts charter as there is an Inter City train due!". After running non-stop through Stoke (-9) an unscheduled stop was made at Stafford causing a minus of 15 minutes to the timings. The freight only link through Bushbury Junction was taken to get to Oxley Junction where 350 put up a good show in heaving the train around the tight right hand bend and up to the Telford line.

Once on the Shrewsbury line, the handle was wound well open and 350 showed its mettle, blasting along at about 83mph mile after mile until having to slow down for Shrewsbury, where 37431 sat pristine in the holding siding in the station. After a pause on the relief road, the tour branched off towards Wrexham General, at which arrival was effected at 1255 (-4). This was one of the photo stops, not helped by the position of the sun but enlivened by the arrival of 37712+713 heading south light diesel. After Wrexham, the train beared away north east towards Chester where a crew change took place between 1332 & 1340 (-2 to -6). With a new crew, 350 was well unwound and after passing Mickle Trafford Junction and Frodsham she flew through Warrington and onto the WCML, averaging over 90mph for several miles on end. Wigan was passed 10 minutes late after a stop outside the station and another 2 minutes had been lost by Preston. Bearing left at Fylde Junction, the tour then headed for its destination, Blackpool, arriving about 15 minutes late. Everyone detrained, and after the usual photo's headed off into Blackpool to the seafront, the trams, the tower, or in more than one case the pub.

By twenty past five, most railtourers were back on the platform or on the train, but it still left late due to one of the more inebriated characters swanning onto the platform at the last minute (we still think someone must have been left behind!). Departure was -2 at 1727 and the train blasted down to Preston with many lineside photographers visible over this stretch of line. Arrival at Preston was at 1755 (-7) for a crew change and a concerned BTP constable to warn about the bad behaviour of some of the participants (although fortunately there was no real trouble), which delayed departure by 5 minutes, leaving at 1801.

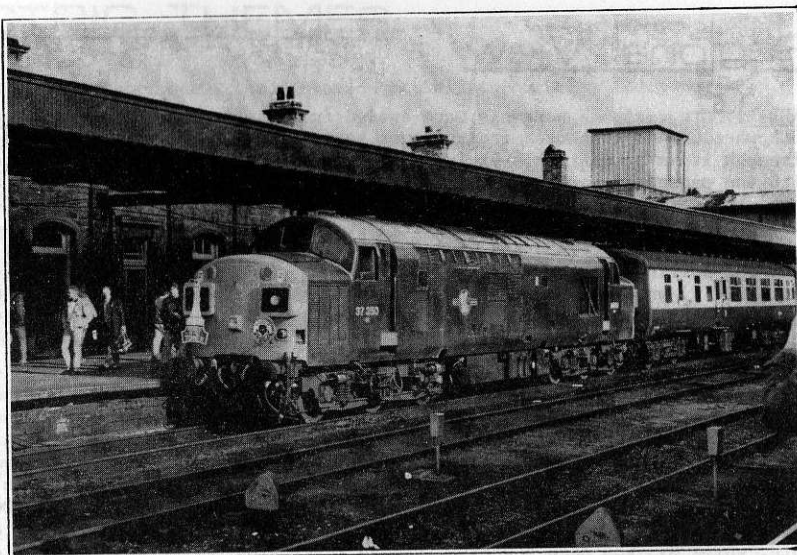
From Preston, the tour stormed off south to turn off at Farington Curve Junction and head through Bamber Bridge and Blackburn, a fine thrash through the tunnel enjoyed at the latter. 350 tore up the Copy Pit route doing a good impression of last years Coalville Cobbler up the Lickey, to reach Hebden Bridge - another photo stop. Again, the sun was not going to play the game and shone brightly into everybodys lens. Departure was at 1910 (-7) after a minor riot over platform positions and the route home was via Mirfield, Healey Mills and Barnsley. Time was made up until Crigglestone Junction which was passed at 1939 (-8) but she steadily lost time down to Barnsley due to a number of slacks. After stopping to set down, departure from Barnsley was one of the highlights of the day as the loco slowly rolled forward and was then blasted full open, the final 16 miles to Sheffield being covered in a breathtaking 22 minutes instead of the booked 24.

After detraining and the usual group of photographs and seminars, 350 erupted out of the station to Derby with the ECS, rounding off a good tour. 37350 had shown that she can still pull off a decent turn of speed when driven properly, although she is now starting to show rather a degree of wear and tear.



On Bank  
holiday  
Monday May 1st  
37350 sits in  
the sun at  
Sheffield  
prior to  
working the  
'Power to the  
Tower' rail-  
tour.

(Alan Pulford)



## Cardiff View

The following report, provided by Kevin Green, shows what one can expect to see at Cardiff on an average weekday. Observations were from Canton TMD footbridge, May 3rd.

1108	713	arrived from east LD	1223	801	eastbound LD (main line)
1113	703	eastbound loaded MGR	1226	801	onto the depot
1114	197	westbound empty steel	1240	407	ECS of 1V08 ex Liverpool.
1120	712	from depot, then eastbound	1245	718+714	loaded iron ore east.
1125	350	eastbound loaded coal	1255	372	empty ballast eastbound
1125	799	loaded MGR to Aberthaw	1255	174	speedlink, east to Radyr.
1135	887	loaded MGR, Aberthaw-Valleys	1300	896	empty MGR, Aberthaw-Valleys
1138	693	loaded coal eastbound (MDV's)	1305	407	ECS for 1323 to Liverpool
1214	884	loaded steel eastbound	1315	710+885	empty iron ore west.
1217	350	westbound light diesel.			

## Quick Quiz

I shall in future try and fit in a few quick questions each month of varying difficulty.

1. What is (a) the standard used by BR and (b) the maximum rating of the 37 engine?
2. At which end is the radiator found (ie number 1 or 2 end)?
3. 2 into 1 at Tavistock won't go, which two?
4. Describe the livery style of 37146, including number and logo size.
5. Two refurbished 37's went to Great Yarmouth in 1988, which two?
6. To what weight are 37/7 and 37/9 subclasses ballasted?
7. Which 37 had its engine experimentally uprated to 2000hp?
8. Which CF based 37/4 spent most of the Summer in 1988 out of service?
9. What is the maximum tractive effort in pounds per feet of a 37?
10. Which two 37/9's are named, and what are the names (correctly applied to each loco)?
11. Why are 37's called 'Syphons'?

If you know the answer to question 11 please write and let me know. For the other answers look at the bottom of 'Electric Themes' at the end of this months magazine.

## Regional View

**ANGLIA:** More class 37 workings were eroded from the Anglia region from Monday May 15th when 86/4's took over freightliner workings between Ipswich and London, although it is thought this excludes Saturdays for the time being. Despite the riots with the passenger workings, the 86/4's have settled down quite well. On Saturday 13th, two days before, a healthy compliment of 37's at Ipswich included 053/057/059 (TI)/116/216/242(TI) and 357. Another 37 to Lowestoft on freight was 219 on Monday 8th May, arriving at 1554 and including a session of shunting on the quay before it left for Norwich. Other 37's seen at Norwich during May have included 272(TI) on the 3rd, 298(TI) on the 10th with the mid-day March Whitemoor Speedlink, and 009+178 - both now Tinsley machines - on Sunday 28th. 053 and 709 were on display at the Ilford depot open day on Saturday 20th, while 107+154 were amongst a number of 37's that could be heard going past outside throughout the day.

**EASTERN:** 91002 failed north of Newark on Tuesday 9th May while working the 1G17 1125 Peterborough to Leeds test train. 37355 was requested to assist the stranded electric and this it duly did! On Thursday 4th May, 37378 and 37096 both passed through Doncaster with southbound speedlinks at 1348 and 1354 respectively, 274 was noted also southbound at 1504. 37074 was out on test on the evening of May 5th, this loco' having just received a 'G' exam and was of course one of those on the hitlist. 063, 095 and 083 were all seen working trains through Doncaster between 0649 and 0934 on Monday 15th, while 893 was seen powering through Ruskington (Lincoln-Sleaford line) at 1000 with a southbound oil train the same day.

**MIDLAND:** Further news on the slurry train reported last month is that it is actually from Burngullow (near St. Austell) and runs to Irvine. It is booked for 2 x 37 from Laira pool FJLL and runs twice weekly with a northbound working on Wednesdays and southbound workings on Mondays and Thursdays. 37066 was seen'on shed'at Bescot on April 14th, 37521 passed through with southbound ferry wagons at 1224. Another visit to Bescot on 20th April resulted in sightings of: 37015 at 1200 with northbound empty HAA's, 504 with southbound ferry wagons at 1205 and 272 heading into the yard at 1357. 37217(CF) was stabled all alone at Derby on 13th May. Further north, 373+379 were stabled at Blackburn station on 27th April, 681 was at Buxton and 712(CF) was seen at Warrington. On Wednesday 10th, 379+370 were at Blackburn at 0900, preparing to take the Clitheroe-Gunnies cement, this train was later seen passing through Preston station at 1250. Further north the same day 37065(TI) was at Carlisle.

**SCOTLAND:** On 9th May 37101(TI) worked 6S59 to Stranraer. On arrival it was found to have hardly any brake blocks left and was sent to be reblocked the same day at Falkland.

**SOUTHERN:** More 37 activity on the Southern, and from the Summer timetable (ie May 15th) it would seem that the 6045 0305 Cardiff Tidal-Hamworthy and 6V99 1452 Hamworthy-Cardiff Tidal are now booked for 37 haulage. This brings the class through Southampton and Bournemouth to Hamworthy, just to the east of Poole. Loco's in charge from the beginning were 37197 (16/5), and 884 (17/5). In addition 898 was also seen on 17th during the afternoon heading east towards Southampton from the Bournemouth area. 37139 failed at Redhill on May 11th.

**WESTERN:** A visitor to the South Wales area on March 22nd located the following: East Usk - 37667/668(TE/TE); Newport - 37015(TI)/133/174/203(IM)/207/212/217/230/241(IM)/372/691/696/701/704/713/716; Cardiff - 37146/221/215/407/408/431/690/694/711/715/718 800/887/894/895/896/899/904/905 & 906. The same day 37066(TI) was at Swindon and 162 & 712 at Didcot. All loco's are CF unless shown otherwise. Another visitor to the same area, this time on 31st March noted the following 37's between 1130 & 1430: 37031(TI)/098(TI)/207/212/280/146/263/293/701/702/711/713/714/715/716/718/719/798/799 800/801/885/894/897/886/903/904 & 906. Double headers were 715+718, 719+906 and 897+717 and passenger workings were in the hands of 37427 - 0915 Liverpool-Cardiff and 37407 - 1120 Liverpool-Cardiff. 37427 was noted to have 89C shed plates 'painted' on the bodyside! On Saturday April 29th, 430 was seen on the 1120 Liverpool-Cardiff and 902 was seen looped at Craven Arms with what was thought to be the 0635 Mossend to Cardiff Tidal.

# ELECTRIC THEMES

This months status report shows the situation at 1615 on Saturday 3rd June, 1989.

37401 FGTE ED Fort William. Assigned for 'F' exam on 5th June at Glasgow Works.  
37402 FGTE ED Oban. Allocated 1210 to Fort William.  
37403 FGTE ED Glasgow Works, out of service 'F' exam. Expected OK - 9th June.  
37404 FGTE ED Oban. Out of service, waiting transfer to Eastfield.  
37405 FGTE ED On route 1298, Elgin to Aviemore 'The Royal Scotsman'.  
37406 FGTE ED Glasgow Works, out of service 'F' exam. Expected OK - 16th June.  
37407 PCFA CF On route, 1V11, 1113 Liverpool to Cardiff.  
37408 PCFA CF Canton TMD, out of service waiting assessment.  
37409 FGTE ED Grangemouth.  
37410 FGTE ED Fort William.  
37411 FAPT TI Bletchley.  
37412 FJLL LA St. Blazey.  
37413 FGTE ED Fort William.  
37414 FJLL LA St. Blazey, out of service for attention to wheelsets/axles.  
37415 FGVU IS On route, 2H85, 1252 Dingwall to Kyle of Lochalsh.  
37416 FGVU IS Kyle of Lochalsh, allocated 2H86, 1700 Kyle of Lochalsh to Dingwall.  
37417 FGVU IS Georgemas Junction..  
37418 FGVU IS Inverness TMD.  
37419 FGVU IS Inverness TMD, out of service Coolant leak. Expected OK 3rd June.  
37420 FGVU IS Glasgow Works, out of service Collision damage. Expected OK 2nd June  
37421 FGVU IS Muir of Ord, out of service for brake blocking. Expected OK 5th June  
37422 FAPT TI Tinsley TMD, out of service, exhaust system faults. OK - 7th June.  
37423 FGTE ED Eastfield TMD.  
37424 FGTE ED Oban.  
37425 FAPT TI Healey Mills.  
37426 PCFA CF On route, 1V08, Ditton (0915 ex Liverpool) to Cardiff.  
37427 PCFA CF On route, 1A54, 1505 Pwllheli to Wolverhampton (61 mins late).  
37428 PCFA CF On route, 1A74, 1506 Aberystwyth to Wolverhampton (14 mins late).  
37429 PCFA CF Wolverhampton.  
37430 PCFA CF BRML Doncaster, out of service for bogie change. Expected OK 9th June  
37431 PCFA CF On route with 37428 in multiple.

37414 has become the second of the six 37's stranded north of the River Ness to return south, and south it certainly has gone by being reallocated to Laira. As expected, 422 has gone to Tinsley to join 411 and 425. It will be noted that 411 is at Bletchley and is probably being used for crew training which is known to be happening in this area. The program of 'F' exams being carried out by Glasgow works is gaining momentum, 408 & 409 having now passed through, 403 & 406 present, and 401 booked in for 5th June. Sprinters have now taken over the Wick & Thurso services, but 37's still seem to rule on the Kyle services. As well as the workings shown on the status report above, the following applies to Monday 29th May (bank holiday):  
37415 - 1252 Dingwall-Kyle, 1528 Kyle-Dingwall, 1822 Dingwall-Kyle; 416 - 1046 Dingwall-Kyle, 1700 Kyle-Dingwall. 37417 was also out working between Kyle & Dingwall.  
37408 has finally made it to Wales for passenger duties, it was on the 0705 Cardiff to Liverpool diagram on Saturday 27th May. On Monday 29th it took the 0507 Cardiff to Liverpool out but failed at Crewe. After being taken off and attended to it was put back on the return working at Crewe but only got as far as Hereford before failing again, 37254 taking the train forward to Cardiff. On Tuesday 30th May 428 took the 0507 out, but this fared little better, completing the first trip but failing to appear from Canton for the 1315 to Liverpool, its place being taken by 37197. Also out on the 30th were 431 on the 0705 Cardiff-Liverpool diagram, and 426 on the 0803 Cardiff-Manchester (not a booked working as far as I know).

---

Quiz Answers: 1 - (a) 1750hp (b) - 2025hp; 2 - number 1 end; 3 - 37670 and 37671;  
4 - Blue body and roof, wrapround yellow ends, large number and small logo;  
5 - 37689 and 37692; 6 - 120 tonnes; 7 - 37292; 8 - 37426; 9 - 55500 lbf;  
10 - 37901 'Mirrlees Pioneer' and 37905 'Vulcan Enterprise'.

STOP PRESS: 37350 has suffered derailment damage, thought to have occurred at Weymouth, on the evening of Friday June 2nd. On the 3rd it was at Eastleigh awaiting inspection.



FRONT COVER: The forth class 37 to be withdrawn, 37113 (ED) is seen here at Carlisle Currock with the 6S36 Dalston to Grangemouth tanks on 11th November 1988.

Photo: Michael Gibson.

THIS PAGE TOP: The recently renumbered 37271 (ex 303) at Ipswich on Saturday 25th February 1989. Livery is railfreight triple tone with Speedlink decals applied.

Photo: J.Bagge.

THIS PAGE BOTTOM: What happens when you argue with a tree? Answer, you end up looking like 37416. This was after the collapse of the Ness Bridge and 416 was (and still is) one of those stranded on the north side. It is seen at Dingwall waiting to depart with the 0725 service to Kyle of Lochalsh.

Photo: Andrew Donald.

