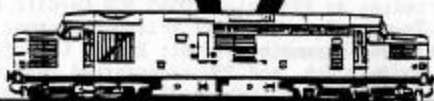


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THE CLASS 37 GROUP

SYNCHRON EXTRA

THE CLASS 37 GROUP

NUMBER 13 - JULY 1989

COMMITTEE

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EDITORIAL: By the time you read this we will have completed what would appear to have been the busiest part of the summer as far as the sales stand is concerned. We have had a presence at Ilford, Coalville, Derby, Butterley and Grantham, and I think a note of thanks should be made to those officers that have made this possible. It is certainly our intention to attend at more events as and when they are arranged, however, there is not too much on the horizon at present. We now have a copy of the locomaster profiles class 50 video (£9.95) and the MTV class 27 video (£22.50) - both available via the Chairman by including £1 to the purchase price to cover postage costs, as well as Sweatshirts in all sizes at £13.50 + £1 postage, again from the Chairman. Whilst the withdrawal programme would seem to have gone quiet again, a conversation held with the BR official responsible for withdrawing 062 and 113 would indicate a not too healthy future. Apparently the plan is for another 5 withdrawals during 1989 followed by a further 20 for each of the three years thereafter (ie 1990-1992). Whether this actually happens remains to be seen, but the indications are that we could be needing to bid for a locomotive sooner than was originally planned, and we will need a considerable amount more money than that held in the Preservation Fund at present.

PRESERVATION FUND: This last comment leads me onto the Fund itself, the total of which on 30th June was £914.58. The increase over last month is thanks to Mike Millward, Mr D.Morris and Neil Murphy. Donations can be made at any time and of any amount by sending a cheque or postal order to the Treasurer and stating that the money is for the Preservation Fund.

RENEWALS/NEW MEMBERS: It has been another good month for the Group, many thanks to the following: Mr P.Baxter-Smith, Mr A.Beech, Mr J.Beech, Mr D.Bratt(R), Mr C.Burton (R), Mr I.Chandler (R), Dean Clarke (R), Simon Cholmondeley (R), Mr N.Collins, Mr G.Calver, Mr B.Darling (R), Mr M.Driscoll, Steven Evans (R), Mr S.Fennell, Robert Gooding (R), Mr M.Halsey, Master M.A.Halsey, Mr K.Hardwick, Mr T.Leverton, Clive Penning (R), Mr S.Petre (R), Mr C.D.Redfearn, Alan Wesson (R), Colin Wilks (R), Mr S.Williams, Mr A.Wilkinson.

THANKS to the following who have supplied me with information during the last month: Steven Evans, Stuart King, Malcolm Hicks, Colin Wilks, Simon Hale, David Hughes, Micheal Gibson, Steve Potter, C.R.Edwards, Brian Darling, Mr J.Chambers, Kevin Green, Keith Fransham, John Forge, Mr H.Egremont, Maurice Barber

LOTTERY TICKET winners were: 1st - Mrs L.Turney (1672); 2nd - Mr K.Fransham (016); 3rd - Mr B.J.Cooper (1644). Other prizes: Record token - Roger Lemmon (449); Book token - Mr M.Saunders (707); WH.Smith token - D.Gray (171); Watch - Diane Saunders (1376); Others - Mr H.Green (1044), Mark Fisher (530), Mr R.K.Upton (1655) and Ian Sharman (1280). Prizes are on their way!

PASSENGER INFORMATION

The early part of the summer has seen 37350 used on the following Monday to Friday diagram, which to save duplication is referred to as NB2 below: 0545 ECS Cardiff to Swindon; 2C20 - 0730 Swindon-Taunton; 0950 Taunton-Bristol; 1121 Bristol-Taunton; 1312 Taunton-Bristol; 1654 Bristol-Weymouth; 1944 Weymouth-Bristol; ECS to Cardiff. It is thought that this diagram will cease on July 7th, and 350 transferred back to FPEK - Freight (Petroleum) South Wales sector. From July 10th, a 37/4 is due to commence operation on the 0807 Cardiff-Weymouth & 1653 Weymouth-Cardiff return.

15.4.89	37519		1536 Carlisle-Whitehaven
26.4.89	37884	1M11	0705 Cardiff-Liverpool (Hereford-Liverpool)
		1V11	1120 Liverpool-Cardiff
3.5.89	37903	1V17	1714 Liverpool-Cardiff (Hereford-Cardiff)
12.5.89	37153		2055 Aberdeen-Inverness
	37897	1V08	0915 Liverpool-Cardiff (Hereford-Cardiff)
17.5.89	37070		1745 Newcastle-Middlesborough
23.5.89	37153		0735 Euston-Inverness (?-Inverness)
26.5.89	37141		1935 Newport-Abergavenny
27.5.89	37261		1755 Glasgow Central-Aberdeen 'Footex'
28.5.89	37116		'The Snowdonia Executive' Wolverhampton-Shrewsbury & Shrewsbury-Wolverhampton (Pathfinder Railtour)
30.5.89	37350 = NB2		
31.5.89	37350 = NB2		
	37431		Cardiff-Bristol 'Footex'
3.6.89	37223+242		0840 Paignton-Manchester P (Bromsgrove-Birmingham NS)
6.6.89	37263	1V17	1715 Liverpool-Cardiff (Hereford-Cardiff)
8.6.89	37232		1015 Inverness-Glasgow Queen Street
10.6.89	37219	1E62	0920 Yarmouth-Leeds (Yarmouth-Norwich)
11.6.89	37504+511	1238	'Coalville Cobbler' (Coalville-Leicester via Burton, Castle Donnington & Loughborough)
13.6.89	37214+285		1900 Worcester FS-Birmingham NS (Bromsgrove-Blackwell)
15.6.89	37285+162		1900 Worcester FS-Birmingham NS (Bromsgrove-Blackwell)
	37227		Oxenholme-York Excursion (Penrith-Carlisle)
	37048		Oxenholme-York Excursion (Carlisle-York/York-Carlisle)
16.6.89	37197		1935 Newport-Abergavenny
	37350	1M11	0703 Cardiff-Liverpool/1V11 1120 Liverpool-Cardiff
			1610 Cardiff-Manchester/2030 Manchester-Cardiff
17.6.89	37058		0602 Birmingham NS-Aberystwyth (Birmingham NS-Shrewsbury)
	37216	1L50	0515 Birmingham NS-Yarmouth (0915 Norwich-Yarmouth)
		1M43	1045 Yarmouth-Birmingham NS (Yarmouth-Norwich)
		1P38	0930 Liverpool St.-Yarmouth (1135 Norwich-Yarmouth)
		1P57	1315 Yarmouth-Liverpool St. (Yarmouth-Norwich)
		1L84	0828 Leeds-Yarmouth (1420 Norwich-Yarmouth)
19.6.89	37141		1843 Abergavenny-Cardiff (Cwmbran-Newport)
	37350 = NB2		(except 1654 Bristol-Weymouth & 1944 Weymouth-Bristol)
20.6.89	37350 = NB2		
22.6.89	37144		1622 Warninster-Bristol TM (Westbury-Bristol TM)
	37350 = NB2		
	37428		1746 Bristol TM-Yeovil Pen Mill/1935 Yeovil PM-Bristol TM
23.6.89	37207		1318 Plymouth-York (Gloucester-Birmingham NS)
	37350 = NB2		
24.6.89	37071+238		0602 Birmingham NS-Aberystwyth (Wolverhampton-Aberystwyth)
			1013 Aberystwyth-Euston (Aberystwyth-Shrewsbury)
			0940 Euston-Aberystwyth (Shrewsbury-Aberystwyth)
			1506 Aberystwyth-Euston (Aberystwyth-Shrewsbury)
	37174		0820 Tenby-York (Ebbw Junction-Gloucester)
	37216	1E62	0920 Yarmouth-Leeds (Yarmouth-Norwich)
		1L93	0800 Birmingham NS-Yarmouth (1205 Norwich-Yarmouth)
		1M18	1335 Yarmouth-Birmingham NS (Yarmouth-Norwich)
	37355+142		1537 Paignton-Liverpool (Blackwell-Birmingham NS)
25.6.89	37351		1020 Edinburgh-Brighton (Glasgow C-Carlisle via GSW line)

1.7.89 37057+107 Same as 37216 did on 17.6.89
 37110+203 0820 Tenby-York (Cardiff-York)
 37219 Same as 37216 did on 24.6.89
 2.7.89 37219 0830 Liverpool St.-Yarmouth (1100 Norwich-Yarmouth)
 1715 Yarmouth-Liverpool St. (Yarmouth-Norwich)

A correction to the gen printed last month is that for 27.5.89, 37098 did not work the 1317 Edinburgh-Glasgow 'Footex', this train was capped due to lack of supporters. After a very slow start to the summer when it seemed the main point of interest would be whether 216 or 219 made the most trips to Yarmouth, a number of failures on both sides of the country have given most of us something to enjoy. As far as Anglia is concerned, this has culminated so far with the use of 37057+107 on Saturday 1st July which were provided by Ipswich as no loco was sent from Cambridge. The first run left Norwich about 15 minutes late and for some reason included stops at all stations via Reedham - including Buckenham and Berney Arms! After this things got quicker and quicker with non stop runs of 23 minutes 22 seconds (1315 Yarmouth-Norwich load 11 coffins) and a scorching 22 minutes 4 seconds (1420 Norwich-Yarmouth load 9), both over the 20 miles 46 chains via Reedham. There have also been some interesting workings on the Cambrian but information has been a bit thin, so if anybody can supply me with some details, please do. Other news, 37223+242 took over from the ailing 31446 (+424) on 3rd June, and 263 took over after 37426 failed on the 6th. 'Elaine' has not been having a very good time recently, failing on route on at least two other occasions, these being Saturdays 20th and 27th May. 37232 worked the 1015 Inverness-Glasgow on Thursday 8th June, this train having been an NB 47 the three previous days. On Saturday 10th, 219 on an 'air brake only' restriction could only be used on the first part of the diagram as the second Birmingham-Yarmouth is vacuum braked Mk I stock of network south east persuasion. The following day 504+511 were used to haul part of an 'eventful' Coalville Cobbler railtour. On 22nd, 37144 and 37428 worked because of flat batteries on unit B975, while on Saturday 24th, 355+142 were used to help 47482 up 'Lickey' - one of a number of passenger trains banked recently at this location. Also on the 24th, 37003 was used for a very short distance to help an unknown DMU working into Worcester Shrubbs hill station. Finally, and what better train to end with (?), 110+203 were used on the 1st July as a means of getting a stranded pair of loco's back to the North-East - thanks to the NUR!

REGIONAL VIEW

ANGLIA: Continuing its tour of the country, the weedkiller train visited the Ipswich to Lowestoft 'East Suffolk' line on 30/6 and provided the sight (and sound) of 37216, 20901 and 20904 all working in multiple. Times passing Beccles were 1245 towards Lowestoft and 1430 to Ipswich. 37706 was at Norwich on 16/6 and 4/7 with the Ripple Lane 'Charringtons' tanks, other loco's at Norwich have been 013 & 071 (7/6), 101+358 (10-11/6), 055 (17/6) and 252+352 (24/6). 37019 did the Lowestoft trip freight on 23/6.

EASTERN: Seen in the vicinity of BRML Doncaster have been: 062/238/701 (25/5); 062/110 184/326/701 (1/6); 062/019/701 (8/6) and 062/326/701 on 15/6. On Thursday 25th May, 37098 and 202 were stabled at Frodingham, with 351+275 passing at 1319 on a loaded iron ore train. 37355 was on ballast wagons at Alnmouth on Saturday 3rd June, while on the 10th, 025 was at Newcastle and 510 stabled at Doncaster TMD.

MIDLAND: Part of the display at Nottingham station for the Midland Counties Railway 150 celebrations was 37197, which our correspondent reports looked as if it was on its way to the breakers yard and in rather a contrast to the rest of the exhibits, 4/6, 235, 504+511 were on display at Coalville Open Day on 11/6, with 065 passing several times on demonstration freights bearing headboards for both 'The Class 37 Group' and 'The Growler Group'. It seems the Burngullow-Irvine slurry working is now a once a week affair, with one 37 instead of two, the outward journey heading north overnight on Wednesday and returning south on Thursday evening. A new working through Carlisle is that of a Motherwell bound freight which passes through about mid-day, and is most regular on Fridays. Noted so far have been 037 (28/4), 092 (5/5), 040 (9/6) and unusually 718 (CF) on 2nd June. Load is usually about 15 four wheeled steel wagons (SPA's).

SCOTLAND: Recently renumbered 37037 was seen at Monktonhall Junction (Edinburgh) on both 5th and 19th May in charge of the 6S56 Blyth-Mossend. On 26th May, 37167(CF) was noted instead of the usual Motherwell 37 on 6E46, Mossend-Blyth also at Monktonhall. On 1st June, 37116 was dragged west through Niddrie West Junction by a fellow 37, while at 2106 on 5th June, 37261(1S) passed through Dunbar dragging a 47 on 6L80.

SOUTHERN: The Cardiff-Hamworthy 'Speedlink' is proving a popular train on the Southern and 37's noted in charge so far are: 197 (16/5); 884 (17.19 & 22/5); 714 (23.25.26 & 30/5); 885 (31/5 & 2/6); 716 (5.6 & 7/6); 710 (9/6); 715 (14/6) and 711 (23/6). On 8th June the outward working to Hamworthy was noted passing Romsey at 0815 with a short rake of bogie coil hoods with 716 in charge, while on 26th May, 714 passed through Eastleigh at 1646 on the return working to Cardiff. This was followed just a few minutes later by 37242(TI) on the 1646 Eastleigh-Gloucester 'Speedlink'.

WESTERN: The 2130 Bristol-London parcels has been noted with 37 power on a number of occasions recently, including 263 on 19/6 and 142 on 3/7. A visitor to Laira on 9/6 found 188 minus engine and roof, but in triple tone livery and the new Eastfield emblem of cast Scottie dog, and 255 also in triple tone. At St. Blazey on Sunday 11th July were 412/414/669/670 and 671 - a line up stag, lizard and scottie dog! 674 was out and 673 stabled in the yard on wagons.

There will be lots more news in next months regional view from both June and July.

NEWSDESK

Reallocations upto June 28th were as follows:

37229 FEOE-FEPE 37375 FEOE-FEPE 37376 FEOE-FEPE 37380 FEOE-FEPE
37374 FEOE-FEPE

Liveries; #11 into the new Railfreight triple tone grey, 37019; 37065 (distribution); 37110 (metals); 37188 (petroleum); 37255 (distribution); 37252; 37203 (metals); 37359 (petroleum). You may also have seen the photo of 37025(in 'Rail' number 99) wearing the new departmental grey livery, whether this is as she will stay remains to be seen. I would certainly be interested to hear from anybody who has seen 025 in this livery.

General: The saga of the CP7 bogied 37/3 subclass reached new heights of silliness during June with the reversion of 37353 and 356 to their previous identities of 37032 and 068, this being only a matter of weeks after the subclass was completed by the renumbering of 37002 to 351. The situation is further confused by the sighting of 352 carrying one of 052's bogies, but retaining the number 352 - how long before one of these machines appears carrying both numbers? The renumbering of Motherwell's FMGM allocated 37/3's continues with 37326 reverting to 37111 and 37312 reverting to 37137. This leaves the following still to be treated: 310 (ex 152), 311 (ex 156), 313 (ex 145), 320 (ex 026), 323 (ex 088), 324 (ex 099) and 325 (ex 108). Many of these are in amazing condition, being almost fossilised in time since renumbering in 1986 and retaining features such as boiler pipes, West Highland style headlights, nose doors etc. Locomotives to have been involved with the Intermediate (G exam) programme during the last month have included 015, 111 and 184 at Doncaster, and 188, 213 and 248 at Laira. The opportunity has been taken to remove the steam heat boilers from 111 and 184. There were serious doubts about the future of 37217 (FOCK/CF) at the end of May. With repairs needed costing in the region of £80,000 to a cracked frame, consideration was being given to scrapping and replacement in the pool with another loco. It would seem her future is fairly safe, however, after consignment to BRML Doncaster Works with a release date of 22nd June she should be back in traffic by now. Class 37 availability on 26th June was: 37/0 = 79.3%; 37/3 = 80%; 37/4 = 58.1%; 37/5 = 81.5%; 37/7 = 86.4%; 37/9 = 66.7%. This gives an overall total of 78.3% which is about average for the class. It is known that the situation with the Speedlink Distribution sector 37/4's is a cause of some concern, in particular the length of time taken to undertake the F exams (light overhauls). The situation on June 26th was 37401 (stopped 5/6 to 27/6), 37403 (24/4 to 30/6), 37406 (15/5 to 27/6) - all F exam, and 37420 (26/1 to 30/6) - collision repairs. This means that of 11 loco's in pool FGTE, 3 are undergoing F exam, and 8 are needed to maintain the booked services.

Namings: Although things have been quiet on the naming front of late, things could be about to change. It is understood 13 sets of names have been cast, all with a British Steel theme, and include British Steel Orb, British Steel Trostre, British Steel