

SYPHON!

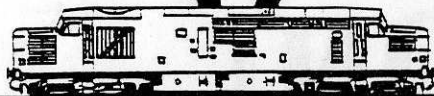
THE CLASS 37 GROUP

AUG 1989



THIS MONTH - SPEEDLINK

37



THE CLASS 37 GROUP

SYPHON!

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NUMBER 14 - AUGUST 1989

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EDITORIAL

It gives me great pleasure to be able to announce that the Preservation Fund total has shot past the first £1000 milestone during the month of July. This is due, mainly to three reasons. Firstly the lottery, which made a profit after expenses of £160 after some desperate last minute selling. My thanks to all of you who either brought/sold or even returned tickets for resale. For the record, the draw was conducted, as planned, on Sunday July 2nd at the Grantham Railway Society weekend, and we were assisted by and witnessed by Mr M.Rimington and Mr P.Mason of that Society. Secondly, this Group is finally in the situation where our sales stock is such that money can be transferred from the General Fund to the Preservation Fund, so whenever you buy something now the money REALLY IS going to help save a 37. Thirdly, we have received a number of donations from members. Personally, this gives me possibly the most pleasure, as it suggests to me that our members share the belief of the Committee that when the time comes - we will be there with the cheque book.

On the personnel front, I am pleased to welcome Jerry Dickinson to the post of Sales Officer. Jerry will be assisted by Dean Warner, who between them are able to supply the space and transport to get us to various events. To avoid confusion, only Jerry's name and address will be used and in future all sales orders should be addressed accordingly. Mike Millward has decided to stand down from the South-West Representatives position, and would additionally like to apologise to anybody inconvenienced by the cancellation of the trip advertised to London/East Anglia etc.

This months magazine includes special features on the Coalville Cobbler railtour, a look at the problems encountered by the Freight Network, and 'From the Cab' which I hope will become a regular feature. Something that I have tried to do in recent issues is highlight a particular area that is worth visiting for class 37 activity, ie Cardiff and Newport. This continues this month with a report from Holytown, in Glasgow. This is a series that I would particularly like to continue, as it could give you ideas of places to visit, therefore if anybody knows of locations or areas that see a fair amount of activity syphon wise - why not jot down some details and let me know. Please give details of times/frequency, description of workings, etc. Amongst the regular features will be found details of this summers Cambrian diagrams, the continuing saga of 116's skirts and a full depot allocation listing. I am also happy to provide publicity for the 'BRC & W Type 3 Preservation Group', who have approached us with the idea of reciprocal publicity. Time and again people come up to us at Open Days and say something like 'not another loco' group', well to these people I would suggest a quick calculation of the amount spent annually on railway magazines, and then compare it to the subscription being asked by the Group in question, a part of which in most cases will go towards locomotive preservation.

SALES: Now in stock is a copy of the book written by myself to widen our merchandise and also help raise funds. Titled 'Preserved BR Diesel & Electric Locomotives', it fills what I believe is a gap in the market by providing a record of what has been preserved in diesel and electric terms only, for a reasonable price. There is a limited amount of data provided for each class in the main section, and then at the back on the card cover is a list, suitable for 'under lining', noting milages etc. There are a few pictures, including a steaming 25, and all this for the measly sum of £1 + postage. So come on, send your orders to Jerry at the address shown under Committee members.

We also now have the mugs in stock at £2 each, but at the time of writing postage details had not been finalised. Prices, Sweatshirts down to £12, tapes up to £3:50.

PRESERVATION FUND: Total as at 28th July was £1365:96, and this large escalation of the total was due to the following incomes. Profit from Summer lottery - £160:40; Transferred from General Fund - £150; Donations from Mr P.King, Mr K.Lewis, Kevin Green, Geoff Fordham, Steve Squires and Andy Garten. It was also interest time for both the accounts and this totaled £51:48. Donations can be made by cheque or Postal Order, made payable to the Class 37 Group, and should be sent to the Treasurer.

NEW MEMBERS/RENEWALS: A big thankyou and welcome to: Mr P.Cragg, T.Cotter, P.Westley, Mr R.Fairhead, N.Paine(R), Derek Morris(R), Geoff Fordham(R), Maurice Barber(R), R.K.Upton(R), T.Lorraine(R), A.Louth(R), Mrs D.Salter & Mr S.Salter (both R)

THANKYOU this month for information to: Michael Gibson, Keith Fransham, Mike Millward, John Forge, Steve Squires, Andy Harlott, Jerry Dickinson, Alan Pulford, Colin Wilks, Kevin Green, Harold Green, Keiron Lewis, Peter King, H.Egremont and Graham Measures.

DEADLINE for the September news-sheet will be Friday 25th August, although any urgent news recieved early the next week might get in.

SALES

GROUP SWEATSHIRTS with logo on breast. Grey, green, blue, red or white, Small, Medium Large or Extra Large. Please state size and any colour preferences. £12:00

GROUP TEESHIRTS with split and centre headcode 37's on front. S, M, L or XL £5:49

PRESERVED BR DIESEL & ELECTRIC LOCO'S book, by Andrew Garten, NEW! £1:00

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

'SYPHONS' - our own audio tape (as reviewed in Rail No 93) £3:50

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 SALES OFFICER.

NEWSDESK

The following reallocations relate to the period 27.6.89 - 26.7.89.

37012 SF-TI FGDS-FGET	37077 SF-TI FGDS-FGET	37211 CF-SF FAWK-FAGS
37019 SF-TI FGDS-FGET	37087 SF-TI FGDS-FGET	37238 SF-TI FGDS-FGET
37038 SF-CF FGDS-FMAK	37100 SF-TE FGDS-FMTY	37252 SF-TI FGDS-FGET
37047 SF-TI FGDS-FGET	37104 SF-TI FGDS-FGET	37350 PCFA-FPEK
37053 SF-TI FGDS-FGET	37107 SF-TI FGDS-FGET	37354 CF-SF FAWK-FAGS
37055 SF-TI FGDS-FGET	37116 SF-TI FGDS-FGET	37358 SF-TI FGDS-FGET
37057 SF-TI FGDS-FGET	37128 SF-TI FGDS-FGET	37709 PFFS-FPCI
37074 SF-TI FGDS-FGET	37154 SF-TI FGDS-FGET	37892 PFFS-FPCI
37075 SF-TE FGDS-FMTY	37209 SF-TI FGDS-FGET	

Liveries: 37503 is now in triple tone livery with 'Metals' sector decals. Whilst Doncaster and Laira seem to be doing their best to get loco's in the right colours, Stratford have also been busy with 37140 and 37154 both smartly repainted in allover blue with black headcode boxes and orange stripes. 154 additionally has red buffer beams and bright yellow mini-ploughs, 140 carries the departmental logo under the cab window - this being a DCAA sectorised loco'. There have now been conflicting reports as to the livery style applied to 37203, quoted last month as being repainted into triple tone Metals sector livery. Unless I am told otherwise, I shall now treat this loco' as retaining large logo blue livery.

General: 37374 has been renumbered back to 37165, joining 032 and 068 which were reported last month. With 352 now confirmed as running on 062's bogies it should not be long before this too reverts to its previous number of 008. The decimation of Stratford's syphon fleet is almost complete, this once proud 37 mecca being reduced to a paltry 18 examples with the expected reallocations of the Speedlink dedicated examples to Tinsley's Speedlink pool following the merger of the Distribution and Speedlink sectors. Could this be the beginning of the end for 'SF', with all that lovely land there in the East End that could be flogged off for redevelopment? The latest round of reallocations leaves the 37 fleet spread as follows:

CF = 038/078/131/133/139/141/142/146/158/162/167/174/197/207/212-5/217/220-3/230/235/239/244/248/254/263/264/273/274/278/280/293/294/350/371/372/407/408/426-31/689-99/701-4/710-19/796-803/883-887/889/894-99/901-6. Total = 99.
 ED = 025/035/080/153/165/170/184/188/191/196/229/232/245/359/375/376/380/401-6/409/410/413/423/424. Total = 29.
 IM = 106/225/275/351/377/381. Total = 6.
 IS = 114/260/261/262/415-21. Total = 11.
 LA = 412/414/669-75. Total = 9.
 ML = 010/037/040/049/051/092/097/111/137/190/201/310/311/313/320/323-5/370/373/379. Total = 21.
 SF = 138/140/144/211/216/218/219/354/705-9/888/890-3. Total = 18.
 TE = 004/023/042/046/048/054/069/070/075/083/100/109/110/202/203/227/240/241/250/255/258/501-21/667-8. Total = 44.
 TI = 003/009/012/013/015/019/029/031/032/047/053/055/057/058/059/063/065/066/068/071-4/077/087/095/096/098/101/104/107/116/128/154/178/185/194/198/209/238/242/251/252/271/272/285/298/352/355/357/358/378/411/422/425/676-688. Total = 68.

Two of Stratford's 'heavyweights' - 709 & 892 - have been transferred to pool 'FPCI', which according to official records is 'Freight, Petroleum, Immingham; Chemicals and Construction sub-sectorised class 31/1 & 47'. 116 was taken into Stratford for 'skirt annihilation' during July, but fortunately common sense prevailed and these celebrity items are understood to have survived for now, however, with 116 now being a Tinsley machine who knows what might happen. Former East Suffolk stalwarts 138 and 144 seem to be permanently engaged on stone train workings emanating from the Westbury area and neither have been near the East Suffolk for ages, 140 does not possess any aerials which leaves only 216 and 219 to cover any duties as required. 216 worked down to Leiston on both 14th and 15th of July. Class availability on 4th July was: 37/0 - 77.5%; 37/3 - 78.9%; 37/4 - 71%; 37/5-87%; 37/7 - 90.9(!); 37/9 - 100%. This gives an overall availability figure of 81%.

WORKS REPORT

DONCASTER: Present for the duration of the two months under review were withdrawn examples 011/062/113, and Cardiff's 37217 for major engine repairs. Also present on 3rd June were 019/025/110/114/184 & 326 - all for Intermediate (G) exams, 503 for F exam (light Component Exchange (CEM)), 353 & 430 for bogie changes, and 701 for engine repairs. By the 12th June, 110, 353 and 430 had all left and 326 had reverted to its former TOPs number of 37111. 019 had been released and was back for rectification, 025 was on test, and the only new entrant to Works was 015 which was in for intermediate overhaul. By the 20th, 019, 114 and 701 had all been released, and it was not until 24th that the next different 37 was admitted to Works, this being 101 for main generator repairs. By the 4th July the 37 presence was building up again, having reached 11 with the addition of 004 for Intermediate, 074 with cooling system problems and 501, which replaced the now departed 503 on the 'F' exam programme. It is a shame 501 has reached Doncaster, as this will surely see the end of one of the more colourful members of the fleet. By the 10th July, 074, 111 and 184 had all left, while by 26th, 248 of Canton had arrived for Intermediate. With the recent passage through Doncaster of 025/074 & 184 - all known to have fairly ropery bodies - I would not have thought there was much hope of a reprieve for poor old 113?

GLASGOW: The situation on 3rd June was that present were 37403 & 406 for 'F' exams and long term resident 420 with collision damage. Once 401 had been admitted on 5th June, also for 'F' exam, this was how the situation stayed for most of June, with release dates going back, and back, and back. 414 made the long journey north from Laira and was admitted for 'F' exam on the 24th, and the complete situation on 26th June was: 401 'F' release 27/6; 403 'F' release 30/6; 406 'F' release 27/6; 414 'F' release 13/7; 420 collision, release 30/6. Bearing in mind the above release dates, you may be surprised that 401, 406 and 420 were still there on 4th July, along with 414. This is how things stayed for most of July, with 401, 406, 413 and 420 taking root, and joined by 422 from Tinsley, admitted on the 7th July and not expected to be released until 25th August.

LAIRA: There are some very lengthy overhaul jobs going on here. 188 was admitted on 15th May and was still present on 26th July, 213 admitted 20th April and released 13th July. 248 was admitted on 28th June and given a provisional release date of 31/7, while by 26th July 223 had also joined the Intermediate programme. It is good to see that Laira have not been given any split headcode examples of late.

STRATFORD: Locomotives to pass through the DRS during June were 37371 - generator repairs, 194 - attention to wheels/axles, 154 - tyre turning, and 116 for an 'A' exam that lasted from 6th to 13th July. Also present was 37053 for collision damage repairs, which as mentioned before did not seem very evident at Ilford open day. It was stopped from service on May 15th, and last known release date was 30/7.

Quick Quiz

Here goes for some more quick questions. Answers are at the end of the Speedlink/freight feature.

1. Which depot had the first ever class 37 allocation?
2. What was the last vacuum braked 37 ?
3. What was the first 37 to be painted in what is now known as large logo blue?
4. What were the five original Loch's (numbers and names correctly applied please)?
5. What was the original number of the 300th class 37 delivered (think carefully)?
6. What was the number of the first class 37 to be withdrawn and scrapped?
7. Which two builders were responsible for building the class 37 fleet?
8. In what year did the last 37 enter traffic.
9. What is the route availability of a 37?
10. What coupling restriction applies to the class?

Regional View

ANGLIA: On Monday 10th July, 37378(TI) worked the first Whitemoor-Norwich 'Speedlink' and then proceeded to either Lowestoft or Wroxham. 37140 was at Norwich on 11th, while 216 worked down the Leiston branch on both 14th and 15th July. On 21st, 37890 put in an appearance on the Norwich-Ripple Lane tanks, and on Tuesday 25th, 218 arrived with the Ilford-Norwich cars, which convey any passenger coaches that require maintenance. 37219 worked the return on Thursday 27th with just one TSO.

EASTERN: A visitor to Tinsley on 13th May found 37031/072/356 & 378. Ex Scottish 37425 was seen running light through Dore on 16/5, while a visit to Chesterfield on 23/5 produced sightings of 203/506+507/512+516/042. On June 14th, 681+678 were noted passing Grindleford (near Sheffield) at 1145, and on June 20th 687+688 were seen passing the same location at 1045 - both pairs on Peakstone duties. Visible outside BRML Doncaster on 30th June was 37503, fresh from 'F' exam and now in triple tone grey. Passing through the station were 285 at 1331 with an 11 wagon southbound Speedlink, the re-renumbered 068 (ex 356) at 1348, 238(SF) at 1504 with a 12 wagon southbound Speedlink, and 250 at 1544 with a southbound loaded steel train. Now a Thornaby loco, 250 retains red stripe railfreight livery, number in full on blanked out headcode panels, and 'CF' transfers. 250 was seen in action again on 4th July, this time at Rotherham with a 21 wagon northbound steel train at 1322. Also seen were 504+507(TE/TE) with a Lackenby-Corby working at 1346, 37411(TI) - still named - Dewsbury-Earles sidings southbound cement at 1419, and 241(TE). This was seen heading south light engine at 1424 and then northbound at 1513 with loaded steel wagons.

MIDLAND: There was a very low attendance at Buxton shed on 24th May, with only 37680/682 & 686 present. On Saturday 3rd June, 37718(CF) was stabled at Warrington Arpley, 906(CF) arrived at 1217 with a northbound steel train. This was replaced by 86506, 906 disappearing off to Arpley SP. 37139(CF) was at Derby on 11th June. Cardiff based 377's seem to be regular performers on the Motherwell bound steel plate trains that pass through Carlisle around mid-day, 37714 and 37885 were at Carlisle on 27/6 and 37714 again on 30/6. On 13th July, 37023(TE) was at Carlisle station with a northbound steel train at 0850, 370+373(ML/ML) were in Kingmoor Yard with the 6M61 Gunnie-Clitheroe cement train.

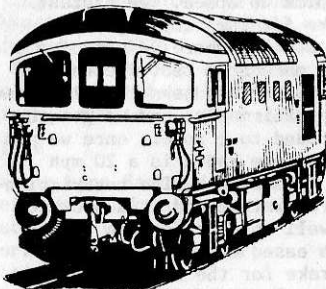
SCOTLAND: The following details relate to a week in the West Highlands during June. Starting on 11th, 402 was stabled at Oban on empty BP tanks in the evening, leaving for Glasgow at about 1150 on the 12th. Its place was taken by 410 which was stabled at the McIntyres Marine fuels depot at 1330. On the 13th at 1830 410 was seen again at Oban, this time stabled on two carriages. On the 14th, 413 was at Oban on stock at 0745, 405+409 were at Tulloch with a southbound timber train at 1128, and at Fort William railfreight liveried 423 was stabled on the Royal Scotsman. 413 was at Oban again (or still) on 15th, waiting to work empty tanks. Finally, on 16th the following were seen at Crianlarich; 405 at 0843 with southbound empty tanks, 413 at 1327 with a southbound mixed freight. 405+409 were at Ardlui at 1345 with southbound empty tanks, while back at Crianlarich 402 was stabled at 1425 and 424 was seen at 1428 with northbound tanks towards Fort William. On 13th July, 37154(SF) was stabled at Shawfield sidings, Polmadie at 1025, while at Motherwell were 037/051/111/201/311/320 & 324 (all ML) at 1600.

SOUTHERN: 37716 was in charge of the 0305 Cardiff-Hamworthy Speedlink on 8th June, noted passing Romsey at 0815 heading for Hamworthy and returning at 1615 with 3 PXA's and 2 57 ton bogie slab wagons. 37242 was seen at Southampton at 1700 with a west-bound Speedlink service - this loco seems to have taken up residence on the Southern judging by the number of reports I get of it in this territory! On June 9th, 37710 passed through Redbridge at 0850 with a short rake of PXA's, taking the Bournemouth line. On Saturday 10th June, 37239(CF) was seen passing through East Croydon at about 1145 towards the capital at the head of a rake of empty coal wagons.

WESTERN: Stabled at Gloucester on 25th May were 37058(TI) and 142(CF), which were joined by 158(CF) on the 26th. Also on the 26th, 37278(CF) was seen passing Gloucester at 1145 with southbound vans, while at Cheltenham 505(TE) passed at 1304 with northbound steel empties, and 031(TI) at 1335 with a southbound mixed freight.

A visitor to Newport on 1st June found 37146/197/264/696 & 889 stabled, and the following passing through on trains, in this order - 37800/717/515+516(TE/TE)/711/280+078/710/712+713/263/714/133/131/515+516/207/798/905+902/352/689 and 230. With the exception of 352 which is Tinsley and 515+516 which are Thornaby, all are CF allocated. The Llanwern-Port Talbot ore trains were in the hands (or couplings?) of 712+713 (ex 102+052) and 902+905 (ex 148+136). These trains used to be hauled by pairs of 56's (and previous to that triple headed 37/0's) of which a pair of ballasted 37/7's of 37/9's have about the same tractive effort. 37407 was working Cardiff-Liverpool passenger trains and 37071 was at Westbury. At Cheltenham on 2nd June were 242(TI) with a southbound freight and Thornaby pair 37202 & 203 on a southbound steel working, these trains passing at 1434 and 1525. By the 5th, 203 was paired with 255 - seen heading north light at Pirton Crossing near Worcester, while 285(TI) was on a southbound steel train at 1346. On 7th June, 711(CF) was seen at Hereford at 1554 on another steel train, whilst among the workings passing through Newport were 37059(TI) pulling 56032 westbound at 1321 hotly pursued by 37427 pulling 47626 and 37197 in the same direction a minute later. At Cheltenham on 9th were 207 light engine south at 1401, 285(TI) southbound vans at 1419, and 203+023(TE/TE) light engines south at 1427. Further south at Westbury on Thursday 8th June the following were seen around 1015; 242(TI) with two tanks heading towards Eastleigh, 138+144(SF/SF) with a loaded stone train heading east via the Berks & Hants line, while 354(CF) was stabled. On 22nd June, 278(CF) was on a northbound steel train at Cheltenham at 1555. The Foster Yeoman open day at Merehead Quarry (Mendip Rail 89) on Sunday 25th June was graced with the presence of 37350 and 37354. Also present were the 5 privately owned 59's and 11 other BR loco's. Just down the line at Westbury were 138+144(SF/SF) and 211(CF) - all stabled. The following were seen within a short space of time at Pirton Crossing on 4/7, 520+509(TE/TE) steel train north at 1601, 884(CF) another northbound steel train, at 1609, and 162(CF) light engine south at 1611. On the evening of Thursday 6th July the following could be seen on Canton TMD: 141/167/207/407/428/694/711 & 886. Seen working were 293 (2139), 131 (2145), 139 (2145), 220+273 (2147), 692 (2148), 796 (2155), 696 (2200), 716 (2205), 278 (2208) and 131 (2211). On the 8th, 712+718 were paired on the Llanwern-Port Talbot ore trains, and 37408 was noted at Newport at 1517 running light engine from the east devoid of Scottie dog but retaining nameplates. 694 and 711 were both noted on Canton TMD carrying mini-ploughs. Finally on Saturday 8th July, 37215/273/278/294/712/798 & 884 were stabled at Margam, while most interesting among the Cardiff machines at Canton was Laira's 37674 - it seems very rare that Laira machines get to Cardiff.

BRC&W TYPE 3 PRESERVATION GROUP



SAVE A CROMPTON !!

DON'T WAIT UNTIL IT'S TOO LATE !!

Class 33 Locomotives are likely to be the next large class to be withdrawn from traffic following some 30 years of reliable service.

Although originally built for the Southern to replace steam on a wide variety of passenger and freight duties, they have been regularly seen in places as diverse as Manchester and Milford Haven. However, time is now running out and the latest timetable change has effectively ended their

passenger work. Many examples have already been withdrawn.

We are determined to ensure that a class 33 is saved along with the equipment to run it on a preserved line. We would welcome your support, so if you would like to see a Crompton preserved, why not join us today?

Membership brings six annual newsletters and the opportunity to participate in group events. Please write, enclosing a SAE to the Membership Recruitment Officer at "Hillside", Red Post Lane, Andover, Hants. SP11 8DA.

From The Cab

by Andrew Harlott

The date was Thursday 25th May, 1989, and I arrived at work around 0530 to start a normal day. I had not been there long before the T.C.S. told me to work 4L69 down to Felixstowe North Freight Liner terminal (F.L.T.) with 37216. I went to have a look at the engine, it's not just climb into the cab and drive off. First I checked both cabs, then into the engine room checking both oil and water and putting the Battery Isolator switch in. Back in the cab that I'm going to drive from, I put the key in the desk and the reverser from off to EO (engine only). The oil pump will then run and after one minute start the engine. When the engine is running the compressors will start to build the air up in the main reservoir. While the air is rising, I went round the outside of the loco' to check all the pipes and couplings, plus the brake shoes and not forgetting the most important thing for the engine - the fuel, all 1670 gallons of it. By now the main air has built up to between 118 & 140 psi and back in the cab I move the auto brake valve to the running position to check that 72 psi is registered on the brake pipe gauge. Now I give 37216 a brake test, first with the auto brake valve and then the straight air brake. Having also checked that the D.S.D. (Drivers Safety Device) is working in both cabs we are now ready to move after I have taken the hand brake off. The reverser is moved from EO to the forward position and the power handle to $\frac{1}{4}$ power. Oh spoons! I've forgotten the AWS. Right, I'll try again, and this time we get power and I draw down to the signal to pick up the guard and tell the signalman that we want to go upto the yard to pick up 4L69. Signal off, power handle to $\frac{1}{4}$ and we move off upto East Suffolk Junction and back into the yard onto our train. The guard gets off the engine and couples the train together before walking down the length of the train checking it as he goes. While he is doing this, I put the auto brake valve into the lockout position to hold no less than 60 psi in the brake pipe. By this time the guard has got to the back of the train, checked the tail lamp and pulled the tap down on the brake pipe letting the air out to test the continuity of the train. He comes back with the TOPS, so I know exactly what we have on our train. In this case we had 19 wagons and 644 tons, and the maximum speed of the train was 75 mph. Now we can tell the signalman that we are ready to go.

The signal comes off and I move the power handle to $\frac{1}{4}$ power, we start moving and I give it more power as we go. By the time 216 is at full power she is slipping a bit, so I ease back the power to stop the wheels slipping and then back to full power. We are now at East Suffolk Junction and starting to climb upto Westerfield. The speed is 28 mph as we pass over Norwich Road bridge and rises to 35 mph, the signal for the junction is green and 37216 is at full power as we cross over to the up main past Westerfield station and the signal box where we turn right - still going uphill. The top of the climb is at Northgate sports centre where we pick up speed. The distant signal for Derby Road station is 'on' and I start to brake for the stop signal at Derby Road. The signal is pulled off and I draw into the station where we wait for a railcar to come from Felixstowe Town, just enough time to make some tea! The railcar comes in and the signalman takes the token from the driver, he then asks the signalman at Trimley if he will let our train through. The reply is affirmative and we get the token. The signal comes off and I move the power handle round to $\frac{1}{4}$ power, once we are moving I put it round to full power. At the end of the platform there is a 20 mph speed restriction past the golf course and bus depot, so I ease back. The restriction ends where the line runs parallel with the main road to Felixstowe and it's back to full power. We are now passing the old station called Orwell which closed in 1959, and we have reached the 60 mph line speed so the power is eased off and we coast along. The Trimley distant signal is on and I start to brake for the stop signal which will let our train into the old up platform. The signal comes off and I draw upto the signalbox and give the signalman the token. Power is now upto $\frac{1}{2}$ as we move through the station and down to the north terminal. The line here is downhill and 'S' shaped, great for photography. At the bottom the shunter calls you in and tells you which line you will be going down. At the end is the old line which used to come from Felixstowe Beach station, but was closed when the new line opened. It has been used about twice since closure.

We run round the train and then are to return light back to Ipswich, but before we go I think we'll have a cup of tea. I'm in no hurry to get back because it's pay day!

Coalville Cobbler

Michael Gibson

Once again it was June, and that means yet another Coalville Cobbler. For me, the day (11.6.89) started shortly after 0030 at Carlisle station when 47644 arrived with the 2220 from Glasgow, the train I was due to travel on to Euston. At this point I met one of our Scottish members who was also heading for Coalville, and it was here that 47644 came off in favour of 86427. The journey down was almost like a railtour in itself, starting with a straight run to Preston behind 86427, then 47503 to Crewe via Manchester Piccadilly and Gatley, stopping at nearly every signal through Manchester, and finally 87031 to Euston via Bescot, Coventry and Northampton. Only two 37's were seen on the way, 431 at Crewe and 411 at Bletchley. By 0800 the crowds round platform 15 at Euston were growing every minute, and at around 0820 came the announcement that the Coalville Cobbler had been 'slightly' delayed. However, these announcements continued for almost an hour until 0915 when the stock finally arrived with 33058. Departure from Euston was at 0922 (-52) and at this point a full account into what went wrong was given over the p.a.. Firstly there was a misunderstanding with the Southern region train-crew, secondly 33053 - the other loco booked to haul this train - snapped its elastic band, and finally a points failure at Euston downside.

After picking up at Watford and Milton Keynes, we took the Northampton line and then the Coventry line. Coventry to Nuneaton would have probably been quicker to walk, taking almost an hour to do this 9 mile stretch. Arrival at Nuneaton was at 1235 (-113), here the fun started. The 33 ran round the train and 31454 went on the front for a 'top-n-tail' movement to Abbey Junction, where the 31 was detached and the 33 continued over the Nuneaton Flyover towards Knighton Junction, then Coalville, arriving at 1402 (-112).

There were four 37's present at Coalville - 37065, proudly displaying "Class 37 Group" and "Growler Group" headboards as it trundled up and down with some air braked wagons, 37235, and 37504+511. Due to the late arrival of the railtour the itinerary for the rest of the day was altered and a new departure time of 1630 (instead of 1520) was given, but even this could not be achieved. It was well after 1645 before there was any sign of the stock moving, with 20103+186 at one end and 37504+511 at the other, and it was 1717 (-47) when we finally got going again behind 37504+37511.

The 37's seemed to be making very little attempt to make up any lost time, taking almost 40 minutes to reach Burton-on-Trent. We took the freight-only line via Castle Donnington, but instead of going to Nottingham we went straight down the main line to Leicester, arriving at 1855 (-60). It was at this point that the 37's came off and 33058 went on, and there was yet another hold up when the brakes on one of the coaches jammed. Departure from Leicester was finally at 1944 (-89).

Things did improve from Nuneaton where the 33 ran round. Although departure from Nuneaton was at 2043 (-102) we had a high speed run down the main line back to Euston, arriving at 2225 (-56).

I finished the day by taking the 2350 Euston-Glasgow, behind 86408, seeing 37797 at Crewe, and arriving back at Carlisle at the 'civilised' time of 0426.

Timings for the part of the tour hauled by the 37's are shown below, load was 11.

Place	Scheduled	Rescheduled	Actual
Mantle Lane Sidings (Coalville) :	1520	1630	1717:45
Leicester Junction :	1558	1708	1753:30
Burton-on-Trent :	1600	1710	1754:15
North Stafford Junction :			1801:10
Stenson Junction :	1606	1716	1802:45
Castle Donnington Junction :			1815:40
Sheet Stores Junction :	1632	1731	1825:35 (sigs)
Trent South Junction :	1732		1826:50
Loughborough :	1740		1834:00
Syston South Junction :	1748		1845:55
Leicester arr :	1755		1855:00

SPEEDLINK

If you're one of those people that thinks running a railway is as simple as Benny from Crossroads, you may find the following text somewhat enlightening. Plenty is reported about the passenger workings of British Rail, however, rarely do we get the opportunity to take a detailed look at the freight network. What follows illustrates some events and mishaps, concerning class 37 locomotives, mainly on those services operated by the Speedlink sector, and during a period commencing in mid-May 1989.

We start on 17th May, and 37352 was in trouble on 6M72 (1635 Derby St. Marys-Arpley) being unable to travel above 20 mph. 47332 was sent by Tinsley and attached at Earles sidings (Hope). Metals sector 37070 was sent to replace 31466 on a passenger diagram, 070 working ECS Hartlepool to Newcastle and then 1745 Newcastle to Middlesbrough passenger service. On the 18th, 47616 failed at Ferryhill with 1E94 (2140 Bristol-Newcastle postal). After being pushed forward some distance by the following 1E04, 37251 was attached to the front and worked forward to Newcastle 71 minutes late. The same night 37241 was derailed at Tinsley TMD, it was soon rerailed with no apparent damage. 37069 was involved in a messy incident at Brampton Fell (Newcastle-Carlisle line), hitting a cow while working 6M89 Tees Yard-Workington, the cow becoming stuck under the train. 37510 (Metals) was derailed at Eaglescliffe on 20th May whilst on a Permanent Way train, it was later rerailed by the Thornaby BRUFF. On Tuesday 23rd May 6M71 (1534 Lackenby-Workington) was a failure at Haydon Bridge, 37519 (in multiple with 37513) having shut down after losing water. Also on 23rd, the overnight 6S97 Gloucester-Mossend was unusually hauled by 37013 throughout, vice electric loco for part of the journey. On 24th, the 6E44 Cardiff-Scunthorpe was triple headed with all 3 37's working, this train being used to get a stranded loco' home. 37162 moved from Exeter to Bristol on 25th, this loco having been out of service since 2nd May and was on route from Exeter to Cardiff Canton. The 26th was a bad day, starting with 6M29 (2300 Lackenby to Corby) which had to be left at Barrow Hill while 37506 & 511 went to Toton with engine problems. 37239 got itself stuck in a signal failure on the Sutton Park branch near Birmingham, and 37262 failed at Aviemore working 6H25. Later the same day, 37507 & 508 failed at Moorthorpe with 6E37 (2025 Corby to Lackenby), standing from 2302 to 0013 when the train was assisted into the loop, and working forward at 0042 with 31145 on the front! This caused headaches for the passenger services, the 1428 Plymouth-Newcastle was diverted via Barnsley, and 1730 Plymouth-York via Doncaster. 37244 was used to work the 3B08 Gloucester-Cardiff parcels on Tuesday 30th May, 37223 worked a failed freight from Didcot to Cardiff. On 31st, 37238 failed on 6L81 (1550 Haverton Hill-Parkston) at Bawtree, just south of Doncaster on the ECML. Assistance arrived in the shape of 47284 and after curing some brake problems the ensemble moved off. Moorthorpe must be an unlucky place, as it was here again that a failure occurred on 1st June. This time the train concerned was the 6M78 (0010 Lackenby-Etruria) and the loco's were 37668 & 667. 31453 provided assistance at the rear, and after a considerable amount of slipping moved the train into the up loop. On the 5th June, 37065 hit a brick suspended from a bridge and had to be taken off 6V66 (1842 Tees-Stoke Gifford), while on 6th, 37358(SF) failed at Tyne Yard with the 2305 Tyne-Mossend (6S81). The same day, 47019 was in trouble on 6L80 (1550 Dean side (Glasgow)-Wisbech and after delays totalling 140 minutes and fitters attention at Millerhill, 37261(IS) was attached as added insurance as far as Tyne - how often do the Inverness 37's get this far south? On 7th June, 37352(TI) was used to work 4S48 Willesden-Mossend forward from Beattock, as 4S48's engine (86257) had been commandeered to assist failed 47633 forward on 1S77. On Friday 9th, 37510 replaced 47559 on 1M59 (2027 Newcastle-St. Pancras postal) at Darlington. It left Darlington 40 minutes late and is assumed to have worked through! It was unlucky Tuesday 13th for 37251(TI) which failed at Heaton with 6L97 (1440 Mossend-Ripple Lane). 37013 was summoned from Gateshead and dragged the train to Tyne yard where 251 was detached and 013 worked forward 52 minutes late. 37262 failed (again!) at Blair Atholl working 6S25 (declassified 3S25 Motorail). On the 14th, 6L97 was in trouble again, this time 37355(TI) failed at Colton (just south of York) and had to be dragged back to Holgate eventually working forward 286 minutes late with a fresh engine.

6S92 (1514 Scunthorpe-Aberdeen) employed a number of 37's on 15th June; 37071(TI) failed before moving the train, 37203(TE) worked to Doncaster, and 37032 (ex 353) worked forward from here. It would seem that 37260 and 262 (both IS) are not the world's two most reliable loco's at the moment. 262 failed yet again on 16th, this time at Auchterarder (near Gleneagles) with high coolant temperature. It was assisted forward to Mossend by 37196. 260 failed at Stirling on 6H25 the same day, this was after having failed at Millerhill on both the two previous days. Still on the 16th, 37422 was declared a failure at Sheffield, it had been working 6E58 (0308 Earles-Dewsbury). Monday 19th now, 37251 (TI) failed at Bridge of Allan on 6M64 and after being assisted forward to Stirling 37063 worked the train forward to Mossend. 251 and a number of over subscribed wagons were worked forward by 26021 as a special 6Z64. On 20th, 6M64 was in trouble again, this time 47370 failed at Errol. 37418 assisted forward to Perth where 47370 was detached and 418 worked forward to Mossend. It was a bad day on Thursday 22nd with a number of failures. 47009 failed near Haltwistle on 6S96 Parkeston-Mossend and 37508 was sent to assist; 37101 failed at Sanquhar (near Kirconnel) on 6E95 Falkland-Tees and 47365 assisted; and 37095 failed at Mexborough on 7M88 Doncaster-Derby. 6L87 (1750 Millerhill-Parkeston) was capped due to the failure of 37029, 37222 was a total failure at March awaiting transfer to Canton, and 37223 was at Toton with flat batteries. 37404 was failed at Crianlarich on 7Y33 Mossend-Fort William due to flames coming from the exhaust (isn't this normal?). On 26th, 37139 joined 222 & 223 out of service in the Reading/Didcot area and a special engine movement was arranged with 31448 from Old Oak Common hauling the 3 dead 37's to Cardiff, leaving Didcot at 2328. 37095 failed at Doncaster on 6S92 and 37272 worked forward in the Aberdeen direction. Being 4 loco's short already due to exams, the West Highland situation worsened at the end of June. On the 27th, 6D19 Corpach-Mossend was terminated at Ardlui because of the failure of 37409. 37413 was sent to recover the train at Ardlui but failed itself between Ardlui and Arrochar. 7Y33 Mossend-Fort William was dumped at Garelohead so that 37403 could rescue 37413 as well as 6D19, and this it did working through to Mossend. 7Y37 Mossend-Corpach left Crianlarich 391 minutes late but 7D10 Corpach-Mossend was stranded at Crianlarich. The next day, 37423 was sent to Garelohead to work 7Y33 which was dumped there the previous day, but this failed as well. 7Y33 was eventually worked forward by 37403 which you may remember had been its motive power in the first place, only about 1½ days late - I'll leave you to work out what this is in minutes. On Friday 30th June, 37098 failed at Thornhill (near Dumfries) on 6E95, 47292 was sent to assist, while further south 37223 failed at Bury St. Edmunds on 6L25 Toton to Ipswich. 223 was sent light to March (40 miles), whilst the train was left at Bury (26½ miles from its destination) as there was no other available motive power in the area. Into July now, and an unusual working on 3rd was that of 37885(CF) on 6S67 Healey Mills-Gartcosh. This loco' was required in Scotland to work a Mossend-South Wales steel train. Also on 3rd, 37212(CF) worked a special 6Z53 Millerhill-Tyne Yard and was then due to work back to Scotland. Another unusual loco' on 6S67 was 37422 the next night (4th), this was a convenient move to get 422 to Glasgow Works for attention. On Friday 7th, 37139 failed on arrival at Southall with 6V38 ex Bow, while 37235 worked an empty MGR train from Didcot to Barrow Hill. Finally, we finish on Saturday 8th July, 37706(SF) operated a special 6Z04 from Didcot to Westbury with 25 HDA's.

QUIZ ANSWERS: 1 - Stratford; 2 - 37061; 3 - 37025; 4 - 37012 Loch Rannoch; 37026 Loch Awe; 37027 Loch Eil; 37043 Loch Lomond; 37081 Loch Long; 5 - D6999 (37299/426); 6 - D6983; 7 - English Electric, Vulcan Foundry, Newton-le-Willows, and Robert Stephenson & Hawthorns, Darlington; 8 - 1966; 9 - 5 (37/0-37/5), 7 (37/7-37/9); 10 - Blue Star.

Passenger Information

The 'gen' has been a bit scarce this month, but I am sure that plenty has happened. I can only report what I am told, so come on folks, tell me what you know and don't work on the principle that somebody else already has. We want to know all 'NB' workings and any 'off the beaten track' EH workings (37/4's). Could I please have any gen for the September news-sheet by the last weekend of August ('ish) and if the train concerned does not appear in the BR all-line, please explain why, along with any details as to why the working occurred in as many cases as possible. Thankyou.

23.5.89	37153	0735 Euston-Inverness (Dalnacardoch-Inverness)
1.7.89	37012+075	1930 Liverpool St.-Norwich (Stowmarket-Norwich)
4.7.89	37310	0655 Perth-St.Pancras (Morpeth-Newcastle) - 1210 Special working
6.7.89	37211	0646 Westbury-Paddington
	37371	1230 Liverpool St.-Norwich (Marks Tey-Norwich)
7.7.89	37153	1718 Birmingham International-Edinburgh (Carstairs-Edinburgh)
8.7.89	37216	0920 Yarmouth-Leeds (Yarmouth-Norwich)
		Norwich-Yarmouth ('Abbot Ale' special from Bury St.Edmunds)
		1130 Liverpool St.-Yarmouth (1344 Norwich-Yarmouth)
		1715 Yarmouth-Liverpool St. (Yarmouth-Norwich)
13.7.89	37431	0807 Cardiff-Weymouth/1653 Weymouth-Cardiff (Weymouth-Bristol)
	37071+073	1900 Worcester FS-Birmingham NS (Bromsgrove-Blackwell)
15.7.89	37055	0602 Birmingham-Aberystwyth (Birmingham-Shrewsbury)
	37055+431	0602 Birmingham-Aberystwyth (Shrewsbury-Aberystwyth)
		1013 Aberystwyth-Euston (Aberystwyth-Shrewsbury)
	37140	0920 Yarmouth-Leeds (Yarmouth-Norwich)
		0800 Birmingham NS-Yarmouth (1205 Norwich-Yarmouth)
		1335 Yarmouth-Birmingham NS (Yarmouth-Norwich)
16.7.89	37140	0830 Liverpool St.-Yarmouth (1100 Norwich-Yarmouth)
		1715 Yarmouth-Liverpool St. (Yarmouth-Norwich)
20.7.89	37716	1715 Liverpool-Cardiff
22.7.89	37140	Same as for 15th July.

37073 was in charge of the 1298 'Royal Scotsman' charter on 23rd June, visiting Keith, Elgin and Aviemore at least. It was expected that a Cardiff coal sector 37 would be working on the North & West route between 24th and 27th July because of 'a temporary operational shortage' (in other words I've been told two completely different tales). In the event it appears the diagram was covered by a 47, with an NB 37 used on one of the early morning Carmarthen to Swansea trains. 37009 was used on Monday 24th and another was used on Tuesday 25th.

37350 has now finished it's stint on the Swindon-Taunton/Bristol/Weymouth diagram and returned to Railfreight ownership. It is known to have been used on this diagram on at least the following dates: May - 23-26th/29-31st; June - 2nd/16th/19th/20th 22nd/23rd/26th/30th; July - 3rd/4th/6th/7th. The 0807 Cardiff-Weymouth & 1653 return, booked for 37/4 haulage (Monday-Friday's) got off to a patchy start. On the first day (10/7) it was 50016, DMU's on the Tuesday, strike day on the Wednesday, and 37431 as shown above on the Thursday (13/7). A local dispute meant that this train could not be guaranteed to operate between Bristol & Cardiff.

Other information from the last month. 37407 worked the diagram assigned to 37350 referred to above, on 27th and 29th June. On 27th it also worked an additional 0405 Bath-Reading. This was because of engineering work which meant that the 'up' Night Riviera had to be diverted away from its normal route via Bath. Passengers were transferred by bus from Bristol to Bath and then forward on 407. It returned ECS from Reading to work the 0733 Swindon-Taunton. On 1st July, 37012+075 became the second pair to work into Norwich the same day (along with 37057+107) arriving about 50 minutes late with the 1930 ex Liverpool Street after the can burst at Stowmarket. On the 4th, 37310 came to the rescue of 47830, which had shut down at Morpeth. 310 was at Alnmouth and requested to assist the dead duff to Newcastle where both loco's were taken off. On the 6th, 37371 (ex 147) was sent wrong road from Colchester to assist 86215 which had died at Marks Tey. The combination left here about 65 late, were 75 late through Ipswich and arrived at Norwich about 90 late. With permission apparently granted by the parent sector, 371 was actually booked on TOPs to return with the 1600 through to London and then work the 1930 back to Norwich, however, it was not to be. With Norwich

as desperate as they are, 86215 was successfully battered and after a further delay plonked on the front of the 1600. The same day, 37211 was used on the 0646 Westbury to Paddington after 50050 failed on the stock at Westbury. On the 7th, 37153 was used for the final leg of the 1718 Birmingham International to Edinburgh (1S52). Up to the start of the summer timetable it was fairly common to get 37's on these portions, especially the 2216 'kick out', however, most of them are now worked by Edinburgh men who don't generally sign 37's. On this occasion it was a Motherwell crew who went down with the loco' to work the train. On Saturday 8th July, 37216 worked the first part of the usual Yarmouth-Norwich portion diagram, but then some manipulation with the diagrams saw it used on an excursion to Yarmouth, where it should have stayed for the day before working back to Norwich in the evening. In the event, it worked back to Norwich light around dinner time which turned out to be a fortunate move as 31404 died and was unable to complete the remainder of its diagram, enter 216. On the 15th, the monopoly being held by 216 & 219 to Yarmouth was broken with the appearance of 140. Appearance wise, this machine could not be better, however, mechanically she's a bit of a wreck. Great clouds of clag (exhaust) are emitted to the accompaniment of any application of power which get worse the longer the engine runs and are particularly bad when a field divert occurs. This is pretty frequent as she has great trouble getting the second divert which has a tendency to keep slipping in and out. The same day, 37055 put in an appearance on the Cambrian, going down in a pair with 37431 on the first trip. On arrival back at Shrewsbury, 055 was detached and 431 paired with 427 for the second trip (1300 ex Shrewsbury). On Thursday 20th, 37428 was noted passing through Newport at 2007 on a relief from Paddington, and this was followed at 2032 by 37716 on the 3 coach 1715 Liverpool to Cardiff. I understand that this is now the standard set size for this route, I suspect that this will gradually reduce to one coach (half brake) before the Sprinters finally return so that the passengers will think how 'wonderfully spacious' the Sprinters are.

Finally, we finish with a bit of what might have happened. I've already explained the episode with 37371; the week after 37110+203 dropped on the Tenby-York, 042+046 were in position for the move north, whilst the Pathfinder tours West Wales Wanderer to Milford Haven was to have been 37207 forward from Carmarthan. This tour was cancelled because of the overtime ban then being conducted by ASLEF - look out for the revised date!

Late gen received concerning Saturday July 29th, 37140 worked the booked Norwich to Yarmouth diagram ie 0920 ex Yarmouth, while on the Cambrian 37055+071 worked 0602 Birmingham-Aberystwyth (071 replacing 430) and 251 piloted 429 to Machynlleth on the 0505 Shrewsbury to Pwllheli.

Holytown

This month we take a look at Holytown, near Glasgow, thanks to details provided by Michael Gibson. Holytown is near to Motherwell, and the station is situated on the Glasgow Central to Edinburgh via Shotts passenger line, but more importantly it is on the Hunterston-Ravenscraig corridor. The details below relate to Thursday 13th July 1989. 6S56 is Blyth-Mossend, H = Hunterston, R = Ravenscraig.

Time	Loco's	Direction & Disc.	Time	Loco's	Direction & Disc.
1055	092+137	North MGR (R-H)	1324	037+051	North Light
1118	111+010+310	South Iron Ore (H-R)	1336	111+325+313	South Iron Ore (H-R)
1147	310+010	North Light	1359	717	South BDA steel wagons
1214	111	North Light	1404	313+325	North Light
1225	111+051+037	South Iron Ore (H-R)	1407	111	North Light
1242	717	North Light	1442	010+310	South Light
1256	049	North PCA's (6S56?)	1503	049+023	North Steel
1315	191	North Light	1507	137+092	South Iron Ore
1321	111	North Light	1518	310+010	North Iron Ore

ELECTRIC THEMES

This months status report shows the situation at 2045 on Sunday 23rd July 1989.

37401	FGTE	ED	Glasgow Works, out of service 'F' exam. Expected OK - 31/7.
37402	FGTE	ED	Eastfield TMD, out of service exhaust faults. OK - 25/7.
37403	FGTE	ED	Eastfield TMD.
37404	FGTE	ED	Fort William.
37405	FGTE	ED	Fort William.
37406	FGTE	ED	Eastfield TMD. Allocated to work 1298 'Royal Scotsman' charter.
37407	PCFA	CF	Crewe DMD. Out of service awaiting transfer - batteries.
37408	PCFA	CF	Crewe.
37409	FGTE	ED	Grangemouth.
37410	FGTE	ED	Oban.
37411	FABT	TI	Penistone.
37412	FJLL	LA	St. Blazey.
37413	FGTE	ED	On route 1D63 (2025 Fort William-Euston). Departed 12 minutes late.
37414	FJLL	LA	Glasgow Works, out of service 'F' exam. Expected OK - 4/8.
37415	FGUV	IS	Dingwall. Had worked 2H86 (1610 Kyle of Lochalsh-Dingwall)
37416	FGUV	IS	Muir of Ord, out of service exhaust faults. OK expected 28/7.
37417	FGUV	IS	On route 1Z11 (1750 Kyle of Lochalsh-Dingwall) charter.
37418	FGUV	IS	Perth.
37419	FGUV	IS	Inverness TMD, out of service camshaft faults. Expected OK - 28/7.
37420	FGUV	IS	Glasgow Works, out of service Collision damage. Expected OK - 4/8.
37421	FGUV	IS	On route 2H87 (1822 Dingwall-Kyle of Lochalsh).
37422	FABT	TI	Glasgow Works, out of service 'F' exam. Expected OK - 25/8.
37423	FGTE	ED	Eastfield TMD.
37424	FGTE	ED	Eastfield TMD.
37425	FABT	TI	Buxton.
37426	PCFA	CF	Shrewsbury. Allocated 6J28 to Aberystwyth.
37427	PCFA	CF	Canton TMD, out of service - cylinder heads. Expect OK - 25/7.
37428	PCFA	CF	Crewe, out of service undergoing A exam. OK for 0600 24/7.
37429	PCFA	CF	Canton TMD, out of service - camshaft. OK expected - 25/7.
37430	PCFA	CF	Shrewsbury. Allocated 1J34 (2050 Shrewsbury-Aberystwyth).
37431	PCFA	CF	Crewe, out of service - wheels/tyres/axles. Expected OK - 0600 24/7.

From the above it would not seem Cardiff had a lot of hope of covering the two Liverpool diagrams with 37/4 power on Monday 24th. 37420 is still out of service, its expected release date now put back to early August. This loco was stopped in service on 26th January and transferred to Glasgow Works on 25th February. It is interesting how there always seems to be one long term casualty amongst the 4's, remember 426 last summer? 408 earlier this year? In Scotland, the T'woks still rule on the Kyle line as can be seen above. On Friday 23rd June normal passenger services were worked by 415 & 416, with 417 on the 1Z11 charter. Both Eastfield and Inverness examples have also been used on Glasgow-Inverness workings of late, although I do not have any specific examples to quote. 37414 made the long journey north to Glasgow Works for light overhaul by travelling light diesel, leaving Exeter on the first leg to Bristol at 1930 on 14th June. Tinsley's 422 made its way north for the same reason via 6S67 Healey Mills to Gartcosh on 4th July. 11 weeks into the summer timetable 37's are still staple power for the two Cardiff-Liverpool diagrams that are loco' hauled, it was originally thought these would only survive for 8 weeks at the most. On 7th June, 407 was on the 1113 Liverpool-Cardiff and 428 on the 0915 Liverpool-Cardiff, while a month later 430 was on the 1113 Liverpool-Cardiff. 37/4's have been fairly solid on the Cambrian this summer, and the diagrams are (better late than never!):

1. (1x37) 0505 Shrewsbury-Pwllheli & 0940 Pwllheli-Wolverhampton
2. (2x37) 0602 Birmingham-Aberystwyth & 1013 Aberystwyth-Shrewsbury
1300 Shrewsbury-Aberystwyth & 1506 Aberystwyth-Shrewsbury
3. (1x37) 0713 Aberystwyth-Shrewsbury & 1050 Shrewsbury-Pwllheli & 1505 Pwllheli-Wolves

The 0505 Shrewsbury-Pwllheli has been known to have a pilot loco' as far as Machynlleth. For more news on unusual 37/4 workings, please refer to 'Passenger Info.'



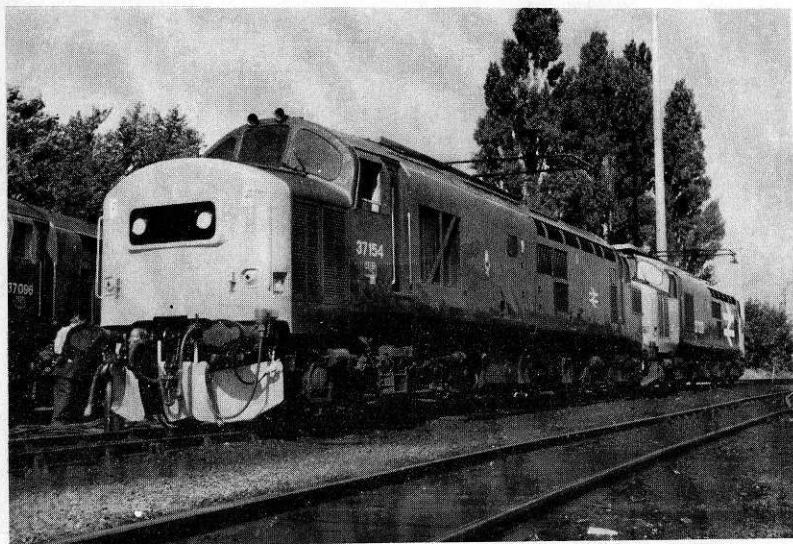
ABOVE

37107+37057 reverse back into platform 4 at Great Yarmouth with the stock for 1315 Yarmouth to Liverpool Street (SO) which they will take as far as Norwich, on 1.7.89. This picture is taken from the new road bridge to the immediate west of the station which provides an excellent photographic viewpoint for trains entering and leaving both the station and the carriage sidings. Photo: Alan Pulford (37109)

BELOW

37154+37209 stand at the fuelling point at Ipswich some time during July 1989. As can be seen, 154 had had a very smart repaint into standard rail blue. Also seen on the far left of the picture is 37096, which has been seen quite a lot in Anglia of late.

Photo: Andrew Harlott (37253)





FRONT COVER: 37350 (D6700) at Weymouth on Bank Holiday Monday May 29th waiting to leave with the 1944 to Bristol. 350 was also on the cover of my (and the) first Syphon! a year ago and has certainly had an eventful year since. Photo: Alan Pulford (37109)

THIS PAGE TOP: Another view of the now withdrawn 37113, here at Derby on Saturday 10th August 1985 while working the 1032 York-Penzance relief on which she was the train engine throughout! A rare performer on passenger trains, she returned the next day with another relief.

Photo: Steve Potter (37116)

THIS PAGE BOTTOM: 37260 'Radio Highland' is seen at Achnasheen last summer in grotty weather conditions. At the time of writing it is still possible to do the 'Achnasheen leap'. Photo: J.R. Tilbury (37206)

