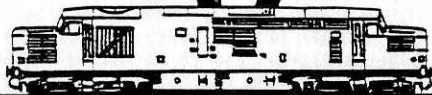


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THE CLASS 37 GROUP

SYPHON EXTRA

THE CLASS 37 GROUP

NUMBER 15 - SEPTEMBER 1989

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EDITORIAL: This last month has witnessed another sad event for the class 37 fleet with the withdrawal and condemnation of 37260 'Radio Highland' as from 1100 on Monday 21st of August. This came as a bit of a surprise as she had been stopped from service on July 20th and dispatched to BRML Doncaster for Intermediate overhaul who had given an expected release date of 25th August. Sadly this was not to be, and 260 was withdrawn officially due to fire damage. On the brighter side, 26½ year old 37113 has been reinstated with an expected release date after light overhaul of 30th September. Next months magazine should carry a full obituary on 260, and I would very much welcome any contributions from you - the members. This could take the form of stories, poems, photo's, memories, etc. The more information you can send me the better, as we can at least give this popular 37 a rousing send off.

AGM: Our third AGM will be held on Saturday November 11th 1989, the venue for which will be finalised in time for next months magazine. In line with this Groups Constitution, anybody who wishes to stand for a Committee post must send a written nomination, proposed and seconded, to the Secretary, to be recieved no later than 14 days before the date of the AGM. Committee members are expected to attend regular Committee meetings and make occasional financial contributions towards the running of the Group. The Committee posts are: Chairman, Editor, Membership Officer, Sales Officer, Secretary and Treasurer. All the present Committee will be restanding. In addition, any resolutions to be put before the AGM must be recieved by the Secretary no less than 14 days prior to the date of the AGM.

SALES: As a small addition to our sales merchandise I have produced a numerical class 37 list which includes details of current depot and sector allocations. This is right up to date, including this months changes. If anybody would like a copy, just send 50p to me (the Editor) and I will mail you a copy. Proceeds will go straight into the Preservation Fund. Arrangements are in hand for the Sales stand to appear at Derby Works (16th September) and Gloucester open day (17th September).

PRESERVATION FUND: With the exception of 4p kindly donated by the Sales Officer to round the figure up, the Fund remains largely unchanged, containing £1366:00. This months news-sheet includes our letter inviting donations to the Fund. This brought forward a number of donations when last circulated in February, and once again I ask you to give generously.

NEW MEMBERS/RENEWALS: Thanks to the following who have either joined or renewed during the last month: David Hughes, D.Aislabie, M.Green, A.P.Koolman, Mr M.Barker, M.G.Hayes, David Orford, Mr J.Hawkins, Mr J.Randall, Mr P.Wollerton, Julian Shields, I.Mayoh, Phil Brooks, P.Monaghan.

REGIONAL VIEW

ANGLIA: To give an idea of the variety of 37's seen in Anglia since the amalgamation of Stratfords Freightliner fleet with Tinsleys Speedlink pool, the following were seen over a two week period at Ipswich: 019+096/216/077+107/140 (31/7); 059+272/057+154/140 216 (1/8); 244/357+013/077+107/047+074/216 (2/8); 107+077/140/219 (3/8); 357+013/216/128+355 (4/8); 272+059/095+271/154/071 (7/8); 355+128/271+095/140 (8/8); 047+074/059+272/013+107/140 (9/8); 071+154/140/059+116/216/198+057/058+096 (10/8); 219/072+013/298 057+378 (11/8). 37891 was at Norwich on 11th August stabled on the Norwich-Ripple Lane Charringtons tanks. It was noted that 37071 still retains 'HM' allocation markings underneath the data panel on the cab side. On Friday 28th July, 219 worked the 3F11 1928 Colchester-Liverpool Street parcels and later worked the 5H82 2148 Liverpool St. to Thornton Fields ECS (the TPO section of the 1900 Norwich-Liverpool St.). On Sunday 30th July, 891, 219, and 218+138 were noted at Liverpool St. during shunt releases before returning their engineering trains to Leyton CMD. The following Sunday, 893 was seen around Romford on ballast at about 1520. On Saturday 12th August, 37065 and 008 were amongst 4 37's stabled at Ipswich around 0830, 378+057 were also seen at Ipswich and then again at Norwich where they arrived around 0954 into the lower yard and then moved off towards Crown Point at 1114. In the afternoon, 216 was noted at Ipswich, with 059+116 arriving at 1656, while 242+031 were stabled outside Colchester power box.

EASTERN: Passing through Chesterfield on July 19th were 023 (at 1146) and 110+255 (1150) and on July 27th, 046+240 (1121) and 258+241 (1210) - all reported to be on metal trains. On Monday 17th July, 37012 passed through Doncaster station light engine at 1348, 015 was on the works test train passing south to Belmont Yard at 1433 before retiring back to the works, 238 worked a Speedlink into Belmont Yard at 1522 before returning north light engine, and 242 was definitely earning a living with a 32 wagon Speedlink, seen passing southwards at 1611. Finally, 047 and 074 passed northwards at 1736 with a 5 wagon Freightliner. Both loco's are former split headcode examples that now carry centre panels, 074 after a fairly early life rebuild and 047 after its recent 'G' exam at Laira. Mechanically, these two are reported to be a very good pair. On Friday 4th August, 255 was stabled in Scunthorpe Trent Yard at 0853, and 023 (under repair) and 110 were at Frodingham. The following were seen at Barnetby the same day:- 381+275 on westbound loaded iron ore at 0926, 377+351 on eastbound empty iron ore at 1007, and 255 on eastbound empty steel at 1014. On the 13th August, 046, 054 and 110 were at Frodingham and 225, 377, 888 and 892 were at Immingham - the last two on loan from Stratford. Despite it being a Sunday, 106+351 and 275+381 were operating on iron ore trains.

MIDLAND: 37375 (pool FEPE) was unusually used on the Grangemouth-Dalston tanks on 14/7 instead of an FPAAE sectorised loco'. 37042 was towed south through Carlisle on 24/7 at about 1030 by 85005. On 28/7 there were 5 syphons at Carlisle simultaneously at 1400, 069 on an eastbound engineers train, 232 on the Dalston-Grangemouth tanks, and 505/670 and 674 stabled. On Saturday July 29th, the following were resident at Buxton: 687+688, 677+679, 682+685, and 425+063 (this last engine quite a stranger for Buxton). On 15th August, 37712 arrived at Warrington BQ with a steel train at 1850 and then performed some shunting exercises. The next day, 680+684 were observed at Miles Platting during the afternoon. 37242 was in the yard at Bescot on 4th August at 1145.

SCOTLAND: Unusual loco's in charge of 6D21, 1751 Grangemouth-Mossend 'Speedlink' of late have been 063 (15/6), 272 (29/6) and 209 (1st and 7th August). 272 worked 6D22, 2254 Grangemouth to Mossend on 30th June. On 14th July, 047+074 arrived around 3 hours late at Coatbridge with the 1915 ex Felixstowe freightliner (4S80). The same day, 209 left Mossend at 1135 with a trip working of limestone hoppers to Ravenscraig steelworks. On 9th August, 057+198 were on 4D31, 1845 Glasgow FLT to Coatbridge FLT, and then 4L95 forward to Felixstowe at 2007. The same night, 357 was on 6A17, the 2334 Mossend to Aberdeen Guild Street 'Speedlink'. A visitor to Inverness on July 4th found: 059(TI)/198(TI)/175(ED)/415/417 and 418. Next months 'Syphon!' will contain details of timings for the West Highland freight services - not that it seems these count for much!

Southern and Western region news will be held over to next month, along with the remainder of info' for the above regions, in true BR style I suppose I had better 'apologise for any inconvenience this will cause'.

PASSENGER INFORMATION

The following non-ETH and unusual 37/4 workings have been advised during August.

1.7.89	37261	1015 Inverness-Glasgow QS/1803 Glasgow QS-Inverness
	37402	1630 Inverness-Glasgow QS
	37418	1333 Glasgow QS-Inverness
10.7.89	37251	0730 Edinburgh-Glasgow QS (?-Glasgow QS)
11.7.89	37035	0712 Edinburgh-Inverness (Perth-Inverness)
17.7.89	37216	1740 Harwich PQ-Liverpool St. (Colchester-Liverpool St.)
20.7.89	37716	1715 Liverpool-Cardiff (Crewe-Cardiff)
23.7.89	37025	1020 Edinburgh-Brighton (Glasgow-Carlisle via GSW)
24.7.89	37009	0653 Carmarthan-Swansea additional.
	37211	0807 Cardiff-Weymouth (Westbury-Weymouth)
		1653 Weymouth-Cardiff (Weymouth-Westbury)
	37803	0807 Cardiff-Weymouth (Cardiff-Westbury)
		1653 Weymouth-Cardiff (Westbury-Cardiff)
	37252	2215 Cardiff-Bristol
25.7.89	37242	0551 Wolverhampton-Paddington (Leamington-Paddington)
27.7.89	37802	0653 Carmarthan-Swansea additional (and return)
29.7.89	37055+071	0602 Birmingham NS-Aberystwyth (Birmingham NS-Shrewsbury)
	37140	0920 Yarmouth-Leeds (Yarmouth-Norwich)
		0800 Birmingham NS-Yarmouth (1205 Norwich-Yarmouth)
		1335 Yarmouth-Birmingham NS (Yarmouth-Norwich)
	37251+429	0505 Shrewsbury-Pwllheli (Shrewsbury-Machynlleth)
	37429	0505 Shrewsbury-Pwllheli (Machynlleth-Pwllheli)
	37418	1333 Glasgow QS-Inverness
31.7.89	37209	0736 Edinburgh-Glasgow QS/1714 Glasgow QS-Linlithgow
	37211	0807 Cardiff-Weymouth (Westbury-Weymouth)
		1653 Weymouth-Cardiff (Weymouth-Westbury)
1.8.89	37144	1632 Liverpool St.-Kings Lynn (the Fenman)
		1920 Kings Lynn-Cambridge
2.8.89	37144	0810 Cambridge-Kings Lynn/0928 Kings Lynn-Cambridge
		1050 Cambridge-Kings Lynn/1228 Kings Lynn-Cambridge
	37359	0736 Edinburgh-Glasgow QS
	37903	2030 Manchester P.-Cardiff (Crewe-Cardiff)
3.8.89	37359	0736 Edinburgh-Glasgow QS
4.8.89	37359	0736 Edinburgh-Glasgow QS
	37407+408	1715 Liverpool-Cardiff
5.8.89	37072	0602 Birmingham NS-Aberystwyth (Birmingham NS-Shrewsbury)
	37140	Same as for 29.7.89
	37419	0700 Inverness-Glasgow QS/1333 Glasgow QS-Inverness
6.8.89	37075	0725 Harwich PQ-Liverpool St. (Colchester-Liverpool St.)
	37242	1248 Lancaster-Euston (Wigan-Stafford)
	37513	1246 Newcastle-Liverpool (Chester-le-Street-Leeds)
7.8.89	37191	0736 Edinburgh-Glasgow QS
12.8.89	37140	Same as for 29.7.89
	37271	0602 Birmingham NS-Aberystwyth (Birmingham NS-Shrewsbury)
	37407	0021 Manchester P.-Tenby (0426 Cardiff-Tenby)
		0820 Tenby-York (Tenby-Cardiff)
		0759 Leeds-Tenby (1218 Cardiff-Tenby)
		1618 Tenby-Manchester (Tenby-Cardiff)
	37711	0900 Cardiff-Liverpool/1312 Liverpool-Cardiff
	37719	1115 Cardiff-Liverpool/1517 Liverpool-Cardiff
14.8.89	37324	1825 Newcastle-Liverpool (Thirsk-York)
18.8.89	37075	1026 Scunthorpe-Leeds
	37216	0605 Norwich-Ipswich via Lowestoft (Brampton-Ipswich)
	37411	1836 Sheffield-Leeds
19.8.89	37219	Same as for 37140 on 29.7.89
	37220	0706 Hereford-Paddington
	37508	1631 Leeds-Carlisle
24.8.89	37035	2025 Glasgow QS-Dundee (Larbert Junction-Larbert)
25.8.89	37003	1740 Aberdeen-Montrose/1844 Montrose-Aberdeen

25.8.89 37140 2300 Norwich-Ipswich
26.8.89 37219 Same as for 37140 on 29.7.89
29.8.89 37140 1530 Liverpool St.-Norwich (Ipswich-Norwich)

Other loco's that have worked, but where exact train details are not confirmed, include 37167 on a Stafford to Birmingham drag on 23rd July, 37114 on Carstairs-Edinburgh portions on 4th August, 37674 on 19th August which is believed to have worked a Manchester to Penzance train forward from Par and then returned as far as Exeter, 37070 on Newcastle to Carlisle workings (taking over from 26001!) on 22nd August, and 37095 on 26th August which expired at Chester while in charge of a North Wales coast train. If you have details on these or any other workings - please let me know.

37/4's used on the Saturdays only dated 1038 Fort William-Glasgow Central and 1545 return have so far been: 413 (1/7), 424 (8/7), 404 (15/7), 413 (22/7), 402 (29/7) and 404 on both 5th and 12th August. The stock for this train appears to be the 3 'coffins' off of the overnight Euston-Fort William working. 37/4's also continue unabated on both the Dingwall-Kyle of Lochalsh and Liverpool/Manchester-Cardiff workings, and with the 158 'Sprinter' having failed its stress test and floor problems found on 150/2's, these may both continue for a good while yet.

More details of this months 'NB' workings will be given in the October magazine.

NEWSDESK

Reallocations for the period 27.7.89 - 27.8.89 are as follows:

37260 FGUV-FGZX IS-HQ 37709 FPCI-FPFS 37888 FPFS-FPCI 37892 FPCI-FPFS
37707 FPFS-FPCI

As far as TOPS is concerned, it seems that all withdrawn loco's are now allocated to 'HQ', hence 37011/062/113 and 260 are all currently thus allocated. Despite reinstatement 37113 is still shown as 'FXXX/HQ' and it will be interesting to see if she goes back to Eastfield or is sent to Inverness as direct replacement for 260.

Liveries: Newly advised are the following: 015/029/114/252/403 - triple tone speedlink distribution; 037/111 - triple tone metals; 232 - triple tone Petroleum, and 37406 - main line/Inter City. As we have not had one since April, I'll do a full livery list next month. Late news - 501 to triple tone (ex BSC blue).

General: It can be confirmed that 37352 has reverted to 37008. With 37324 now at BRML Doncaster, it should not be long before this becomes 37099 again. Other loco's involved in the Intermediate programme during August have included 015, 029, 223 and 227 at Doncaster, and 248 at Laira. All should be released by now with the exception of 324 - expected release 7th September. Other 37's at Doncaster have included 250 for a bogie change (release 15th September), 501 (light overhaul), 510 (light overhaul - expected release 16/9), 678 for generators (obviously not the main one) expected release 15/9, and Cardiff's 694 which suffered rather nasty fire damage but has an expected release date of 1st September. It is thought that 37273 (ex 306) was awaiting transfer to Laira at the end of the month to join the Intermediate programme at that establishment which will no doubt put it out of service for a few months!

The situation at Glasgow with the 'F' exams on the 37/4's during August has been as follows: On 1st 401(ED), 414(LA) and 422(TI) where present, by the 19th 401 had been completed and was replaced with 423(ED). It should be no surprise that 420 was still at Glasgow Works on 26th for its collision damage repairs (stopped January 26th). The completion of an 'F' exam on 37501 has seen this loco lose its characteristic British Steel Corporation blue livery in favour of the standard triple tone railfreight grey.

THANKYOU this month to the following people who have given me information, either written or verbally. Keith Fransham, Stuart King, Steve Fennell, Kevin Green, Andrew Donald, Steven Evans, H.Egremont, Phil Brooks, John Forge, Colin Wilks, Michael Gibson, Rob Fairhead, Neil Murphy, Julian Shields, Jerry Dickinson, Martin Reeve and Paul Underwood.

DEADLINE for the October 'Syphon' will be around Saturday 23rd September.