

Syphon!

The Class 37 Locomotive Group Magazine

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class **37**
loco group

www.c37lg.co.uk

The Class 37 Locomotive Group

The Class 37 Locomotive Group (C37LG) is a group of rail enthusiasts dedicated to preserving and operating working examples of English Electric Type 3 (British Rail Class 37) locomotives for the general public, and to promote their interest and history, being part of our nation's industrial and railway heritage. The C37LG is a non-profit making organisation, and has recently been registered as a Charity, Reference Number : 1137787

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We encourage all readers of Syphon to contribute to the magazine, with photographs, articles, queries and any thoughts about what you read or would like to see in the magazine. The magazine is published four times a year, with the aim being January, April, July and October. All content of Syphon Magazine is Copyright Class 37 Locomotive Group 1985-2014 (unless otherwise stated).



Front Cover:
37667 heads south through Ipswich station on 30th January 2009.
© Ian Simpson



Rear Cover:
37109 heads towards Orton Mere at the Nene Valley Railway Gala on 19th May 2013.
© Al Pulford

Welcome

It seems that Heritage traction is making a comeback in 2014. More Class 37s are being restored to full working order, and there is even speculation that some DRS examples are going to be re-engineered to meet new demands being placed upon them. Class 47s are being employed by GBRf and Class 56s are also being brought back into service by DCR. Furthermore the havoc caused by the Winter Storms in February 2014 have raised the possibility of the re-opening of a heritage line in the South West to create an alternative route around the sea wall at Dawlish. As we go to press it seems Class 37s will be employed by DRS and Greater Anglia on two short-sets of DRS Mk.2s between Norwich and Great Yarmouth/Lowestoft over the summer months.

The Great Gathering of the six Gresley A4 locomotives at the National Railway Museum brought over 500,000 additional visitors during 2013, and with it a much needed boost to revenues from catering outlets and the souvenir shops. On my visit I wondered how many people took time out to look at D6700, or wondered why it was there amongst the many steam engines on show. And yet, D6700 was over 50 years old, and only some 25 years younger than the A4s that generated so much excitement for children and the older generation alike. Will there be a similar event at the NRM to celebrate 75 years of the Class 37s entering service with British Railways I wonder?

The NRM has a fantastic collection of Railway Archives, a lot of which is available for research purposes and for free through their Search Engine. All manner of documents, drawings and photographs are stored in the museum's collection. Unfortunately, up to 20 staff have been made redundant in 2014 as government cuts have hit the NRM's budget and this has meant that the Search Engine is now only available to the public 4 days a week, rather than 6. Last year, news broke that the whole museum was under threat of closure, although for now this seems to have been averted. The irony of staff losses and the threat of closure is not lost on those remaining at the museum after their record year of visitors through the doors to see the last remaining Gresley A4s. With the last event at Shildon now gone, what future for the NRM without the pull of the A4s?

The same thought crossed my mind with our group. With the Diesel gala season upon us already, and with 37003 out of action for a while, our job of raising funds for the group becomes increasingly important. No doubt Phillip and his team will bring in the funds to keep things moving forward and help get our loco back running once more, but we could always do with more! Funding heritage traction relies on volunteers in the main; the NRM has over 300 un-paid staff who help with the museum, as well as salaried employees. Groups like ours tend to rely solely on volunteering to keep things going. Whether its fundraising or helping keep the loco running, this free time is vital to the success of the group, so if you feel you can help, or could donate time or money please get in touch with one of the Committee.

The reason for my heritage theme in this edition? On the 25th February we celebrated 5 years at the Mid-Norfolk Railway, which has seen much progress with 37003's restoration and the addition of our support coach (Savoy). It really doesn't seem that long ago since Mick Parker and I drove to Shildon for the abortive move by rail, and my subsequent decision to fund the move of the loco by road to Dereham so we could get her running once again.

The maintenance of a locomotive which is 53 years old takes people's time and money, and some may ask what's the point of it all? For myself, keeping heritage alive is vital, not just from a historical perspective, but also as a means of education. Understanding how the railways developed from steam to diesel to the trains of today helps us to reflect upon the changing demands of passenger and freight traffic and their impact on the railways. The strange thing is, however, that the drive for modernisation can sometimes blind us to the fact that new is not always best. The resurgence of older diesels on the railways and the re-opening of closed lines shows that heritage still has a part to play in today's world.

Ian Simpson, Editor

Engineering Update by Mike Millward

As you may have seen, 37003 is now out of service with A1 liner seal leaking. This means we need to rebuild the whole engine, as if one seal has failed the others cannot be far behind. It also gives us the chance to check things like bearings and drives for wear, as well as the liners and pistons themselves. As things stand at the moment (end of March 2014), 37003 is parked in the end of the Pit Road at Dereham opposite the platforms with the batteries locked off but chargeable to prevent starting. Work should start pulling the power unit apart during April, once the other part of the project has been completed.



Project Savoy, now up and running and taking bookings... © **Mike Millward**

Project Savoy has always been the footnote to an Engineering Report but seeing as little of note has occurred to 37003, I thought I'd bring the membership up to speed on the work carried out on our support coach. When we arrived at Dereham, it was made clear that there was no more space available for a container in the yard at Dereham, due to issues with business tax. After some pressure, we managed to get a Mk2 BSO that was the last vehicle out of Doncaster Works and had been modified for working with Mk4 stock. This was jokingly named "Project Hilton" and work started on repairing it, but it soon became obvious the body was seriously rotten, being able to stand on top of the battery boxes from the inside.

Another offer was made to us; some of the MNR volunteers had managed to acquire the ex-S&T training coaches from Preston, one vacuum braked, the other air braked. As long as we paid to move one of them, the air braked one would be ours on a straight swap for Hilton which would be taken for spares and scrap. This seemed like a good deal, and soon 9423 had arrived at the MNR. It was in far better condition than Hilton and soon became "Project Savoy". It had already been converted to a classroom/office in the saloon area and was carpeted throughout. We quickly sealed the end corridor connections and made it watertight, but it soon ended up parked down the yard at Dereham before we could clear it out properly. Whilst it was there, though, we built a cubby for a generator set, modified a door for easier access via a modified loft ladder and made a secure access for the handbrake; the MNR shunters need to access this but it seals off the rest of the vehicle.

Eventually, once the steam season was over in 2013, we had it moved to the station area and work started in earnest with the removal of the luggage cage and a lot of old computer equipment from the brake end. The whole area was made tidy, the doors to shut better, a bench installed and some solar recharged lighting installed. Two large racks were assembled and finally the spares that had been left in the Goods Shed were 'home' in Savoy, as well as some that were tucked away around the yard. We extended the 12v lighting system into the saloon via a junction box and a battery charge unit.

Savoy has to fulfil several roles; workshop, stores, office, mess and finally camping coach, so we decided that we needed to get the sleeping area built and a kitchen area assembled as soon as possible, so at the time of writing we have four, full-size bunks in a separate room and a small

kitchen with gas hob, sink and thanks to Colin Makcrow a microwave cooker as well as an office area and further storage racks within the end of the saloon to free up space in the brake end, ready for the engine strip on 37003. The coach will soon have a chemical toilet for those 'desperate' moments and washing facilities in the old toilet area, thanks to a caravan breakers locally.

There is security fitted to the coach – suffice to say, we will not divulge exactly what and where here! Some of the more rare and expensive parts will not be stored there but at another secure site away from Dereham. Savoy has already proved its worth during the brake cylinder repairs to 37003; Steve Potter and Mike were able to work comfortably in cold conditions with the heating making life bearable, lighting when it got dark and tea on tap!

Project Savoy offers members a place to stay whilst helping out with 37003 during working parties; the benefit of having secure and relatively comfortable accommodation is a huge boost to the group.

Thanks must go to those who have helped out so far: Gary Breczeck, Steve Potter, Gavin Wolfenden, Colin Makcrow, Mark Clamp, James Powley and Mike Millward.



Bedroom and Boardroom in Project Savoy! © **Mike Millward**

BYOT update (January–March 2014)

BYOT is a great way to provide a steady stream of income to the group, and we currently have 163 numbers entered into each draw, yielding just under £50 for first prize and 5p under £24.50 for second prize. The more numbers in the draw, the bigger the prizes and of course more funds to the upkeep of 37003 and Project Savoy. The latest winners have been:

	January	February	March
1st prize	37059: Stephen Pizzey	37188: Michael Groves	37119: Emyr Walters
2nd prize	37017: Richard Robinson	37429: James McPherson	37245: Ian Dobson

When we last checked, there were a wide variety of 37/0s, 37/3s, 37/5s, 37/6s, 37/7s and 37/9s still available, together with the vast majority of the class – really everything except for 37/4s (Note to self: must double the price of these!) and a recent run on 97/3s for the BYOT Virtual Cambrian.

This month's total shows a small drop to an active fleet of 163 locos, but with the costs of 37003's need for replacement cylinder liners your support is more important than ever, so if you think you can spare a pound a month, you know where to find me... (well, hopefully not too specifically).

Thanks again for all your support!

Mick Sasse (micksasse@googlemail.com)

Membership Report

It's good to see you all again in such a timely manner now that the magazine scheduling is back on track. A good run of new members to welcome to the group this last quarter - Adam Ball (37379), Robert Brown (37378), Anthony Browne (37381), Matthew Chambers (37380) and Colin Makcrow (37119).

Many thanks for your interest and subsequent support of the group. A special thanks to Matthew Chambers and Anthony Browne for choosing Gold Membership. Anthony is now our second member in the Southern Hemisphere. I wonder if the sweatshirt might be a little inappropriate for those Australian climes!

And with equal thanks for their continued support here is the power report from the renewals office: Gary Brzeczek (37276), Lewis Brzeczek (37292), Mark Clamp (37208), Mr T E Dowle (37688), Andrew Hadcroft (37294), David Harrison (37013), Nigel Holden (37199), Terry Hussey (37326), Andrew Lacey (37273), Derek Lott (37100), James McPherson (37067), Mike Millward (37115), Al Pulford (37109), Brian Rees (37279), David Roe (37277), Gary Sansom (37049), John Steele (37358) and Mike Wedgewood (37425).

Again, special thanks to Andrew Lacey for taking Gold Membership once more! Your wardrobe must be bulging now with all that exclusive clothing!

As you've probably guessed, there are no re-numberings to report this quarter. If it is something I can tempt you with, here is a quick reminder about how it works. A £5 donation to the preservation fund secures the number of your favourite 37 as your membership number (subject to availability of course). Just drop me a line via members@c37lg.co.uk and I will try and help you as best I can.

Cheers for now, Martin

Sales Update

As we go to press the first Diesel Gala of the year has taken place at our home base of Dereham on the Mid-Norfolk Railway. With our loco out of action Class 37 action relied on the visit of 37219 courtesy of Colas Rail. This was also the first outing of the Sales stand for 2014, and we can proudly announce that the sales team managed to take £1000.50 over the weekend, a great effort by all.



37219 is one of three Class 37s sold by Les Emery to Colas Rail for use on the mainline, the other two being 37116 and 37421. Once more Heritage locomotives are providing capabilities for current operators.

37219 stands at the head of the 10:30 service to Wymondham on Saturday 5th April 2014.

© Al Pulford

Are Class 37s to return to East Suffolk?

Ian Simpson

Will Class 37s return to services in East Anglia? Abellio Greater Anglia are suffering from shortages of DMU sets to fulfill all services and fit in maintenance and renewal work on their fleet. Normally used in the summer, but regularly during this winter, Greater Anglia have hired in DRS Class 47s and



Above: 37110 waits time on the 15:30 IE94 to Newcastle at Gt. Yarmouth on 27th August 1988, whilst
Below 37219 runs around the 08:30 IL81 Leeds - Gt. Yarmouth on 15th September 1990.



used a short set formation of a DVT and 2 Mk.3 carriages. With the Mk.3s currently undergoing repainting and shortly to enter a refurbishment programme, Abellio Greater Anglia are contemplating hiring in two sets of DRS Mk2s, and utilising DRS 37s with DBSOs. As we go to press this deal is yet to be confirmed, but one set of Mk.2s was moved to Norwich by 37402 in February for staff familiarisation and training. Not being able to resist the temptation, we thought we would print some pictures from the past courtesy (and Copyright) of Al Pulford.



6th August 1994 sees 37047 at Stracey Arms with 2P12 0935 Norwich - Yarmouth



37107 and 37057 prepare the stock of IP57 1315 Gt.Yarmouth - London on 1st July 1989

On the record... 37003 in the '80s

Mick Sasse

A small number of the original BR maintenance records for our own locomotive have been found, and these give a fascinating insight into the day-to-day working life of a busy freight (mostly!) locomotive, showing what can go wrong – and, when combined with our own records of the loco's workings, whereabouts her working life took her to... So we thought we'd serialise some for you!

This first “episode” finds us in 1985. Our loco has been a Gateshead machine since October 1982, earning her daily bread overwhelmingly by dragging vacuum-braked or unfitted trains around the region, filled with the North-East coalfield's finest products to keep the lights on and our houses warmed. The early part of the year sees 37003 doing, well, very little... for the good reason that she had been in works since early February having a major (classified) overhaul – including, at long last, the fitting of dual brakes. This was to be her last classified overhaul in BR service, with the engine-hours zeroed. Dual-braking, incidentally, re-used some of the pipe conduits that had been vacant since '003 lost her steam-heating boiler way back in 1969 – which makes life slightly more complex for our long-term ambition to refit a boiler to 37003, but that's another story...

37003 was finally released from Crewe works on 6 June 1985, but only on paper: she was immediately re-admitted for rectification works. These don't look to have been entirely straightforward, as the loco didn't see the light of day until 1 August, when she did the traditional Crewe works test-train run down the Coast to Llandudno Junction and back. All must have gone OK that day, as our beastie was formally released back into traffic just in time for lunch the next day.

It was clearly straight back into the fray for '003, as by 9 August she'd been spotted in Ipswich, the observer noting the loco still to be in “ex-works condition” – even a Gateshead loco took more than a week in traffic to acquire that inimitable shade of grey-black that only the North-East could inflict! Five days later came a rare passenger working (the first known for almost a year!), when the still pretty shiny 37003 “dropped” vice DMU on 1L35, the 12:53 Hull – York. After that, our machine was



37003 stands at the Angus terminal in Montrose with a sand train on 19 August 1985.

© Derek Hoskins

clearly still keen to stretch her legs, as the next recorded sighting was in Montrose (!) on 19 August, where she was viewed unloading lime from side-tipping wagons at the Angus town's terminal – and still with little more than a light coating of brake-dust on view! She evidently stayed in traffic in Scotland for the next few days, as the next record is on 29 August. The bad news was that that evening she required attention at Motherwell for a DSD (driver's safety device – i.e. deadman's pedal) fault... but the good news is that the "Mitherwall maestros" seem to have required just over an hour to repair it, and she was back in traffic that same evening.

Back to work it was once again, crossing the border again and back to our steed's home region for a spell on south Humberside, marked by Frodingham (Scunthorpe) adjusting the brakes overnight on 2 September – and by a longer night's enforced leisure on 8 September due to flat batteries. 37003 didn't seem particularly to appreciate finally getting home to Tyneside after that, as the latter half of the month saw niggling problems with the loco's power control: "Unable to get power" on 19th (repaired at her home shed at the same time as a routine B1 exam was also carried out); "Loss of control" at Sunderland South Dock on 27th (Gateshead reported the dreaded "No fault found"); and finally problems with the loco's vacuum system two days later – a quick valve repair from Thornaby seems to have done the trick then.

The first day of October 1985 saw Crewe's TOPS clerks finally notice that 37003 had been working air-braked trains quite happily since August, so decided just a bit belatedly that she should probably no longer be recorded as vacuum-only! System updated accordingly... Unfortunately '003 then decided to mark the occasion by derailing two axles on the entrance to Scunthorpe yard. Fortunately checks revealed no damage. The remainder of October saw the loco working on Teesside (brake blocks changed by Thornaby on 11th) and then on Peak District limestone trains, where she was failed with two burnt-out traction motor contactors in Buxton on 24th, necessitating a lift to Tinsley for their renewal the next day.

Soon the dark, cold nights were drawing in, and we can but sympathise with the driver who reported defective cab heaters on Guy Fawkes' Day... at 04:45 in the morning! The same day, flat batteries seemed to be troubling '003 again – those were recharged and the brakes adjusted (an apparently notoriously fiddly task known as "pin-hole adjustment"!), but it took another ten days of shivering before those cab heaters were finally repaired, during which time she was certainly hard at work, being seen in multiple with 37051 on 6S83, the Clitheroe – Mossend cement on 8 November. Gateshead finally took the opportunity to sort the warmth out while doing the B2 exam (as she'd now clocked up 622 engine-hours since the Crewe overhaul) on 15 to 18 November 1985, at which time the brakes were adjusted again too – and she'd managed to wear out more brake blocks!

All wasn't quite well after the exam, though, as 26 November saw the loco spend the afternoon and evening under repair at her home depot as a result of crews having complained of excessive fumes (that's 'clag' to you and me!), necessitating adjustment of the fuel-pump tappets, along with some unspecified repairs being carried out to the braking system. However, by now leaf-fall season had clearly taken its toll, as the very next day she was stopped at Thornaby with the tyres on all the loco's wheels so flat as to require immediate turning on the depot's wheel-lathe; this, together with the ultrasonic axle tests carried out at the same time, kept 37003 out of the frame until the last day of the month.

3 December 1985 saw 37003 working 6E37, the 1955 Corby to Lackenby [Teesside] air-braked steel train – but things went wrong at York, where after recessing in Holgate Yard the loco failed to re-start: yet again, the batteries were giving trouble. An assisting loco brought the errant 37 plus train through to 'Boro, allowing Thornaby shed to recharge the batteries – perhaps the fact that after this third similar incident there is still no mention of a fresh set reminds us just how cash-constrained British Rail was during the 1980s. Back into action again, and a week later 37003 was spotted back in East Anglia, working a northbound Ferrywagon service through Ipswich on 10 December, probably a Speedlink and doubtless originating from Harwich Parkeston Quay or Felixstowe. The last entry on 37003's record card for 1985 evidences her spending a leisurely afternoon in Aberdeen on 19 December, with Ferryhill depot spending the time changing more brake-blocks again!

INDIVIDUAL LOCOMOTIVE MAINTENANCE		37003	
CARD NO.	SCALE Q	RECORD CARD	LOCOMOTIVE NUMBER
MODIFICATIONS (SPECIALLY CONTROLLED)		DEPOT GD	
		EXPERIMENTS	SPECIAL INSPECTIONS
MOD NO.	COMPONENT	ADVISED TIME DATE DEPOT	DATE DONE FREQ COMPONENT FREQ
EXAMINATION SEQUENCE WITH PLANNED AND ACTUAL T.O.P.S. HOURS.			
EXAMINATION	B1	B2	C1 B4 B5 D1 B7 B8 C3
PLANNED HOURS	275	550	825 1100 1375 1650 1925 2200 2475
ACTUAL HOURS	287	622	943 1207 1525 1664
EXAMINATION	B10	B11	D2 B13 B14 C5 B16 B17 E.
PLANNED HOURS	2750	3025	3300 3575 3850 4125 4400 4675 4950
ACTUAL HOURS			
<u>MAINTENANCE LOG</u>			
PRE-ASSIGNED		ON DEPOT ACTUAL	
TIME	DATE	TIME	DATE
		DEPOT	*
		RECORD OF MAINTENANCE REQUIREMENTS & ATTENTION GIVEN.	
		EX CLASSIFIED @ CRANE = 6/6/85.	
1985	1621 6/6	ZC	RECTIFICATION
	1900 29/8	ML	A/S FAULT.
	2200 2/9	FH	BRAKE ADJUST
	2300 8/9	IM	A + FLAT BATT. RECHARGED.
	1930 19/9	GD	UNABLE TO GET POWER - SUSP CCG STICKING
			B1 X AM -
	2300 27/9	ST/DIC	Loss of Control. NO FAULT FOUND
	1215 27/9	TE	"A" NO POWER IN VACUUM - VCG STICKING - REPAIRED
CREW 2009	1/10		LOCO SHOWN AS VA IN TOPS - WORKING AIR TRAINS OK. LOCO IS ACTUALLY DUAL BRAKE. Taps whistles. 2110.
2110			{ DEFERRED at Seaworthy Entrance 'E' 2 Pairs of wheels. NO DAMAGE.
	1500 11/10	TE	PBSL
	1900 24/10	RX	CONTACTOR REPAIRS. Two remote contactors
	1100 25/10	TI	Servant. HAVE TO TI. - 2T/MC (2x5) CONTACTORS REPAIRING
	0445 5/11	GD	CAB HEATERS DEFECTIVE FLAT BATT
			PIN HOLE ADJUST
	2310 15/11	GD	B2 X AM PBSL : CAB HEAT REPAIRS
	1300 26/11	GD	FUEL PUMP COMBUSTIBLES ADJUSTED BRKGS ROPS DONE
	2000 27/11	TE	FLATS ALL WHEELS. WTR SUAT. 1130 30/11

* CONTROLLER'S INITIALS ENTERED WHEN PREVIOUS HISTORY HAS BEEN DISCUSSED WITH DEPOT.

37003 stands at Hull Paragon station on 14th August 1985
waiting to work 1L35 to York. © **Syd Young**







37003 heads north from Ipswich with a Speedlink working on 10th December, 1985.

© Ian Sharman

So what does this all tell us? Well, the just under five months after 37003's release from heavy overhaul at Crewe show a loco with a very varied pattern of work, with repeated spells in East Anglia and Scotland as well as the 'home territory' of the North-East, plus smaller forays elsewhere – all punctuated with numerous inter-regional workings, typically on long-distance air-braked freights, be they block trains of steel, aggregates or concrete, or on the Speedlink wagonload network.

And all those new brake blocks remind us that in 1985 there were still an awful lot of unbraked, or partially-fitted, freights trundling about especially on shorter-distance coal flows. While it was certainly a far from trouble-free period, with niggling faults in the braking and control systems, and a very apparent need for a new set of batteries, plus the small matter of a derailment, it's clear that class 37/0s like our example were the backbone of freight operations on the Eastern and Scottish regions – which meant keeping them in traffic as much as possible and getting them back on the road pretty sharpish when things went wrong.

The cards record that '003 notched up 943 engine hours between release from Crewe and the New Year of 1986 – that's an average of a little over 6 hours in use every day, but when you consider the periods out of traffic, plus routine daily down-time, that still suggests a fairly hard-worked loco.

Next time: 1986 brings an eventful year, with everything from camshafts to window droplights – and a phantom derailment!

We are very grateful to Tom Burton for allowing us to use the information on the record cards he has for 37003. His excellent website (<http://www.locodocs.co.uk>) has images of a large number of record cards for Class 37s, and other locomotive types.

(Editor: In my other role as Group Archivist, and carrying on the theme of preserving heritage, the combination of these record cards, our workings database and the reach of the internet for photographs highlights the needs to preserve as much as possible for future generations, and how important it is that Groups like ours bring this data together in articles such as these.)

Class 37 News

January 2014

2014 started with a few workings not connected with BNF workings. On January 2nd 37685 was noted at Crianlarich on proving runs from Fort William and 37405 was noted on 6Z57 from Preston to Cricklewood with track equipment. 37685 continued to work in Scotland through the whole month of January. 37405 moved light-engine to Stowmarket the following day. DRS 37609 moved Greater Anglia 90 (90014) to Toton for attention and repainting on January 6th, and the same day saw Network Rail's Class 37s operate their first test-train of 2014 with 97302 and 97303 top and tailing 1Q13 in the West Midlands. A second test train on the same day had DRS 37604 and 37218 in charge of 1Q31 between Derby and Cambridge.



37218 leads 37604 working 1Q18 south of Wellingborough on 7th January, 2014

© **Darren Wetherall**

January 7th saw 97303 paired with 37904 on 1Q18 between Derby and the North West (finishing at Crewe LNWR) and 37218 and 37604 work 1Q31 between Derby and East Ham EMU depot. The next day saw 97304/304 work back to Derby via the North West, and 37405 moving from Stowmarket to Willesden. On the 9th 37405 then took two Greater Anglia Mk3 coaches from Wolverton works to Norwich Crown Point depot on 5Z37. The 9th also saw 37218 and 37604 operate 1Q31 along the Shoeburyness line and 37419 and 37682 operate 3Q10 between Derby, Walsall, Rugeley and Leicester. 37218 and 37604 finally returned to Derby on the 10th January working from East Ham EMU Depot to Derby via Felixstowe.

The first Class 37 on a railtour ended badly for 37194 after it failed on the Pathfinder Tours 'The Deviationer' on January 11th. Working with 20302 and 20305, 37194 failed at East Midlands Parkway and had to be dragged back to Toton by the EE Type 1s. 37682 worked to Buxton via Stoke from Longsight TMD on 15th January with 1Q14. 37405 moved from Norwich to Toton on the 17th January to collect a now white 90014 and take it back to Norwich Crown Point depot. 37405 and 37612 paired up to make the next Class 90 move to Crewe (90013) on the 20th January in what proved to be an interesting day. The pair worked from Norwich via London but the move terminated at the Daventry DRS facility. 37405 and 37612 then attempted to work the 4L48 Daventry to Purfleet



37405 heads 5Z37 from Wolverton works to Norwich Crown Point through Colchester on 9th January, 2014. © **David Lacy**



37682 pushes IQ14 through Guide Bridge on 15th January 2014.
© **Jon Gavin**

Freightliner working, only to fail at Tring and be rescued by 57304. We are unsure what happened next, but 405/612 were taken from Daventry to Crewe the following day by 57003. January 22nd saw another failure, this time of 37218 and 37608 on 1Q14 from Derby to Carlisle at Stenson Junction. The train returned to Derby. 37218 and 37425 operated the train the following day.

January 25th saw another of Pathfinder Tours' Buffer Puffer railtours (Number 11). This saw 37405 and 37610 work from Crewe to London Victoria via Kensal Green, Blackfriars, Cannon Street, Hayes, London Bridge, Battersea, Tattenham Corner and Epsom Downs. The 27th January saw 37612 and 37259 work 1Q14 from Derby to Fenny Compton and back, and 37419 work 3Q25 from Derby to Immingham. 37612 and 37259 worked 1Z14 the following day between Derby and Longsight ready for another 1Q14 working between Longsight, Buxton and Stoke on the 29th January. On the 28th 37419 had a curtailed trip between Immingham and Doncaster at Cottam Power Station, from where it returned to Derby. The 28th also saw 37604 3Q68 from Derby to Watford and back. The 30th saw 37425 work 3Q13 from Derby to Landore TMD via Cardiff. The final day of January saw 97303 work 6J80 from Tywyn to Shrewsbury Coleham, 37604 work 3M05 from Hither Green to Derby, 37425 work 3Q15 from Landore TMD to Crewe, and 37259 and 37612 work back to Derby from Longsight.

February 2014

The 1st February saw an exchange of 37s between Crewe and Derby RTC for test trains. 37607, 37611 and 37682 moved to Derby, with 37604, 37259 and 37612 moving back to Crewe. On the 3rd February 37607 and 37611 work the 1Q48 from Derby to Norwich via Liverpool Street. The same day also saw 37609 and 37259 work to Toton North Yard, but a failure saw the locos rescued by 37608 and all three returned to Crewe. The 4th February saw 37607 and 37611 work 1Q88 from Norwich to East Ham EMU Depot via Colchester, Harwich, Liverpool St., Southend and Barking. The next day saw the same pair work 1Q89 from East Ham EMU Depot to Barking, Liverpool St., Chingford, Liverpool St., Barking, Fenchurch St., Shoeburyness, Fenchurch St. and Leigh-on-sea.

The 6th February saw 37607 and 37611 work 1Q51 from East Ham EMU Depot; again around the Barking area, but the afternoon saw it move over to Great Northern lines at Ferme Park, and then in the evening on to Cambridge. 37607 and 37611 continued their Anglian days out on the 7th February, with a night time trip between Cambridge and Felixstowe via Ely and Ipswich. The same day saw 97301 work 1Q14 between Derby, Llandudno, Blaenau Ffestiniog, Llandudno Junction and Crewe. 37607 and 37611 returned to Derby on the 8th February. 97304 and 97302 worked a non-test train on the 9th February with 6W70 from Newtown (Powys) to Bescot on the 9th February.

The 10th February saw the weekly swap of locomotives between Derby RTC and Crewe Gresty Bridge. 37402, 37611 and 37607 worked to Crewe, with 37667, 37610 and 37609 working in the opposite direction. 37419 worked 3Z04 between Derby RTC and Heaton T&RSMD. On the 11th February, 37218 and 37606 travelled behind 66305 between Carlisle and Mossend yard, before working under their own power on to Inverness as 0Z37. 37609 and 37610 had made their way from Derby to the Southern Region, as on the 12th they worked 1Q84 between Hither Green, Waterloo, Reading and Ascot before making their way to Woking via Waterloo. The 13th February saw 37419 operate 3Q01 from Blackpool to Preston and 97301 go from Landore TMD to Whitland on 1Q14. Valentine's Day brought out 37609 and 37610 once more, operating from Hither Green to Ramsgate, Minster, Deal, Ramsgate, Beechbrook Farm, Hastings and back to Hither Green on 1Q60. The following day 37609 and 37610 take charge of 1Q59 between Hither Green, Victoria, Brighton, Victoria and Hither Green. Next the locomotives operated Light Engine between Hither Green and Waterloo (0Z37), Waterloo to Clapham Junction and return (0Z38) then on to Woking (0Z40). The 15th February also saw 37425 work 3Z10 between Peterborough and Derby RTC and 37419 move Light Engine from Derby RTC to Old Oak Common (0F70).

On 16th February, 97304 and 97302 worked 6W70 again between Newtown(Powys) and Bescot. 37609 and 37610 worked light engine again between Woking, Waterloo, Reading, Waterloo and finally back to Derby RTC. The 16th February saw 37264 out and about at Grosmont on the NYMR.



97302 and 97304 work 6W70 at Bilbrook on 16th February 2014.

© **Mark Jones**



37609 heads 'The Clay Box' through Stafford on 21st February, 2014.

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The 17th February saw 37605 move from Crewe Gresty Bridge to Derby RTC, 37667 work 3Q39 from Derby RTC to East Ham EMU Depot and 37425 operate 3Z04 from Derby to Carlisle. The 18th February saw 37419 return to Derby RTC from Old Oak Common (0Z37) and 37194 work 3Q45 from Mossend to Aberdeen. The next day saw 37425 work to Mossend from Aberdeen via Edinburgh (3Q46). The 19th also saw 37605 work light engine from Derby RTC to Hither Green (0Z37). The 20th February saw more light engine moves, this time from Network Rail as 97304 worked from Bescot to Wrexham, Crewe, Wrexham and back to Bescot. 37605 and 37612 worked 1Z14 from Hither Green to Dollands Moor and return, although it is unclear how 37612 got to Hither Green (can anybody help)?

Friday the 21st February saw an unusual railtour between Crewe and Rose Hill Marple. 'The Curried Goyt' was operated by Pathfinder Tours, with DRS providing 37409 and 37609 to work the train (1Z65/1Z57). With a quick reversal at Crewe the railtour became 'The Red Rose Kipper' (1Z57) which saw the train go from Crewe to Windermere. Another quick turnaround saw the train go from Windermere to Colne (as 1Z58) where the train reversed again to return to Crewe (1Z59) at 6:21am. More mundane workings on the Friday saw 37612 and 37605 work 1Q14 between Hither Green and Temple Mills (and return), 37667 work 3Q72 between Ipswich, Lowestoft, Sizewell and Ipswich and 37608 operate 6Z96 from Crewe to Toton (and return light engine as 0Z97).

Saturday 22nd February saw 37409 and 37609 working another railtour from Crewe, Pathfinder's 'The Clay Box'. The locos had about a 1-hour layover time after 'The Red Rose Kipper' tour before heading out to Daventry via Wolverhampton and Birmingham. At Daventry, 37409 was swapped for 37402. The return run saw the train routed via Stoke and Crewe to Warrington, before being reversed once more with the final trip to Crewe. Sunday 23rd February saw 37419 work from Toton to Millerhill TMD. The 24th February saw 37609 take 90013 from Crewe TMD to Toton TMD (0Z40) before returning light engine to Crewe (0Z41). 37605 and 37612 worked 1Q14 from Derby RTC to Round Oak via Stourbridge Junction and back, and on the same day 37604 worked 3Q28 from Millerhill to Inverness TMD. On 25th February 37264 and 66232 worked a ballast train from Levisham to Grosmont on the NYMR, 37604 worked 3Q28 from Inverness to Perth, but the train was terminated at Dundee and 37605 and 37612 worked 1Q14 from Derby RTC to Shrewsbury via



37405, 37423 and 37610 work 6K05 towards Crewe at Wilpshire on 28th February, 2014.

© Mike Byrne

Ironbridge Power Station and Cosford, and return. The 26th February saw 37264 and 66232 work back to Grosmont from Levisham. 92032 had 37419 and 37194 added to 6M49 between Mossend and Carlisle and 37604 worked from Dundee to Muirhouse South Junction, then onwards to Gretna Junction via Mossend (3Z15 and 3Q15). 37604 then returned to Derby RTC on the 27th February with 3Z15. The last day of February saw 37603 work 3Q18 from Crewe to Stockport, Dore, Preston, Manchester Piccadilly, Crewe and onwards to Derby RTC. 37405 and 37423 worked 6K05 with 37610 included in the consist between Carlisle and Crewe (over the S&C). 37218 and 37606 then worked 7Z50 from Inverness to Motherwell with two snow ploughs.

March 2014

The 1st March saw Network Rail employ Class 37s on two ballast workings. 97304 worked 6W02 from Crewe to Aberystwyth, followed by 97303 and 97301 on 6W01 along the same route. 37667, 37605 and 37612 worked from Derby RTC to Crewe Gresty Bridge, with 37610 and 37405 working in the opposite direction. 37608 and 37603 worked 1Q74 from Derby RTC to Hither Green. 37610



37402 and 37409 pass Wicklewood on the MNR with the Mid Norkolk Navigator on 8th March 2014.

© **Colin Makcrow**

and 37611 worked 1Q13 from Derby to Alexandra Dock Jn. via Crewe on the 3rd March. The same pair worked 1Q13 between Alexandra Dock Jn. and Newport and back, via Splott Jn., Pengam Sidings and Tower Colliery on the 4th March. The same day saw 37603 and 37608 worked 1Q74 from Hither Green to East Ham EMU Depot via Purfleet, Willesden, Ferme Park and Upper Holloway. 37218 and 37606 worked 4Z37 from Motherwell TMD to WH Malcolm in Grangemouth and then worked back to Carlisle Kingmoor light engine.

On the 5th March, 37603 and 37608 continued their work in London, working 1Q74 from East Ham EMU Depot to Barking, Liverpool St, Stansted, Liverpool St. and Southend before returning to East Ham. The following day the pair worked from East Ham EMU Depot to Fenchurch St., Shoeburyness, Fenchurch St. and Shoeburyness before returning back to East Ham. The 6th March also saw 37606 and 37602 work 6K05 between Carlisle and Crewe Basford Hall and 37607 and 37419 work 6C27/6C28 between Carlisle and Shap Summit Quarry. The 7th saw 37610 and 37611 return to Derby RTC from Landore TMD with 1Z13.

On Saturday 8th March Pathfinder Tours ran a railtour to the Mid Norfolk Railtour. Originally 37003 should have been assisting the train to Hoe, but the leaking cylinder liner put an end to that! The 'Mid-Norfolk Navigator' (1Z36/1Z39) saw 37402 and 37409 at one end, and 37218 at the other. The pair of 37s worked 1Z36 from Crewe to Ely, with 37218 then working solo to Wymondham. The pair of 37s headed the tour back to Crewe without the need to reverse once more by making use of the Ely North Curve. (Pictures) The 8th March also saw 37109 and 37324 operate on the East Lancs Railway during their Spring Diesel Gala. The 9th March saw 37409 work from Crewe to Carlisle Kingmoor with 37218 and 66425 in tow. The 10th March saw 37218 and 37409 work 6K27 between Carlisle and Crewe. The same day saw 37604 work 1Q14 from Derby RTC to Crewe via Liverpool Lime Street and Southport and 37603 work 3Z01 from Derby RTC to Crewe.

The Derby RTC to Crewe swap took place on 11th March with 37611, 37610 going from Derby to Crewe and 37605, 37667 and 37218 moving to Derby RTC. On the same day, 37604 worked 1Q14 from Crewe to Liverpool Lime Street, Manchester Victoria, Wigan NW, Manchester Victoria, Earlstown and back to Crewe. The 12th March was a busy day with 37611 and 37610 working from Crewe to Toton North Yard, 37605 and 37667 work 1Q13 from Derby to Hither Green, 37604 work 1Q14 from Crewe to Preston, Ormskirk, Preston and return, 37603 work 3Z03 from Derby RTC to Hither Green and 37405 and 37608 working 1Q75 from Neville Hill to Derby RTC via Ulceby and Retford. 37605 and 37667 should have returned to Derby RTC, but were turned back to Hither Green at Kew (for some unknown reason) on 3M05.



37604 heads 1Q14 through Rufford on the Preston-Ormskirk line on 12th March 2014.

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The 13th March saw 37605 and 37667 work from Hither Green to Church Fenton with 3Z05 in a move that was supposed to start from Derby RTC. The pair worked 1Q05 from Derby RTC to Inverness from Church Fenton. 37604 worked 1Q15 from Crewe to Derby RTC via Stafford, Kirkby, Manchester Piccadilly and Crewe. 37603 worked 3Q40 on a return trip from Hither Green via London Bridge, Paddock Wood, Charing Cross and Dartford. 37409 worked light engine from Crewe Gresty Bridge to Derby RTC. 37402 worked 0Z51 from Willesden to Wolverton before picking up two repainted Greater Anglia Mk 3 coaches and taking them to Norwich Crown Point on 5Z51.

The 14th March 37682 work 6Z96/6Z97 between Crewe and Toton North Yard, 37667 and 37605 work 1Q65 from Inverness to Thurso via Carrbridge and Bower, 37602 work 3Z01 from Hither Green

to Dollands Moor and 37409 work from Derby RTC to Rugby as 5Z01 then 2Z01 from Rugby to Milton Keynes, Stafford, Droitwich Spa, Coventry and back to Rugby. 37409 then returned to Derby RTC as 5Z01. The following day saw 37667 and 37605 work back to Inverness from Thurso with 1Q66 and 37425 and 37603 work 3M05 from Dollands Moor back to Derby RTC. 37667 and 37605 returned to Derby RTC via Aberdeen on 16th March.

The 17th March saw 97301 work 1Q14 from Derby RTC to Hindlow in the Peak District, then on to Bredbury, Manchester Piccadilly and Longsight TMD. 37607 and 37609 worked 1Q14 from Derby RTC to Hither Green then 1Q13 from Hither Green to Battersea, Orpington, London Bridge, Streatham Hill, Orpington and back to Hither Green. 37605, 37405 and 37667 then moved light engine back to Crewe from Derby RTC, whilst 37402 took 47813 and 90001, plus some Greater Anglia Mk3 coaches to Wolverton and Crewe TMD. The 18th March saw 97301 work 1Q14 from Longsight TMD to Oakleigh, Latchford, Edge Hill to Regents Road before reversing back to Oakleigh then forward to Derby RTC. 37706 moved light engine from Inverness to Carnforth and 37419 worked light engine from Carlisle to Motherwell TMD and return on 0Z27. 37607 and 37609 worked back from Hither Green to Derby RTC via Gravesend, Sittingbourne, Swanley, Sittingbourne, Gravesend, Maidstone West, Battersea Loop and Kensington Olympia.

On the 19th March 97301 worked from Derby RTC to Doncaster via Scunthorpe, 37667 and 37682 worked light engine as 0Z37 between Crewe and Stafford twice and 37603 worked light engine from Derby RTC to East Ham EMU Depot. The next day saw 97301 remain in Yorkshire working 1Q15 from Doncaster to Neville Hill via Wrenthorpe, Monk Bretton, Milford West and Dewsbury. 37603 moved from East Ham to Hither Green and 37419 was towed by 66302 from Carlisle to Crewe. The 21st March saw 97301 return from Yorkshire to Derby RTC working 1Q14 from Neville Hill via Goole, Spring Bank North Jn., Sudforth Lane and Drax Power Station. 37604 worked 3Q42 from Millerhill to Carstairs, Haymarket and Edinburgh and return. 37603 worked light engine again from Hither Green to Dollands Moor with 0Z37. 37601 and 37608 also worked 1Q75 from Derby RTC to Cambridge. Saturday the 22nd March saw 37401 in action all day on the Bo'ness Railway, 37603 work 3M05 from Dollands Moor to Derby RTC (along with 73138) and 37409, 37607 and 37609 work 0Z37 from Derby RTC to Crewe Gresty Bridge. 37259 and 37610 worked in the opposite direction between Crewe and Derby RTC with 0D02.

The last full week of March saw 37601 and 37608 work 1Q74 from Cambridge to Norwich and return via Middleton Towers. The 24th March also saw 37259 and 37610 work 3S05 from Derby RTC to Mossend. Both locos set off for Fort William on the 25th March, where 37259 promptly failed on arrival at Fort William. 37685 was attached to the train to help work it into the yard. March 25th also saw 97304 work 1Q14 from Derby RTC to Carlisle via Barrow and Ulverston. 37601 and 37608 worked from Cambridge to East Ham EMU Depot with 1Q74 via Ely, Stowmarket, Ely, Liverpool Street, Camden and Stratford. 37425 then worked 0S82 from Carlisle to Coatbridge with 66432. The 26th March saw 37706 work 5V42 from Carnforth to Southall depot with coaching stock, 37685 and 37610 work 1Q48 from Fort William to Mallaig and return. 37259 then replaced 37685 at Fort William for the final leg to Mossend yard. The same day 37516 worked from Perth to Bo'ness with 0Z37.

The 27th March saw 37603 work from Derby RTC to Crewe, 37610 and 37425 work 3M05 from Mossend to Derby RTC and 97304 work from Heaton to North Blyth, Lynemouth, North Blyth, Newsham, Lynemouth, Newcastle, Seaton and Hartlepool on its way to Tees Yard. 97304 worked back to Derby RTC on the 28th March via Crag Hall and Seal Sands. The same day also saw 37610 and 37425 worked 3Z03 from Derby RTC to Hither Green. 97304 was working again on the 31st March, working 1Q14 from Derby RTC to Peterborough via Grantham and Peterborough. The last day of March also saw 37682 and 37402 work from Derby RTC to Bristol Temple Meads with 1Z14 and 37604 work 3Q73 from Carlisle to Mossend Yard via Glasgow and Paisley Gilmour Street.

I'll name that train in....

Having failed miserably to credit last issue's photo of 37060 heading through Stowmarket to Mike Wedgewood, I thought that it was only fair to print another of his photos where the train remains a mystery. 37085 approaches Kennett travelling west on 2nd June, 1978 - but with which service?



A second photo for identification needs the working and the location. 37003 heads north somewhere south of York in 1982 (I think....) © **Ian Simpson**

