

SYPHON!

THE CLASS 37 GROUP

OCT 1989



THIS MONTH -

37260

37



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NUMBER 16 - OCTOBER 1989

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EDITORIAL

Looking ahead to what is hopefully the distant future, for this means a long life for the class in service, we should one day be the owner of a class 37 diesel locomotive. As this will be owned by the Group and not individual people, the problem of who has what say has to be resolved. Whilst the day to day running and operating of the loco' will probably be undertaken by the (or a) Committee for purely practical purposes, the more important decisions that have to be taken should be delegated to all the members of the Group. After a lot of thought, we have come up with what we think is the fairest idea all round. This is that each person (including each family member) who is a member of the Group at the time will be entitled to one 'vote' for each continuous year of membership. Cessation of Group membership will result in forfeit of any 'voting rights' held, as it would be very difficult to keep track of people who were not still Group members. We will in future try to incorporate each members current number of 'votes' on the membership card upon renewal.

Moving onto other subjects, thankyou to those people who have purchased a copy of the class 37 numbering list. Copies are still available from the Editor for 50p (this includes postage) which goes straight into the Preservation Fund.

AGM: As stated last month this will be held on Saturday 11th November. The venue is to be the Great Northern Hotel at Peterborough. This is right opposite the railway station entrance for those coming by train. There is also a fair size car park at the rear for those who wish to drive. Perhaps most importantly, there is a bar, although tea and coffee will also be available at members own expense. We look forward to seeing as many of you as possible. Since writing the news-sheet, I have discovered that neither the Secretary nor the Chairman will be restanding at the AGM. Anybody wishing to stand for these, or indeed any Committee positions, must send a written nomination, proposed and seconded to the Editor, which must be received by Friday October 27th at the latest. Likewise, any proposals to be put before the AGM must be received by the Editor by the same date. The meeting will commence at 1400, although the room is booked from 1300.

ADVERTISING: This is something I have thought about myself for some time, and following a suggestion from one of our members I will in future accept ad's in the magazine. These do not necessarily have to be rail orientated, as the idea is to bring more money into the Group's funds aswell as providing a service to our members. I will,however reserve the right not to include adverts that are not felt to be suitable. So, if you have anything that you want to sell, etc, let me know. The rates will be a minimum charge of £2 which will be for upto 20 words, then 10p for every word thereafter. As always, cheques/Postal Orders should be made payable to 'The Class 37 Group'.

PRESERVATION FUND: It's been another good month for the Fund, the total on 28.9.89 stood at £1564:50. This rise has been due to £122 transferred from the General Fund, £3 from sales of the Class 37 list, £71:50 donated as a result of the letter sent out with last months news-sheet, and £2 from other donations. Thankyou to the following people who have made donations: Harry Egremont, Tim Streten, Russell Barr, Bob Upton, Mr N.Radley, Jeremy Dickinson, Alan Pulford, Michael Gibson and Mr M.Warrick. In future I shall list only the names of people who have donated, and not the amounts against each individual unless anybody specifically requests this. Remember, you can donate at any time by sending a cheque or postal order to the Treasurer, stating that the money is for the Preservation Fund.

NEW MEMBERS/RENEWALS: Thankyou to the following; Mr M.Warrick, Steve Marshall, G.Sansom, M.Randell, Dean Warner, Mr M.Ireland, Mr J.Ireland, Mr T.Dowle, Mr A.Dowle, Richard Page, Samantha Barnes.

THANKYOU this month to the following for information, either written or verbal: John Forge, Keith Fransham, Alan Pulford, Michael Gibson, Kevin Green, Harry Egremont, Jerry Dickinson, Mick Warrick, Colin Wilks, Timothy Streten, J.Chambers, John Hawkings, C.R.Edwards, Andy Harlott, Steve Fennell, Bob Upton, Julian Shields, Maurice Green, Phil Brooks, and anybody else - thanks!

DIARY

- 4.11.89 The Pennine Voyager, Pathfinder Railtours. Swindon & Bristol area to Birmingham then northbound covering several routes including the Settle & Carlisle. Class 37 from Bristol onwards. Contact PT at Stag House, Gydynap Lane, Inchbrook, Woodchester, Gloucestershire, GL5 5EZ. Phone (0453 83) 5414.
- 11.11.89 Class 37 Group 3rd AGM, Great Northern Hotel, Peterborough, commence 1400 although we should be there from about 1300-1330 'ish.

DEADLINE for the November news-sheet will be 27.10.89.

SALES

GROUP SWEATSHIRTS with logo on breast. Grey, green, blue, red or yellow. Small, Medium, Large or Extra Large. Please state size and any colour preference. £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/register, by Andrew Garten £1:00

CLASS 37 RENUMBERING LIST (1989 Edition) by Mike Millward £1:00

BADGES & PENS - 30p: NOTEPADS - 20p

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. Please state VHS or Beta.

'SYPHONS' - our own audio tape (as reviewed in Rail 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, Preserved book - 19p

Teeshirts, Sweatshirts & Video's - £1 per item

Audio Cassette 'Syphons' - 50p

Please make all cheques/postal orders payable to 'THE CLASS 37 GROUP' and send to the SALES OFFICER.

NEWSDESK

The following depot and sector reallocations have taken place upto 24.9.89.

37113	FXXY-FGUV	HQ-ED	37694	FHBK-FEPE	CF-ED	37708	FPFS-FPCI	SF-IM
	then	ED-IS	37707		SF-IM	37888	FPCI-FPFS	

Not many reallocations this month, but those that there are are pretty interesting. 37113 has ended up at Inverness as direct replacement for 37260. Exit from Doncaster was much earlier than expected, the first report showing her at Millerhill on 2nd September. This loco is now in triple tone Speedlink livery and carries the 'Radio Highland' nameplates previously worn by 260. She did not receive an Intermediate overhaul, a light overhaul was all that was felt necessary. With the Waterloo bridge at Inverness preventing anything from getting onto the Far North & Kyle lines, I find it somewhat strange that 113 has received the Radio Highland plates. Perhaps RETB fitment is waiting in the future? Not so lucky has been 37011, withdrawn August 1987 and languishing at Doncaster since June 1988, she has been reported as dumped somewhere between Wolverhampton and Shrewsbury, thought to be visible from the line. 37694, which has been at Doncaster of late with severe fire damage, has surprisingly been reallocated to Eastfield. More sinister could be the reallocation of Stratfords heavyweights 707 & 708 to Immingham. It is thought there is a plan to close Stratford depot completely, leaving just the level 5 workshops. The petroleum 37/7's would be reallocated to Immingham but probably outstationed at Ripple Lane who could undertake at least A & B exams, with the loco's only needing to return to Immingham for major exams and repairs. It is not known at present what would happen to the DCAA & FAGS sector 37/0's.

RENUMBERINGS: After over a year of messing around with the renumbering of the 37's renumbered into the 310-326 series, all were renumbered some time during the latter part of September (according to TOPs anyway). 324 had been at Doncaster undergoing Intermediate overhaul and would probably have returned to its previous identity of 37099 regardless. The other renumberings are: 37310 returned to 37152; 37311 returned to 37156; 37313 returned to 37145; 37320 returned to 37026; 37323 returned to 37088 and 37325 returned to 37108. Its good to see the return of some old friends amongst that lot! It is fascinating how this series of 12 loco's appear to lead an almost 'cinderella' like existence, with even some of those that have had intermediates retaining many of their original features (refer to this months photo of 37111).

GENERAL: 37038 has suffered damage to its split-boxes at one end after an over-zealous brake application resulted in the trailing load damaging these features. What is significant is that 038 is one of only 2 split headcode examples remaining with original glass headcode panels (the other being 116). It was last seen with them literally stuck together with sellotape until the next exam, which will see them attended to. It is also reported that 003 has suffered 'split-box' damage. 37116 itself was seen at Tinsley on 30th August undergoing maintenance, skirts intact. Once again there is talk of all 5 of Stratfords 'RETB' 37's being re-equipped (138/140/144 216/219) - this really should be believed when seen! Availability on 29th August was: 37/0 = 74.8%; 37/3 = 83.3%; 37/4 = 74.2%; 37/5 = 90.7%; 37/7 = 88.6%; 37/9 = 66.7%. This gives an overall class availability of 79.9%. On 19th September the situation was: 37/0 = 75.7%; 37/3 = 72.2%; 37/4 = 77.4%; 37/5 = 87%; 37/7 = 79.5%; 37/9 = 50%, giving a reduced overall availability of 77.7%.

REPAIR/OVERHAULS: Only 37's to have been at Laira for Intermediate during September are 248, which should have been released on 1/9, and 273 which was stopped on the 10th August and has a provisional release of 7th October. Some 37's originally assigned to Laira have now been transferred to Doncaster, and it is thought there are only 4 left on the current financial year. 37's to have visited Doncaster for Intermediate during September are: 048 (release 5/10); 227 (1/9); 241 (21/10); 242 (25/9) and 262 (29/9). 509 and 510 have also been present for 'F' exams (light overhaul), although 509 is shown as having received an Intermediate ('G'). Up at Glasgow, 37420 actually left the works during the last week of August after 8 months. 'F' exams have been completed on 422 and 423 during the month, while 411 and 412 were still undergoing this treatment at the end of the month. Also present at Glasgow during September were 401 for engine repairs, and 201 for main generator repairs. 37104 has been to Stratford DRS for Collision damage attention while 706 has been there since 19th July with engine problems.

LIVERY LINE-UP

As promised last month, I have printed a full list this month. This is compiled from members observations only, so if you see anything amiss - let me know.

Newly reported during the last month are the following: 004/069/099/501/510 - triple tone 'Metals'; 113/194/414 - triple tone 'Speedlink'; 213/223 - triple tone 'Coal'; 248 - triple tone 'Petroleum'; 422 - triple tone 'Construction'; 423 - Inter City.

The full list now reads as follows:

BR BLUE: 003/009/010/013/023/038/040/042/046/048/054/066/071/072/073/077/078/083/087
092/095/096/097/098/100/106/107/109/131/133/139/140/141/142/144/154/158/162
170/178/184/185/197/207/211/212/214/216/217/218/219/220/221/222/225/227/229/230/238
239/240/241/242/244/245/251/254/258/263/273/293/298/313/323/325 (75)

LARGE LOGO BLUE: 012/035/057/116/128/153/174/175/191/203/209/261/262/264/310/311/320
402/404/405/407/408/410/411/412/413/415-421/424-431 (41)

RAILFREIGHT GREY: 504/508/509/512/513/690-697/699/701-704/796-803/894-899/901/905(34)

RED STRIPE GREY: 008/032/068/165/196/250/351/355/357/370/371/372/373/375/376/377/378
379/506/514-520/669-672/674-680/682/685/686 (40)

TRIPLE TONE:Coal: 049/167/213/223/235/274/278/689/698

Construction :080/138/354/422/681/687/688

General :104

Metals :004/037/051/069/099/110/111/137/190/201/202/275/381/501/502/503/505
507/510/511/521/667/668/711-719/883/884/885/886/903/906

None applied :075/285/380/683/684/902/904

Petroleum :188/215/232/248/280/294/359/705-710/887-893

Speedlink :015/019/029/031/047/055/058/059/063/065/070/074/101/113/114/194/198
252/255/271/272/403/414/673

Unknown :053 (107)

OTHERS: Departmental - 025; Green - 350; Inter City/Main line - 401/406/409/423; Blue with wrapround yellow ends - 146; Blue with silver roof and large logo's - 358.

ELECTRIC THEMES

I do not have a status report for the 4's this month, however, there is still plenty to report. As far as passenger work is concerned, the start of the winter timetable should see them on more unusual work as for 5 weeks from October 2nd a Cardiff based 37/4 is scheduled to work between Nottingham and Blackpool. This is only a short term diagram, so get it while you can! There should still be two 37/4's on the North & West route between Cardiff & Liverpool/Manchester, indeed it is now thought that this work could go on well into 1990. In addition there will still be the Cambrian, West Highland sleeper and Dingwall to Kyle of Lochalsh services. All the class 156 Sprinters have now been delivered and is thought that the class 158's that had been moulded have now been cut up! Allocation wise, it is believed that 407 and 408 will leave Cardiff and go to Tinsley some time later this year. Livery and overhaul details are dealt with above and in 'Newsdesk'.

37420 has finally left Glasgow works and on Sunday 24th September was stabled at Inverness TMD along with 37418 and 419. The 4 still stranded north of Waterloo bridge were located as follows: 415 - out of service at Muir of Ord with exhaust faults; 416 on route Kyle of Lochalsh to Dingwall '2H86'; 417 - spare at Dingwall; 421 - spare at Muir of Ord. The following 37's (amongst others) have been noted on North & West services during the last few months: 428 (19/6), 408 (24/6 & 27/6), 426 (30/6), 430 (3 & 4/7), 407 (6-8/10-11 July), 430 (13/7), 408 (14 & 17/7), 428 (19-21/7), 430 (28/7), 431 (31/7), 408 (1/8), 429 (2/8) all on the 0507 & 1315 from Cardiff diagram. On 15/8 429 was on the 0705 ex Cardiff and 407 the 0507 ex Cardiff, on the 16th it was 431 on the 0705 and 407 again on the 0507. Other loco's used on the 1715 from Liverpool were 429 (30/8), 407 (31/8), 427 (1/9) and 426 (4/9).

Regional View

ANGLIA: The plight of Stratford depot was illustrated in the August 'Syphon.' and this is exemplified in a report of a visit to the place recently. Present were 053/074/104/138/140/144/354/706 & 890. Other 37's seen in the area were 709, 892, 087+065, and 891 which arrived at the depot along with 47054 and 47052. Trains in trouble on the 17th August included 37031+242 on 4S80 Felixstowe to Coatbridge which only got as far as Stowmarket (12 miles). The loco's returned to Ipswich were 242 received fitters attention to the load regulator. The pair then returned to pick up their train from the loop at Stowmarket and proceeded forward about 1½ hours late. Also in trouble was railtour engine 37355 which failed at Colchester on 6L83 Bescot-Harwich Parkeston with a split water pipe. After a delay of an hour the train was worked forward by 31219. 37358+073/219/272+072 were seen at Ipswich on the evening of 6th September, while on Saturday 9th 37071+059/098+209 arrived at Norwich for ballast work. On 15th September problems were encountered with both 86430 and 86621 on 4M81 1022 Felixstowe-Garston at Shenfield. 37013+378 were sent light diesel from Stratford and took the failure onto Willesden with a train load in excess of 1,600 tonnes! On Saturday 16th, 37220 was seen at March with one coal hopper and was later joined by a second unidentified 37. The pair then left but still with only the one coal wagon. 37138 and 892 were on display at the Southend rail event of Bank Holiday Monday August the 28th.

EASTERN: 37223(CF) was stabled at Healey Mills on 22nd August around 1500. On Wednesday 23rd, 511+518 passed through Rotherham with a southbound loaded steel train at 1351, while 668+667 returned the other way with empties at 1429. A visit to Thornaby TMD on Sunday 27th August found 048/100/154(TI)/505/508/514-517/519-521 in the yards, 070/203 and 240 on the fuelling points, and 178(TI)/202/255/667/668 in the shops for exam etc. 046/110 and 258 (all TE) were seen at York during the afternoon of the same day. It was noted that 258 has had a cosmetic repaint on one side, almost obliterating the '37' number and just leaving the legend '258' visible. 057/096 and 116 were all noted together at Tinsley on Wednesday 30th - a real collection of celebrities there! 116 was undergoing maintenance but still retained skirts under and around the buffers. Later the same day, the following were seen passing through Rotherham. 888(SF) at 1319 on Kilnhurst-Ripple Lane empty tanks, 521+505(TE/TE) at 1348 on Lackenby-Corby loaded steel, 069(TE) at 1415 on southbound empty steel - appropriately now in possession of Metals sector markings, 223(CF) at 1422 on Dewsbury-Earles sidings empty cement (usually worked by 2x31 IM/DCEA), 057(TI) southbound light diesel at 1520, and 110(TE) on a northbound empty steel working at 1522. The next day (31/8) 023(TE) was stabled at Frodingham, 075+109(TE/TE) passed through Scunthorpe station at 0904 on a Scunthorpe BSC to Cardiff Tidal steel working, while just to the east at Appleby crossing, 381+351(IM/IM) at 0931, 054(TE) at 1012, and 225+377(IM/IM) at 1019 were noted. Further visits to Tinsley during September have yielded the following results. 1.9.89 = 37008/042/046/055/058/075+109/100+241, all arrived and departed or were stabled during a 1½ hour period; 7.9.89 = 004/107/198/271/298/501 - all stabled, 1310; 11.9.89 = 003/012/077/251/271/285, 888 passed through at 1510 on Kilnhurst-Ripple Lane tanks; 15.9.89 = 003/012/032/057/071/077/075+110/521.

On August 29th, 37077+087(TI/TI) failed at Newark on 4L95, 2000 Coatbridge-Felixstowe 'liner. They were replaced by another pair sent from Doncaster which included 37012, but not until a delay of almost 2 hours had been incurred. On 7th September, 6E78 Earles sidings to Dewsbury failed at Bolton-on-Dearne with 37425 in charge. 56067 assisted from the front after the train had stood from 0233-0418. On 16th September, 37890 was seen just north of eastfield of Eastfield box at Peterborough with tanks.

MIDLAND: Seen at Kings Norton (south Birmingham) on 16th August were 37075+110(TE/TE) on Scunthorpe-Cardiff Tidal steel at 1400, and 509+520(TE/TE) on Cardiff Tidal-Tees Yard steel at 1420. On 17/8 37077(TI) was seen leaving the Blue Circle cement works at Harbury at 1040 (just south of Leamington Spa). 37320(ML) was seen stabled at Bescot at 1900 on 31/8, while other 37's seen were 355(TI) waiting to leave with a southbound steel train at 1910, 676+686(TI/TI) passed through at 1915 with northbound cement, 37042(TE) at 1917 on southbound steel. It is not known why 37320 was there, or indeed how it got there. 37502 was seen at Crewe Diesel depot on 26/8 at 0350,

while Thornaby pair 507+508 were noted there on 3/9. Also seen on the 28th August was the combination of 47485+47441+37431 heading south through Stafford at 0410, and 37708(SF) passing through Willesden Junction High Level at 0750 with a northbound oil train.

Right at the opposite end of the region, 37669(LA) worked the Irvine-Burngullow slurries through Carlisle on 7/9, while 37672+675(LA/LA) were on the same working on 18/9. Recent observations have shown this working to be in the hands of a pair of 37's on Mondays and a single 37 on Thursdays. The following were seen at Carlisle on Thursday 14th September: 373/379 - Clitheroe-Gunnite cement at 1431; 188 - northbound oil tanks at 1435; 668 - northbound light engine at 1450; 370 - southbound steel at 1950; and 035 on northbound oil tanks at 2010. 37035/359 were at the south end of Kingmoor Yard at 1510. 37375/376(ED/ED) were seen working in the Carlisle area on both 5th and 6th September, while 37667(TE) was also seen on the 6th heading towards Newcastle at 1315 with a train of BDA's.

SCOTLAND: 37040(ML) worked to Perth on the night of Monday 14th August due to the failure of 47099 on 7H31, the 2049 Mossend-Inverness. On Wednesday 30th, 37175(ED) failed at Perth on 6B68 Inverness-Millerhill causing an arrival at Mossend 156 minutes late. A visitor to various depots in the 'central Scottish' area on 2nd September sends the following details. Motherwell (1000) - 010/019(TI)/040/051/097/111/190/201 203(TE)/311/313/326/370/373/378(TI)/379. Springburn BRML (1100) - 411(TI)/422(TI)/423 Eastfield (1230) - 035/401/404/406/413. Grangemouth (1400) - 080/128(TI)/184/188/191 232/359. Millerhill (1630) - 003(TI)/063(TI)/098(TI)/113(ED)/131(CF)/153(ED)/170(ED). This is the first reported sighting of 37113 back out from Doncaster (including TOPS reports) and now named 'Radio Highland' and carrying triple tone Speedlink livery. On Wednesday 6th September, 7D19 (1025 Fort William to Mossend) was capped due to the failure of 37402 and no other available loco. On 13th, 37113 was working between Elgin and Aberdeen on freight trips (6A27/6A32), and 37422(TI) was working 6B68 Inverness-Millerhill although it is not known for how much of the journey. 37325 was seen at Motherwell on Thursday 14th - the last sighting before renumbering?

SOUTHERN: Loco's on the Southern on Wednesday 13th September included 37141 at Southampton, 37711 on 6V99 (1453 Hamworthy-Cardiff) and 37428 on 2V76 (1653 Weymouth-Cardiff) - all loco's CF allocated.

WESTERN: The following 37's were seen passing through Newport between 1645 & 2045 on Friday 20th July: 023(TE)/058(TI)/110(TE)/133/141/146/158/174/230/255/263/264/273/294 298/371/372/428/691/698/701/712/714/715/716/717/718/798/799/883/885/903/904/906. Now numerically the lowest numbered 37, 37003 was seen at Pirton near Worcester on 1st August with a southbound freight. Other trains seen at this location recently include: 29/8 - 37905 (1520) and 37902 (1602); 31/8 - 719 (1248), 133 (1330), 146 (1514), 198 (1537) and 714 (1544). Thornaby pairs in charge of the Lackenby steel train which passes through Cheltenham around dinner time have included 512+506 (18/8), 509+520 (22/8), 667+668 (25/8) and 503+509 on 1st September. Other observations at Cheltenham on 22/8 were: 146 (south at 1405), 110+203 (steel south at 1436), 254 (freight south at 1439), 197 (steel north at 1524) and 239 (light engine south at 1532). On the 7th September, 37890 failed on the down loop at Acton while working 6V54 (0732 Ripple Lane-Didcot PS). It managed to return light to Stratford to be replaced by sister loco 37892. 37903 and 37350 were on display at the Gloucester 'Rail Day', stabled in the new yard were 37008/015/098/207. 015 worked the shuttle to Sharpness along with 20188+227. 422 passed through at 1935 with a dead 47811 and the 1440 Leeds-Cardiff, around 55 minutes late. A report from the very south western part of the region ie Cornwall shows this area to offer a wealth of class 37 activity, albeit restricted to the 9 examples allocated to Lairs. Concentrating on Par, which has the obvious attraction of St. Blazey depot, 28 different movements were noted between 0630 and 1920 on Tuesday 19th September, and over a shorter period, 9 different movements between 1050 and 1300 the next day. Daytime peaks in activity appeared to occur between 0630-0800 and 1100-1330. Movements on 19th included: 0631 - 414+673 Speedlink to BZ; 0712 - 673 CDA's west to Burngullow; 0744 & 0838 - 669 & 674 eastbound china clay workings; 0946 - 672+675 Irvine-Burngullow tanks 3 1/4 hours late; 1125 - 674 CDA's from Burngullow; 672+675 returning from Burngullow at 1148 with China clay tanks, Loco's detached and light to St. Blazey. Other freights at 1214/1247/1320/1546/1600/1655.



37 260



The sky is so dark and the cold wind does blow,
This is the Far North line where 260 used to go,
With lights burning bright and buffers all round,
Alas on these metals you'll no longer be found.

37260 IFRD AT 1230 01/08 ON TRFD 0085T ARR DONUKBRL 1300 01/08
OUT OF SVC 06 20/07 TOBESCRAPPED AT 1100 21/08 ACCT /FRE

When I paired the photo's of 37113 and 37260 on the back of the August 'Syphon', I had no idea of the events that were to occur that month, ie the withdrawal of 260 and the reinstatement of 37113. This is what was to happen, however, and on Monday 21st of August 37260 became the fifth (including 113) member of the class to be withdrawn. Despite the relative isolation of being allocated to Inverness, she was definitely a popular member of the class with interest perhaps stimulated by fairly frequent forays onto passenger work.

Delivered new in January 1965 as D6960, she was first allocated to Tinsley but a regular series of transfers saw 260 go to Wath in July '65, Stratford in July '67 then back to Tinsley for a few months from May '71. She was another of the majority to be built at Vulcan Foundry, Newton-le-Willows and carried works number VF949 and English Electric number of 3520. Train brakes were of course vacuum only at first, and a steam heat boiler was carried which was indeed one of the last ones to remain operational. All over green livery with small yellow warning panels would have been worn at first, as the corporate blue livery was not introduced on BR until 1966. With the exception of D6983 she is the first of the 'bull nose' 37's to be condemned.

In October 1971 she commenced her second, and longest spell at Stratford, a place she was to stay for 11 years. During this time she was renumbered to 37260 under the TOPs system in December 1973, indeed one of the first to be done - but then Stratford always are on the ball aren't they? Dual brake equipment was also applied some time during the years at Stratford. As would be expected she was a familiar sight on East Anglian passenger trains throughout the seventies and early eighties, for example the 1240 Harwich PQ to Peterborough train.

In April 1982, 260 was one of the many 'Anglian' 37's to be exiled northwards, at first going to Eastfield but only a month later moving onto Inverness where she was to stay until the end. This was also the time at which she received her last classified overhaul, this being completed at the end of May 1982 and meant that there can be very little time during which she could have actually operated from Eastfield. At first she led a fairly quiet existence at Inverness although fame arrived on 7th July 1984. Splendid in the then new livery style of blue with wrapround yellow ends and large numbers & logo's 37260 was named 'Radio Highland' at Dingwall station to celebrate the official inauguration of radio signalling on the line from Dingwall to Kyle of Lochalsh. She had also, of course, been fitted with the necessary aerials, receiver and indicator equipment necessary to operate over the line.

Over the more recent years, passenger workings became rarer, however, we were treated to a couple of expeditions during September 1988. Firstly on Saturday 10th when she operated in multiple with 37114 upto Georgemas on the 1135 Inverness-Wick/Thurso. At Georgemas this fine pair of ex-Anglian boilers split with 260 going onto Wick and then returning south all the way to Inverness alone. It certainly was a day I shall never forget, being one of the lucky few there to partake in this event. A fortnight later she was out again, and the following details are thanks to Alan Pulford.

It was the penultimate summer weekend and after spending the Saturday (24.9.88) on the Cambrian the only decent move was the 2020 Euston-Inverness for another full day of syphon moves on the Sunday. After arriving at Inverness, the first thing to do was find out the gen, although there seemed to be nothing out so 37421 was taken on the

1010 to Wick. Just before crossing with the 1120 from Wick, I asked around to find out which 37 it was, only to be asked why I wasn't going for 260 which was the 'Thurso pilot'. An hour later we were greeted by a travel worn 260 at Georgemas Junction for the short run to Thurso. After quickly running round, it was time to return as there was only 25 minutes for the run round and we had lost several minutes on the way up. Arrival back at Georgemas witnessed the 'coupler' standing at the front of 421 with the multiple working cable in his hand! After 260 had put the Thurso portion on the back of the Wick coaches, it ran round to pilot 421 on what was almost certainly its last passenger train from the Far North. On the way south 260 was doing nearly all the work because the multiple working wasn't working very well at all, 421 just idling most of the time.

According to my information, 260 has only worked one passenger train since, this being as pilot to a 37/4 on 0655 Inverness-Kyle of Lochalsh on 16th January 1989. Her association with Kyle and the Far North was effectively ended on 7th February this year with the collapse of the Waterloo bridge at Inverness, 260 on the 'mainland' side at the time. Despite this, RETB equipment was carried to the end, as was headlight, round buffers and large logo livery. Everything looked good when she was transferred to Doncaster Works on 1st of August for an intermediate overhaul (C exam), and a release date was given for the 25th August. Alas it was not to be, and as the event her last train was around the 20th July which was the date she had been stopped from service. She is already a sad sight, being seen at Doncaster on September 17th heavily cannibalised, shorn of nameplates and standing in the scrapline. She stands on wheelset bolsters marked '37175'. As would be expected, nearly all recent maintenance was carried out by Inverness TMD, the very last attention being to coolant pipework on 14th July. Last major exam was an 'E' at Inverness, completed 1/8/87, and last tyre turning was at Portobello on 25/6/89. The withdrawal of 260 is certainly a sad loss, but there is some consolation with the resurrection of 37113 from the scrapline, bearing the nameplates of it's donor.

"RADIO HIGHLAND"

I thank the year of '82,
The time that I went North,
and left the smoke of Stratford,
to meet the mighty Forths.

To leave my haunts in Anglia,
Ipswich to Felixstowe,
and swap them for the barren hills,
where now I loved to go.

I loved to climb the fearsome grades,
run by the dancing rills,
I loved to shout my lonely cry,
unto the lowering hills.

And whether it was to Mallaig,
or on out to the Kyle,
they always new that 260
would do it all in style.

And then it was home at end of day,
to TMD Inverness,
a tank of fuel, a final check,
a railmans tenderness.

But they took me down to Doncaster,
they said it was for repair,
but taken out of service,
my death would take place there.

Far little did I know that day
that I was to expire,
and the reason that they gave for it
was damage due to fire.

So now I'm gone, I've given all,
I'll go to loco's heaven,
but please remember '260'
of the class '37'.

It is my wish my name lives on
with railfan and by stander,
Who'll whisper still as I pass by,
there's the "Radio Highlander".

Bob Upton (37047)

MEMORIES OF 260

The sad demise of 260
made me feel so sad and low,
A superb loco' proud and fine
now gone forever from the Far North line.

All good things must come to an end,
It's like saying goodbye to a much loved
friend,
The happy journey's we all have made,
"Radio Highland" always made the grade.

To me this syphon was the best,
always stood out from the rest,
no more through the Highlands will it scort
With courage must face the cutters torch.

Not to be there to say goodbye,
we must keep our spirits high,
to travel on a Syphon hauled train,
to show that 260 did not die in vain.

Maurice Green (37002)

Passenger Information

Non-ETH and unusual 37/4 workings advised during September are as follows:

24.7.89	37042	2E36	1135 Carlisle-Newcastle
3.8.89	37510	1M15	0825 Newcastle-Liverpool (DA920-Darlington)
18.8.89	37075	2B14	1026 Scunthorpe-Leeds (Doncaster-Leeds only)
19.8.89	37508		1242 Carlisle-Leeds/1631 Leeds-Carlisle
	37674		1025 Paddington-Penzance (Par-Penzance)
			1717 Penzance-Paddington (Penzance-Exeter)
20.8.89	37508	1E10	1019 Carlisle-Leeds/1M61 1446 Leeds-Carlisle
21.8.89	37418		0700 Inverness-Glasgow QS/1333 Glasgow QS-Inverness
22.8.89	37418		0700 Inverness-Glasgow QS/1333 Glasgow QS-Inverness
24.8.89	37070	2E46	1743 Carlisle-Newcastle
	37404		0933 Glasgow QS-Inverness/1630 Inverness-Glasgow QS
			2330 Glasgow QS-Inverness (Glasgow QS-Perth)
25.8.89	37404		2355 Inverness-Glasgow QS (Perth-Glasgow QS)
	37406		0933 Glasgow QS-Inverness
26.8.89	37095		0908 Manchester V-Llandudno (Manchester V-Chester)
	37407		0021 Manchester P-Tenby (0426 Cardiff-Tenby)
			0820 Tenby-York (Tenby-Cardiff)
			0759 Leeds-Tenby (1218 Cardiff-Tenby)
			1618 Tenby-Manchester (Tenby-Cardiff)
	37670+672		0735 Penzance-Paddington (Par-Exeter)
29.8.89	37215+350		0702 Newbury-Paddington (Maidenhead-Slough)
	37230		1422 Paignton-Newcastle (Gloucester-Birmingham NS)
30.8.89	37003+285	1L79	1725 Liverpool Lime Street-Ipswich (Bury St.Edmunds-Ipswich)
	37057		1238 Leeds-Sheffield
31.8.89	37098		1238 Leeds-Sheffield
1.9.89	37153		1426 Crewe-Edinburgh (1727 Carstairs-Edinburgh)
	37211	1P54	1550 Liverpool St.-Norwich
2.9.89	37038	1M11	0703 Cardiff-Liverpool (Crewe-Liverpool)
		1V11	1113 Liverpool-Cardiff
	37211	1E62	0920 Yarmouth-Leeds (Yarmouth-Norwich)
		1L93	0800 Birmingham NS-Yarmouth (1205 Norwich-Yarmouth)
		1M19	1335 Yarmouth-Birmingham NS (Yarmouth-Norwich)
	37263		1910 Cardiff-Birmingham NS (Chepstow-Birmingham)
	37428		Same as for 37407 on 26.8.89
4.9.89	37218	1A42	1620 Liverpool St.-Harwich PQ/1A67 1845 Harwich PQ-Liv St.
5.9.89	37711		0720 Penzance-Edinburgh (1813 Carstairs-Edinburgh)
6.9.89	37153		1040 Poole-Edinburgh (Slateford-Edinburgh)
7.9.89	37138	1P58	1700 Liverpool St.-Norwich (Ipswich-Norwich)
9.9.89	37138		Same as for 37211 on 2.9.89
10.9.89	37196		1525 Glasgow QS-Aberdeen (Perth-Aberdeen)
			1910 Aberdeen-Glasgow QS
12.9.89	37240	2E36	1135 Carlisle-Newcastle
	37351		2100 Euston-Stranraer (Girvan-Stranraer)
	37422		1740 Glasgow QS-Linlithgow
14.9.89	37255	1011	0749 Newcastle-Poole (Darlington-Leeds)
		2H77	1302 Leeds-Carlisle/2E78 1757 Carlisle-Leeds
15.9.89	37886	1M12	2055 (14th) Aberdeen-Euston (Warrington-Crewe)
16.9.89	37053+074	1L93	0800 Birmingham NS-Yarmouth (Norwich-Yarmouth)
		1M19	1335 Yarmouth-Birmingham NS (Yarmouth-Norwich)
	37216	1E62	0920 Yarmouth-Leeds (Yarmouth-Norwich)
17.9.89	37015		1110 Gloucester-Sharpness-Gloucester (Charter)
			1300 Gloucester-Sharpness-Gloucester (Charter)
			1500 Gloucester-Sharpness-Gloucester (Charter)
	37008+015		1950 Gloucester-Birmingham (Bromsgrove-Blackwell) (Charter)
	37422		1440 Leeds-Cardiff (Birmingham-Cardiff)
22.9.89	37140	1A42	1620 Liverpool St.-Harwich PQ/1A67 1845 Harwich PQ-Liv St.
		1P82	2130 Liverpool St.-Norwich
	37418		0700 Inverness-Glasgow QS/1333 Glasgow QS-Inverness
23.9.89	37140		Same as 37211 on 2.9.89 and also
		1L82	0820 Liverpool-Yarmouth (1505 Norwich-Yarmouth)
		1M45	1612 Yarmouth-Derby (Yarmouth-Norwich)

Further details for those workings listed last month as well as this are as follows. Starting on 10th July, 37251 was provided by Millerhill to give assistance to 47711 'Greyfriars Bobby' on the 0730 Edinburgh-Glasgow 'shove', while the following day 47640 failed at Perth in charge of the 0712 Edinburgh-Inverness. 37035 arrived at Perth Yard with a stone train and was the only loco available to help out. 37211 made two trips to Weymouth on consecutive Mondays in July on the 0807 Cardiff-Weymouth - not bad going for a Stratford loco. On the 24th it replaced 37803 which was thought to be too heavy to go all the way, while on the 31st it replaced 37429 which was a failure. Both workings were between Westbury and Weymouth. On the North & West route NB replaced EH on 20th July with 37716 taking over from 37426 at Crewe on the 1715 from Liverpool, and on the 2nd of August when 37903 took over from 31429 at Crewe which had dragged 37407 and train from Sandbach. 37009 and 37802 as well as an unknown 37 on the Tuesday were used on a Carmarthen to Swansea return working for the Welsh Festival during the week commencing 24th July, it had been expected that a coal sector 37 would appear on the North & West route in place of a 37/4. On 1st of August, 37144 worked the down 'Fenman' throughout - the first 37 known to have done this for a number of years. It then worked the first part of the next days Cambridge-Kings Lynn portion diagram before disappearing to Peterborough with the 1533 Vans (5E45) from Cambridge. On Sunday 6th August, 37513 assisted a failed 47 forward from Chester-le-Street on the 1246 Newcastle-Liverpool, it was taken off at Leeds and replaced by 47222. The same day 37075 replaced an unknown loco' at Colchester on 1A63, the 0725 Harwich PQ-Liverpool Street. It was noted running about 35 minutes late, and after shunt releasing by the station pilot at 'the Street' it worked the 5H06 ECS to Thornton Fields. On Saturday 12th August it was all eyes on the North & West as this was the day of the Shrewsbury flower festival. The gen kindly produced a week in advance the news that certain Sprinters were to be doubled up, leaving two diagrams that were to be Cardiff Metal sector 37's. 37711 (ex 085) and 37719 (ex 033) did the business and it was no surprise that there were more bashers than 'normals' on the trains. With the tractive effort of a 56 and a load of only 4, both syphons easily kept to time. As if this was not enough for one day, 37271 had also worked, this being on the 0602 Birmingham to Aberystwyth (as far as Shrewsbury) which included a delay of almost an hour at Telford Central due to a bomb scare - any connection with the class 20's being used on Derby-Crewe services? Still on the 12th, 37140 finished a 5 week stint on the Norwich-Yarmouth diagram, and 37407 started a spate of 37/4 working on the Saturday portions to Tenby from Cardiff. Back to the trans Pennine workings now, and more riots concerning 37's. On Thursday 3rd August, 47533 failed at Darlington signal 920 on 1M15 - the 0825 Newcastle to Liverpool. This must have been just south of the station as it was reported that some passengers actually detrained and walked back to the station. This sort of behaviour will never be condoned by this group, and in this case BR came up with the perfect punishment by providing 37510 to drag the stricken train back to Darlington station. Here the train was caped and 37510 took 47533 to Gateshead. On Monday 14th of August, 47422 failed at Thirsk on 1820 Newcastle-Liverpool (1M76). 47539 was requested from Gateshead to work forward from York, with 37131 requested off a nearby freight to work from Thirsk to York. 31106 appeared first at Thirsk, but somehow 37324 managed to get on the train and work from Thirsk to York - who says BR never have spare loco's available to cover a failure? Incidentally, 324 was actually on route to BRML Doncaster for intermediate overhaul, and was seen on the Works head-shunt the next day alongside 37015. Last month, I reported the use of 37075 on the 1026 Scunthorpe-Leeds on 18th August. Further evidence now suggests that this service was actually cancelled with the loco and stock running ECS to Doncaster where it formed the 1142 to Leeds, which is the second half of two distinct parts to the 1026 from Scunthorpe. On Saturday 19th, 37220 worked an HST drag throughout from Hereford to Paddington. On arrival in the capital it worked light diesel to West Drayton CCD to work 6Z05, 1200 West Drayton to Didcot coal empties. The same day 37508 put in a round trip on the Settle and Carlisle line, and with no loco's at Carlisle it was same again on the Sunday - complete with passenger survey. 37428+429 worked the 0602 Birmingham to Aberystwyth, a service that had for the previous few weeks been in the hands of 37/0 power, and 37674 made it to Penzance - a very rare event for class 37's.

On Thursday 24th, 37070 ran light from Motherwell to work 2E46 (I would assume this to overrule last months gen about it working on the 22nd), and 37035 was used to drag 47702 the short distance into Larbert Station from the junction, 702 having been very badly on fire. There had also been a number of 37/4's working on the Glasgow-Inverness route this week - details of which are given in the gen list.

Having worked up to Norwich during the evening on ECS, 37140 was very surprisingly used on the 2300 Norwich-Ipswich on Friday 25th August comprising of 3 air cond's, leaving 37219 to work the Saturday portion trains between Norwich and Yarmouth on the 26th. On Tuesday 29th there were more troubles on the Great Eastern to supplement the continuous 86 shortage as the 1530 'tin' from Liverpool Street to Norwich collapsed at Colchester. It was moved to Ipswich by a pair of 31's where 37140 took over, arriving at Norwich 65 minutes late. Still in Anglia, the next day saw the last cross country Sprinter (I almost said train!) to Ipswich fail at Bury St. Edmunds. A 31 was sent by Ipswich to drag it in but this also failed and so 003+285 were sent as well. The combination eventually arrived at Ipswich over 2 hours late! On Friday 1st September 37211 worked the 1550 Fridays only commuter from Liverpool Street to Norwich throughout with a full set of coffins. This train was normally formed of EMU's if there was not an 86 spare at the London end but is understood to have been cancelled every week since 211's trip. Thankfully she hung around to work the regular Saturday diagram to Yarmouth although as 211 is in the correct sector anyway I would not be surprised if it was set up with this in mind. Ex Stratford 038 took over from 37427 at Crewe on the 0703 Cardiff-Liverpool (2/9) and returned south as per diagram, but I am told did not work the second part of the diagram ie to Manchester. The reason for the swap was so that 427 could go and help out on the Cambrian.

On Monday 4th September, 37218 nearly made the national news working into Liverpool Street with the 1845 non-stop ex Harwich PQ. The ITN camera's were rolling until it was realised the soccer yobs were returning from their ill-fated attempt to terrorise Sweden on another train. On 6th September, 47586 failed after leaving Carstairs on the 1040 Poole-Edinburgh. 47595 on the following 1623 Manchester-Edinburgh pushed 47586 and its train to Slateford where the trains were split. After much clanking, buffer bashing etc 37153 dragged 47586 and the 1040 ex Poole round the suburban line and into Edinburgh Waverley. Arrival was at 2138 instead of the booked 2006 and as our correspondent puts it, a very rare opportunity to be pulled, pushed and dragged on the one train, especially over such a short distance!

Back to Anglia now, and after almost 3 months of exclusively 140/216/219 on the Norwich-Yarmouth portions, September certainly sprung some surprises. After 211 the previous week, it was the turn of 138 on the 9th, and with nothing else out anywhere in the country this train was more like a railtour, with bashers coming from far and wide. She did not disappoint and put in a fine run to Yarmouth on the 1205 ex Norwich in near record time and with a heavy load of 13. On Tuesday 12th, ex works 422 in triple tone grey was used on the Glasgow commuter to Linlithgow, and 37240 dragged a DMU on the 1135 Carlisle-Newcastle. Local services in the Newcastle area (along with quite a few other areas) are still suffering from a severe lack of stock and every day see's cancellations and loco' hauled substitutions at the moment, although 37's are rare on these trains. Also on 12th, 37351 was used to pilot the 0400 Glasgow Central-Stranraer (2100 ex Euston) from Girvan due to bridge damage at this location. It is thought that 351 spent at least the rest of this day operating a shuttle between Girvan and Stranraer. On 14th, 37255 was borrowed from the 6250 Leith-Hartlepool special freight to take over from a failed 47481 at Darlington on 1011 and then went on to make a return trip over the S & C line. On Saturday 16th, 37053+074 took over from 37216 for the second part of the portion diagram to Yarmouth. 216 had a DSD defect and the pair just happened to be on their way to Norwich. They left about an hour late on the 1205 to Yarmouth after an early morning points riot at Birmingham, returning about 45 minutes late from the seaside.

37015 was provided for the Sharpness branch top and tail workings which coincided with the Gloucester rail day. This was instead of the expected 37098, which developed a mysterious coolant problem and was unable to perform. On the final trip of the day, which was the return to Birmingham, a pleasant surprise was provided when 37008+015 appeared at the foot of 'Lickey' to help us up the bank. The question is; would a pair of 20's on load 10 have made it up the bank on wet rails from a standing start without assistance?

From The Cab

by Andrew Harlott (37253)

The date was 6th September and my time on duty 2100 for Diagram 53, ballast. I arrived at work at Ipswich to find out that we had to go to March Whitemoor. Our engine was to be 37138 in triple tone grey, one of Stratford's stone sector 37's. No sooner had I signed on than the engine was standing ready at the signal so I grabbed my drivers bag and got in. The train man Guard was already on the phone to the signal man to let him know we were ready. The signal came off and I put the power handle to $\frac{1}{2}$ power - moving off quite rapidly before shutting off power. Once away from the loco' stabling area at Ipswich and onto the main line northbound I moved the power handle to full power and we were soon travelling at 75 mph light engine speed. The sky was clear and the moon was out, so we could see quite a lot considering it was pitch black night. We were now at $\frac{1}{2}$ power to keep the engine moving at 75 mph. Past Claydon where we take coal for the cement factory and Barham pits, then onto Needham Market and Stowmarket. The power was then shut off as we approached the distant signal for Haughley Junction and with the speed down to 30 mph the signal for the junction came off. I put the power back on to maintain 30 mph for junction and then as we turn left give it more power to get us upto light engine speed which is now only 60 mph. It's all up and down hill to Bury St. Edmunds so the power is being put on and off constantly. As we approach Thurston the line speed drops to 50 mph and then when we have passed through the station it drops again to 40 mph. In the distance could be seen the orange lights of Bury St. Edmunds, it's all down hill here so the power was off and we rolled into the station, braking for the signal at the end of the platform. The signal came off to let us upto a shunting signal which would let us back into the yard onto our train - but the train was the wrong way round. 18 fully fitted ballast wagons were at the back and the non-fitted ballast cleaner was behind the engine so a little shunting had to be done before we could carry on to March Whitemoor. By the time the shunting had been done we had to wait for the 2150 Ipswich-Cambridge 'Sprinter', so it's time to make some tea. We would have to wait for the Sprinter to clear Chippenham Junction before we could proceed because Kennett signal box is closed at night. The signal came off and I got a green light from the train man who was now in the brake van at the back of the train. I put the power on and we moved off slowly, the speed of the train is only 35 mph but I ran it at a 'formidable' speed! We passed the old station at Saxham & Risby and I shut the power off to go down hill and applied the engine brake to keep control of the train. It was back on with the power to go up hill and passed the old station at Higham then under the A45 road, and off with the power as we went down passed the Redland sidings and into Kennett, slowing down for a 40 mph restriction at the end of the platform. Once over the restriction it was back on with the power until I saw the distant signal at Chippenham which was on, so it was off with the power and brakes on. I stopped at the signal and got on the 'phone. The signal man asked what I was on, so I told him that we were a ballast for March and the next thing I knew the signal came off. We tottered away, turning right towards Ely. At Soham we go onto the single line which goes as far as Ely where we have to brake for Ely Dock Junction. Speed has to be reduced to 25 mph here and then down to 15 mph through the station. The distant signal for Ely North was on, this signal has one yellow light for each junction signal. The junction signal for March comes off, so it's back with the power over the junction at 30 mph, then full power. I soon have to cut the power back again, however, and just keep the train rolling. Next it's past the station at Manea, the only station left between Ely and March, and onto March itself. I shut the power off as we approach the signal that lets us into Whitemoor Yard. As it's off a little power is applied to keep us moving, 10 mph into the yard, but the next thing I saw was this red light on the ground. Somebody had forgot to put the ground frame back to its normal position so I had to get out and do it. Back in the cab I dropped down to the signal and then got rid of our train. I then went up to the signal box to make some more tea and tell the signal man that we were light engine back to Yaktis, oh I mean Ipswich!

West Highland Freight

Thanks to information provided by Steve Fennell (37151) I am able to give timings for the West Highland line freight services, as well as in some cases details of observations made by Steve whilst in the area. Hopefully these details will be of use to anybody who visits the area, particularly for photographic purposes. I realise that these timings are from the Summer timetable, however, the basic pattern at least should remain unchanged. It should also be noted that these timings must often be taken with a pinch of salt as late (or early) running is very much the order of the day (see the 'Speedlink' feature in the August 'Syphon!'). Anyhow, here goes starting with the northbound workings.

7Y37 - 0910 Mossend - Fort William (M-F)

Helensburgh Upper 1039, Arrochar 1122, Crianlarich 1204 (cross 7D23), Bridge of Orchy 1237-1325 (cross 7D19 and 1202 ex Fort William 'Sprinter'), Fort William 1520. On Friday 11th August this was worked by 37423 and was about 20 minutes late through Tyndrum Upper. On Monday 14th August it was about 60 minutes late at Crianlarich and crossed both 7D19 and the 1202 ex Fort William at Tyndrum Upper (37404).

7Y39 - 0940 Mossend - Oban (MWFO) or

7Y41 - 0940 Mossend - Arrochar & Tarbet (TTHO)

Helensburgh Upper 1109, Garelochhead 1125, then:

7Y41 - Glen Douglas arrive 1142, depart 1234, Arrochar & Tarbet arrive 1245.

7Y39 - Arrochar 1207, Crianlarich 1255, Tyndrum Lower 1424, Taynuilt 1502-1543, Oban arrive 1612.

This train seems to run exceptionally early, so much so that the three times a viewing was attempted, it had already gone! 7Y39 is allowed time for shunting at Crianlarich Lower, and if there is no traffic to set down it proceeds direct to Oban.

7Y33 - 1745 Mossend - Fort William (M-F)

Helensburgh Upper 1909, Crianlarich 2036, Bridge of Orchy 2109-2157 (to cross 1815 Mallaig-Edinburgh 'Sprinter' and 1D63 2025 Fort William-Euston), Corroir 2249, Fort William Junction 2350, Yard arrive 2355.

7Y43 - 1831 Mossend - Oban (M-F)

Helensburgh Upper 1953, Arrochar 2037, Crianlarich 2124-2143 (to cross 1815 Mallaig-Edinburgh 'Sprinter'), Dalmally 2205-2312, Taynuilt 2331-2354, Oban arrive 0023. Time is allowed at both Dalmally and Taynuilt to shunt and set down as required.

6Y35 - 2318 Mossend - Fort William (M-F)

Helensburgh Upper 0029, Crianlarich 0201-0239 (crew change), Fort William 0523-0553 (loco run round), Fort William British Alcan arrive 0603. This is the only company train of the day, the others all being Speedlink services.

7Y37 goes forward to Corpach Pulp Mill, arriving at 1559.

Southbound workings are as follows:

6D04 - 0240 Fort William - Mossend (MX)

This working starts from British Alcan at 0210 and is the return working of that firm's company train. Rannoch 0356-0400 (cross 6Y35), Crianlarich 0456, Garelochhead 0553-0601 (to cross 1Y01, 0450 Glasgow C-Fort William), Helensburgh Upper 0618.

7D23 - 0855 Oban - Mossend (MWFO) or

7D23 - 1330 Crianlarich - Mossend (TTHO)

Dalmally 1017-1022 (cross 0703 ex Edinburgh), Crianlarich 1157-1206 (cross 7Y37), Helensburgh Upper 1416.

On Friday 11th August this was worked by 37406 and arrived at Crianlarich 30 minutes early. It did not wait for 7Y37 so one assumes that the cross must have been at Ardlui. This train is allowed time to shunt and uplift traffic from Taynuilt and Crianlarich Lower.

7D19 - 0951 Corpach - Mossend (M-F)

Fort William 1005-1028, Rannoch 1159, Bridge of Orchy 1232-1240 (cross 7Y37), Crianlarich 1313, Ardlui 1333-1337 (cross 1210 ex Glasgow Helensburgh Upper 1444). The Corpach part of the diagram is very dubious! Once the 0905 Fort William-Mallaig Sprinter has passed Corpach (0920) then it can leave at any time. However, it has been known to run exceptionally early from Corpach arriving at Fort William even before the 0905 has departed. Of course, if the London Sleeper is late the 0905 to Mallaig is held.

From Fort William to Mossend the timings are slightly more reliable. On Friday 11th August 7D19 was observed passing Tyndrum Upper about 20 minutes late worked by 37424. On Monday 14th August 37402+410 were about 30 minutes down at the same location.

7D21 - 1705 Oban - Mossend (M-F)

Taynuilt 1733-1803, Dalmally 1821-1851 (cross 1640 ex Glasgow), Crianlarich 1930, Ardlui 1950-2012 (cross 7Y33), Arrochar 2030-2038 (cross 7Y43), Garelochhead 2106-2132 (cross 2030 ex Glasgow QS), Helensburgh Upper 2148.

Time is allowed at Taynuilt and Dalmally to uplift traffic.

7Di0 - 1710 Corpach - Mossend (M-F)

Fort William 1724-1744, Rannoch 1917 (cross 1640 ex Glasgow), Crianlarich 2023-2035 (cross 7Y33), Helensburgh Upper 2216.

On Friday 11th August this was worked by 37423. The Corpach portion operated about 40 minutes early but the departure from Fort William at 1744 was made on time!



Not a West Highland freight, but passenger. 37413 arrives at Glasgow Central on 22/7/89 with the 1038 from Fort William, on this date formed of the Mallaig steam set due to the late running of the Euston sleeper which usually supplied the stock.

Andrew Donald
(37004)

<u>LATE GEN:</u>	26.9.89	37144	1630 Liverpool St.-Norwich
	27.9.89	37170	0933 Glasgow QS-Inverness (Glasgow QS-Bishopbriggs)
	29.9.89	37013	2025 Hereford-Birmingham NS (Ledbury-Birmingham NS)
	30.9.89	37298	0602 Birmingham NS-Aberystwyth (Birmingham NS-Shrewsbury)
	1.10.89	37216	1015 Ipswich-Cambridge

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FRONT COVER: On Sunday 25th September 1988, 37260 piloted 37421 on the 1450 Wick-Inverness - a train that was to be one of her last journey's. Here the pair are seen at Inverness with 37260 nearest the camera. For more details of this day see the centre pages. Photo: Alan Pulford (37109)

THIS PAGE TOP: 37111 leads 37051+37037 through Holytown on 13.7.89 on a Hunterston-Ravenscraig iron ore train. 37111 was acting as pilot from Mossend to Ravenscraig. All three loco's are in triple tone grey with 'Metals' sub sector markings. 111 retains original style headlight, nose end communication doors and boiler pipe despite having been to Doncaster for Intermediate overhaul. Photo: Michael Gibson (37020)

THIS PAGE BOTTOM: 37153 stands at Edinburgh Waverley having just worked across from Carstairs with the 2144 portion of the 1718 Birmingham International-Edinburgh (1S92) on 7.7.89. Photo: Julian Shields (37100)

