

SYPHON!

THE CLASS 37 GROUP

DEC 1989



THIS MONTH - XMAS AGAIN!

37



THE CLASS 37 GROUP

SYPHON:

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NUMBER 18 - DECEMBER 1989

COMMITTEE

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EDITORIAL

Welcome to the December issue of "Syphon!" which marks the end of another year. I'd like to take this opportunity to wish all our members a Happy Christmas and prosperous new year. Our 3rd AGM has passed, and by all accounts was a very successful affair, thank you to everybody who attended. One of the results was the addition of three more people to the Committee, with the return of Steve Squires to the vacant Chairmans position and Mike Millward to Publicity Officer. Both were founder members of the Group, and they are joined by Maurice Barber who has taken over the vacant position of Secretary. Maurice has already done his first job by supplying me with a copy of the AGM minutes so that a full account can be printed in this months magazine. I am pleased to announce that, as a result of good 'house-keeping' we are able to maintain the annual subscription rate at £5 again, and I would hope that this will help us to maintain a high level of membership renewals throughout 1990. This is most important as we need as many of you rejoining as possible as well as new members to make the Group bigger and bigger. I am, therefore, virtually pleading with everybody to fill in the renewal form when it comes and send off another years money.

PHOTOGRAPHS: My stocks of these are getting somewhat low, so if you have any good quality, topical photo's that you would like to see in print - send them in. Please say if you want them returned, and if so within what time period.

MONTHLY PRIZE DRAW: This is a new venture which is aimed at being a fun way of raising money for the Preservation Fund. For a six month trail period starting in January 1990 we will run a monthly draw for everybody who has subscribed to the scheme, along the lines of a '100 club' if you like. The prize will be 50% of the takings, with the other 50% going to the Preservation Fund. The prize value cannot yet be set, it depends entirely on how many people join in. The fee for the six months will be £6 (ie £1 per draw), and you can join by filling in the enclosed form and returning it to the Membership Secretary. You don't have to be a member of the Group to enter, so if you have any friends, family etc who wish to participate, add their names to the list and send in another £6. Winners will be announced in the publication following the draw.

PRESERVATION FUND: Total on 1.12.89 was £1646:20, £60.20 was collected at the AGM in addition to a donation received from Mr A.Henly. Donations please to the Treasurer.

NEW MEMBERS/RENEWALS: Thankyou and welcome to the following: Mr A.E.Jones (37048), Mr C.Cousins (37051), Mr M.King (37053), Mr A.Henly (37059), Mr N.Turner (37060), Mr I.Sharman (37062), Jim Ransay (37066), Mr R.Allsopp (37068), Mr C.Leggett (37097).

DEADLINE for the January "Syphon Extra" will be 23.12.89 (possibly later).

SALES

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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 £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.

BOOK REVIEW

37's IN THE HIGHLANDS

Colin Wilks (37010)

This is a new work by Roger Siviter and is published by Kingfisher Railway Productions, price £4:95. It is A4 size with stiff paper covers.

Being a 37 enthusiast it is very easy to grab everything you see in your local book shop which has anything to do with your favourite class of locomotive. Both Ian Allan and O.F.C. have published hard backed volumes on 37's, both of which are now a little out of date, and it was, therefore, nice to see "37's in the Highlands". Kingfisher have published 2 other books in the same format, "All Change for the West" and "Class 50's in Devon and Cornwall".

I would suggest anyone buying this book who is not an out and out 37 enthusiast would find the photographs very much the same, one 37 amid mountains and lochs looks very much like another, however, as a 37 'nut' I found this a very interesting read.

The lines covered are the Oban - Crianlarich - Fort William - Mallaig, and the Kyle of Lochalsh - Dingwall - Inverness - Helmsdale - Thurso - Wick routes. All are given good coverage and the photographs are very well printed with either two pictures per page or full page photo's. The book is so up to date that it includes those 37's trapped in the north when the Ness Bridge at Inverness was washed away on 7th February this year. Interesting shots include those of Railfreight 37's on passenger workings and those showing some of the delightful stations and signal boxes in the Highlands. There is a wealth of detail here for modern image modellers who wish to try their hand at a Highland layout.

The captions are well written and contain a lot that is of interest, not just about class 37's but also on the route and area covered by the Highland lines.

With many of the services shown in this book now worked by, or soon to be worked by Sprinter units it is already a reminder of what used to be. Of course the 'Royal Scotsman' and freight services at least should remain in the hands of 37's for some time to come, but the sight of a 37 set against Ben More, or on the shores of Loch Dubh working a regular service train will soon be a thing of the past.

A good read if a little on the slim side, however, with books costing so much nowadays one can't moan about £4:95 for such a well set out book, and at this price it is sure to appeal to the younger enthusiast as well as those of us of slightly less tender years!

AGM - 89

The following résumé is of our 3rd Annual General Meeting, held at the Great Northern hotel, Peterborough, on 11th November 1989. They are taken from the official minutes courtesy of Maurice Barber and reflect what happened.

Item 2 - Chairmans address (by the Editor as Acting Chairman).

This commenced after the minutes of the last AGM had been agreed as correct. Having thanked everybody present for coming the Acting Chairman described the activities of the Executive Committee during the last 12 months under a number of subject headings. (i) Open Days. We have attended BR events at Ilford, Coalville and Derby (twice), as well as other events at the Midland Railway Trust and Grantham. The Committee accepted that there have been other events that we could have attended but there has been a problem with too few people trying to do the jobs of too many. Results have been mixed ranging from very good to very poor. It should be noted that all open day expenses were borne from the Committee's own pockets and a note of thanks was expressed for this and all who had helped at the various events.

(ii) Lottery. Very successful. Number of tickets produced and value of prizes doubled this year, £160 raised. Thankyou to everybody who bought and sold tickets.

(iii) Open Meetings. These have disappeared for the time being due to lack of interest, possibly due to having to have Committee meetings the same nights and also the 'hostile' pub environment with the associated problem of identification. They may start again if a more suitable environment can be found.

(iv) Publicity. We have advertised railtours for the Class 20 Society, The Grovler Group, diesel weekends for the North Yorks Moors Railway, and the existence of the BRG & W Type 3 Group. This has resulted in a variety of reciprocal publicity. General publicity has been a bit thin on the ground and in October the Committee decided to undertake a publicity drive. Letters and adverts have been sent to all the main national railway magazines, and as from this meeting a Publicity Officer will be appointed.

(v) Charitable Status. An application was made to the Charities Commission but rejected on the grounds that we owned 'nothing of interest that the public had access to'. It is extremely unlikely that Charitable status would have given any financial advantages.

(vi) Prize Draws - please see this months 'Editorial' page.

(vii) Committee. There have been more changes to the Committee during the last twelve months than the Acting Chairman would have liked, and those that have left were thanked for their service. He suggested this turnover maybe because of a result of the Groups expansion, and the fact that Committee meetings are monthly there was constantly a lot of work to be done.

(viii) In closing the Acting Chairman suggested a number of priorities the Committee should work towards for the next year, including an increase in membership to 200 as soon as possible, then to maintain a figure of between 200 and 300 for the rest of the year; getting more people involved in the Committee and maintaining stability; attending as many sales events as possible and increasing sales turnover to £2000; organising and running a railtour, although this is extremely complicated and group funds should not be jeopardised in such a venture.

Item 3 - Treasurers Report.

The Treasurer explained that she took over the position in May 1989 at the invitation of the Committee. The Groups Constitution states that accounts should be prepared for the period April-March and this she had done for the year 1988-89. In addition a set of accounts had been prepared for the part year April-November 1989. In addition an attempt had been made to value the sales stock but this valuation excluded items not actually owned by the Group and items such as magazine back-copies.

Mr Squires asked if the accounts had been independently audited, the Treasurer replied that they had not. Mr H.Green pointed out that such audits could be done with no charges by some auditors for the love of the job. It was agreed that the accounts will be audited at the end of the present financial year. A full copy of the accounts are available from the Secretary, but to summarise briefly, turnover for the year 1988-89 was £1629.77, while turnover for the part year April-November 1989 was £1884.25. These figures relate to the General Fund only, the balance of which stood at £419.60 with a further £25 held by the Sales Officers as float, and sales stock with a quantifiable value of £666.34.

Item 4 - Membership Secretarys Report.

The Membership Secretary explained that he took over this post in May 1989, formerly being the Groups Treasurer. During the last twelve months the membership total has risen from 123 to 173, an increase of 50. This would have been an even larger rise had everybody renewed their memberships. Some renewals were outstanding for October, and he was confident the forthcoming advertising campaign would soon push the total past the 200 mark. Younger members are still joining despite the decision to abolish the Junior Membership rate at last years AGM. 'Promotions' have included sending copies of the October 'Syphon!' to all past members which has gained us 5 members, and 50p off the membership fee at Ilford open day where we gained 11 new members.

Item 5 - Sales Officers Report.

This was provided by Jerry Dickinson, who explained that Dean Warner and himself had taken over the post jointly in August and he thanked Dean for providing transport to open days and then went on to review the position regarding sales items. Mugs have been produced and despite distribution problems have sold well. Tee-shirts and sweat shirts continue to sell well but our "Syphons" tape was regarded as the best seller, helped by the review in "Rail" issue 93.

Mr H.Green asked if any thought had been given to the tie market. The sales officer agreed this would be worth investigation, some of which has been done by the Editor in the past.

Item 6 - Editors Report (and Subscription Rates).

The Editor explained that he felt it was his job to gather as information as possible for the magazine covering as wide a scope as possible, and that he made constant efforts to improve the quality and content of the Magazine and News-sheet. Furthermore he intends to send a questionnaire to Group members so as to get their views on the content of the magazine and possibly gain some more new ideas. At last years AGM the Editor held out little prospect of a further reduction in printing costs, however, two months later the contract was transferred to Eastern Counties Printing Services and has resulted in a properly printed magazine at less cost, with last years 4p profit per member rising to £1 per member/year. With the reduction in printing costs and despite the recent increase in postal charges, Membership Subscription rates will remain unchanged at £5 per annum. As a point of interest for those present, the Master copy of the October 1989 "Syphon!" was put on display for members to look at. Mr S.Squires added that he had copies of editions 1-12 of "Splitbox" and was prepared to supply copies for the group to sell, although pointed out that these were mainly satirical in their nature. A number of people present welcomed the opportunity to obtain copies of these early issues.

Mr M.Millward asked why the magazine had reverted to a white cover. The Editor replied that coloured card is far more expensive (as opposed to paper where the costs are similar) and in addition the photographs reproduce better on white card.

Item 7 - Election of Executive Committee.

The Editor (Andrew Garten), Treasurer (Jane Garten), Membership Secretary (Neil Murphy) and Sales Officers (Jerry Dickinson and Dean Warner) all stood for re-election and were re-elected unanimously. Three nominations were received, these being for the vacant positions of Chairman (Mr S.Squires), Secretary (Mr M.Barber) and the new post of Publicity Officer (Mr M.Millward), all were elected unanimously.

Item 8 - Proposals.

The only proposal received was from Mr A.Garten, this being for the ratification of 'voting rights' in any preserved locomotive owned by the Group, with each person in the Group at the time of the vote being allocated one vote for each consecutive year of membership. This proposal was carried unanimously on the condition that it is reviewed at the next AGM.

Item 9 - Any Other Business.

Mr H.Green proposed a vote of thanks to the Committee, who in turn thanked Mr K.Green and Mr H.Green for their contribution towards todays proceedings. A number of suggestions were made with regard to extended periods of membership, these will be investigated.

NEWSDESK

Reallocations for the period 1.11.89 - 28.11.89 are as follows:

37071	TI-IM	PGET-DCEA	37184	ED-IN	FPAE-FPBC	37426	CF-IM	PCFA-DCEA
37104	TI-CF	PGET-DCEA(*)	37232	ED-IN	FPAE-DCEA	37430	CF-IM	PCFA-FPBC
37128	TI-IS	PGET-FGUV	37407	CF-IM	PCFA-DCEA	37707	IM-ED	FPCI-FPAE
37138	SF-IM	FAGS-FPCI	37408	CF-IM	PCFA-DCEA	37708	IM-ED	FPCI-FPAE
37154	TI-IS	PGET-FGUV						

DCEA = Departmental (civil engineer) Eastern region.

FPBC = Freight (Petroleum) Stanlow pool.

(*) = Sector coding not compatible with depot allocation.

There are certainly some interesting reallocations amongst that lot including the first allocation of 37's to pool FPBC and 37/4's to DCEA. With the exception of 104, former Stratford loco's seem to be migrating northwards, indeed Stratford now retains only 140/144/211/216/218/219/354/705/706/709/888/890/891/892/893.

Liveries: There have been the following changes during the last month: 035/273 - triple tone (Petroleum); 207 - departmental grey; 212 - triple tone (Coal); 357 - triple tone (Distribution).

WORKS/REPAIRS/OVERHAULS

DONCASTER: Loco's that have passed through the ERML establishment during November are: 009 (bogies/underframe); 035 (Intermediate); 042 (Intermediate); 071 (Intermediate, due for release on 31/12); 078 (Intermediate, due for release on 2/12); 095 (bogies change); 104 (Intermediate, expected OK by 15/12); 207 (Intermediate, expected OK by 1/12); 212 (Intermediate); 504 (Light overhaul, expected OK by 9/12); 507 (Light); 509 (rectification); 676 (generators); 906 (main alternator, expected OK by 16/12). Also present for the whole of the period were withdrawn 37's 062 and 260, while 37096 was moved to Doncaster during November and is still officially stored unserviceable. It is interesting to note that 37078 was overdue an exam by 342 engine hours upon arrival at Doncaster, it is very unusual that maintenance is allowed to get this far behind on 37's. To conclude, 062/071/078/096/104/207/260/504 and 906 were present on Monday 27th November.

GLASGOW: During November work has been completed on 098 (main generator), 404 ('F' exam), and 416 (collision damage). Present at the end of the month, all for 'F' exams were 405, 406, 417 and 425.

LAIRA: Present throughout the month for Intermediate overhaul was 263, which was due for release on 27/11, and 220 - also for Intermediate. This latter loco was stopped from service on 20/11 and has a provisional release date of 16/12.

STRATFORD: The DRS was quite busy syphon wise on 14/11, with 4 of the class present. 138 (crankcase/shaft), 140 (springs), 250 (generators) and 898 (engine repairs) being the items in question. 37898, which is of course a Cardiff based loco is not expected to be released until 30/12.

TINSLEY'S SPEEDLINK SYPHONS: The following table shows just how widely 'distributed' the loco's of Tinsley's FGET pool are. At 1230 on Monday 9th October 1989 they could be found at locations varying in their extremities from St. Blazey to Stirling, and Boston to Haverfordwest. The 49 examples were spread as follows, covering all six regions:

ANGLIA: 37003/251 - Stratford; 031/154/355 - Colchester; 013/057/063/071/072/107/128 and 285 - Ipswich; 194/272 - Harwich Parkeston; 009/198 - March; 008+209 on route Bury St. Edmunds to Ipswich; EASTERN: 012/047/065/074 - Tinsley; 066 - BRML Doncaster; 068 - Gateshead; 116/178/238 - Thornaby; 358 - Boston; 378 - Prodingham; 053 - Tyne Yard; 077+242 on route Tyne yard to Tees yard; 073 on route Selby to Doncaster; MIDLAND: 019 - Toton; 055 - Warrington; 101 - Fenny Compton; SCOTLAND: 032/271 - Motherwell; 095 - Polmadie; 185 - Mossend; 298 - Stirling; 104 on route Kilmarnock to Falkland yard; SOUTHERN: 252 on route Westbury to Eastleigh; WESTERN: 015 - Worcester; 029 - Stoke Gifford; 059 - Gloucester; 087 on route Haverfordwest to Carmarthen; 357 on route Heathfield to St. Blazey.

ELECTRIC THEMES

This month's status report shows the situation at 0530 on 27/11/89, just after the reallocation exercise and before the moves had chance to be effected.

37401	FGTE	ED	Fort William, allocated light diesel to Glasgow
37402	FGTE	ED	Eastfield. Allocated 7Y37 - 0910 Mossend-Fort William
37403	FGTE	ED	Eastfield. Allocated 7Y41 - 0940 Mossend-Arrochar & Tarbet
37404	FGTE	ED	Fort William, out of service - main alternator.
37405	FGTE	ED	Glasgow works, out of service 'F' exam. Expected OK - 12/12.
37406	FGTE	ED	Glasgow works, out of service. Expected OK - 30/11.
37407	DCEA	IM	Canton TMD.
37408	DCEA	IM	Worcester. Allocated 2V44 and 2B50 (0700 Worcester SH-Cardiff)
37409	FGTE	ED	Eastfield TMD.
37410	FGTE	ED	Eastfield TMD, out of service 'B' exam. Expected OK - 28/11.
37411	FABT	TI	Buxton TMD.
37412	FJLL	LA	On route 6V35, Plymouth-Truro.
37413	FGTE	ED	Eastfield TMD.
37414	FJLL	LA	On route 6S55, Burngallow-Irvine, then allocated 6V41 return.
37415	FGUV	IS	On route 1T04, 2355 Inverness-Glasgow.
37416	FGUV	IS	Inverness TMD.
37417	FGUV	IS	Glasgow works, out of service 'F' exam. Expected OK - 15/12.
37418	FGUV	IS	Wick. Allocated 2H70 to Georgemas and 2H71.
37419	FGUV	IS	Kyle of Lochalsh.
37420	FGUV	IS	Dingwall.
37421	FGUV	IS	Inverness. Allocated 6B70.
37422	FABT	TI	Buxton TMD, out of service, waiting for ultrasonic axle test.
37423	FGTE	ED	Oban. Allocated 7D23 to Mossend.
37424	FGTE	ED	Glasgow Central. Allocated 1Y01, 0450 Glasgow Central-Fort William
37425	FABT	TI	Glasgow works, out of service 'F' exam. Expected OK - 1/12.
37426	DCEA	IM	Canton TME. Allocated 1M11 to Liverpool Lime Street.
37427	PCFA	CF	Canton TME. Allocated 1M06 to Liverpool Lime Street.
37428	PCFA	CF	Canton TMD, out of service - engine repairs. Expected OK - 30/11.
37429	PCFA	CF	Machynlleth.
37430	FPBC	IM	Aberystwyth. Allocated 1A31 to Shrewsbury.
37431	PCFA	CF	Canton TMD, out of service - brake faults. Expected OK 2200 hrs.

The 4's have been used on such a variety of passenger work since the end of the summer it is difficult to know where to start. Starting with the 0815 Notts-Blackpool & 1828 return, dated between 2/10 and 3/11 this turned out to be a pretty solid turn with 426 working it 2-4th October, 431 5-6/9-13th October and 408 finishing the job from 31/10-3/11. Possibly even more interesting was what they were employed on at the week ends, with 431 (14/10) and 408 (21/10) both working Derby-Crewe services. 431 worked at least the 1013 Derby-Crewe, 1142 Crewe-Derby, 1305 Derby-Crewe & 1447 Crewe-Derby. On 28/10, 37408 was used on a Leicester-Barnsley 'footex', although the match report is unfortunately not available for publication. The same day 37431 worked a Chester-Birmingham train, 37407 was on the 0507 Cardiff-Liverpool diagram and 37430 was on the 0705 Cardiff-Liverpool diagram. There has been even more variety since the end of the Notts-Blackpool. 3 day maintenance schedules has provided the following diagram into Anglia: 0623 Leicester-Birmingham/0751 Birmingham-Cambridge/1122 Cambridge-Birmingham/1456 Birmingham-Norwich/1854 Norwich-Birmingham. This is Fridays only and how long it will last is anybody's guess, it may have finished already. 408 was used on 10/11 but failed at Harling Road on the 1456 to Norwich. It managed to restart and get to Norwich but a Sprinter was found for the 1854 from Norwich. On 17/11 it was 431 but the driver at Cambridge refused it for the 1122 so it went back to Brum ECS and then late running meant the 1854 from Norwich was capped at Ely. 431 then went ECS to Peterborough then did a postal train to Newcastle! The following diagram (NC125) has also been 37/4's regularly employed: 0700 Worcester SH-Cardiff (2B60)/0910 Cardiff-Birmingham (2M26)/ 1202 Birmingham-Cardiff (2V16)/ 1510 Cardiff-Birmingham (2M22)/ 1807 Birmingham-Worcester (2V35)/ 1857 Worcester-Cardiff or MCS/ 2225 Cardiff-Gloucester (2B83). This is a Monday-Friday diagram and has included the use of 408 (17/11) and 426 from 21st to 23rd November. On the Far North the Georgemas-Thurso/Wick shuttle has reverted to loco and stock, the Syphons are swapped on the first northbound and midday southbound workings on a Monday. There are also persistent rumours of use on the Highland mainline between Inverness and Glasgow.

SOUTHERN FREIGHT

You will have probably noticed from the pages of 'Regional View' that there is quite a lot of freight activity on the Southern as regards 37's, and this month we take a look at these workings in some detail, including timings. Arguably the most interesting is the Cardiff Tidal to Hamworthy 'Speedlink', and a comprehensive list of 37's used on this run since their introduction at the beginning of the summer is included. Timings relate to the period commencing October 2nd 1989, and where changes to the route or times have occurred since the summer these will be explained briefly to aid identification from previous reports. I must thank Steve Fennell (37151) and Steven Evans (37042) for providing most of the information.

6045 - 0250 Cardiff Tidal - Hamworthy (M-F)

Westbury 0500, Salisbury 0544, Eastleigh 0627, Southampton Down Yard 0640-0752, Bournemouth 0838, Hamworthy arrive 0904.

6V99 - 1453 Hamworthy - Cardiff Tidal (M-F)

Bournemouth 1523, Southampton Up Yard 1609-1638, Eastleigh 1707, Basingstoke 1802, Southcote Junction (Reading) 1830.

During the summer months the outward service started from Cardiff at 0305 and did not arrive at Hamworthy until 1100. The return service commences at the same time, but is now rerouted to run via Reading instead of Salisbury. Although designated a Speedlink service, which is proven by the variety of wagons conveyed, a Canton Metals sector 37 is used almost exclusively. Timekeeping, especially on the return service is very good, and loadings vary day by day. 37's used since their introduction to this service are as follows:

711 (26/6); 884 (29/6); 710 (3/7); 905 (4/7); 716 (6th, 7th & 10/7); 009 (11/7); 211 (13/7); 254 (14/7); 716 (17 & 19/7); 714 (20/7); 884 (24 & 25/7); 799 (27/7); 716 (31/7 & 1/8); 711 (2 & 3/8); 716 (7/8); 714 (9/8); 713 (10/8); 884 (14/8); 719 (15/8); 711 (16 & 17/8); 885 (18 & 21/8); 715 (22 & 23/8); 710 (24 & 25/8); 711 (30 & 31/8); 716 (4-6/9); 711 (11/12/14/15 September); 710 (27 & 28/9); 713 (2 & 3/10); 711 (5/10); 254 (10/10); 885 (11-13/10); 884 (16/18-19th October); 886 (23-25/27th October); 719 (30/10-2/11); 718 (3/11); 714 (6-7/10th November); 711 (13/15-17/20-21 November); 883 (23/11).

6042 - 1328 Westbury - Eastleigh (M-F)

Salisbury 1410, Southampton 1452, Eastleigh arrive 1505.

6V83 - 1647 Eastleigh - Gloucester (M-F)

Southampton 1702, Salisbury 1745, Westbury 1822.

Again the outward journey times have been advanced slightly from those that were operative in the summer, when 6042 left Westbury at 1408, arriving Eastleigh at 1605. This did not leave much of a turnaround time. The return timings are unchanged. In addition to working 6042 and 6V83, the loco booked for this turn works a trip from Westbury to Frome and return in the morning, while at the other end information suggests a trip down the Fawley branch during layover time at Eastleigh to be not unusual. As this is a 'Speedlink' service, loco's are drawn from the Tinsley Speedlink pool, and noted during a particular week in October were 37101 on the 13th, 37015 on both 16th and 17th, 37087 on the 18th and 37238 on the 19th. An unusual part of the load on 13th was a dead 47294.

6051 - 0215 Ripple Lane - Micheldever (SO) arrive Micheldever at 0518.

6051 - 0523 Ripple Lane - Micheldever (MSX) arrive Micheldever at 0834.

6064 - 1114 Ripple Lane - Micheldever (MC*) arrive Micheldever at 1410.

* - this train also runs as a 'Q' train on Tuesday-Fridays.

Return departures from Micheldever are as follows:

6L31 - 0630 Micheldever - Ripple Lane (SO)

6L31 - 0928 Micheldever - Ripple Lane (MSX)

6L56 - 1513 Micheldever - Ripple Lane (MO*)

* - this train also runs as a 'Q' train on Tuesday-Friday.

All these trains are routed via Reading and are mostly operated by 37's from Ripple Lane.

A new service from the winter timetable that looks a good bet for a 37 is as follows:

6058 - 0400 Briton Ferry - Fawley (MO)

Westbury 0624, Salisbury 0710, Eastleigh 0800, Southampton 0812, Fawley arrive 0849.

6V08 - 0940 Fawley - Clydach (MO)

Southampton 1032, Eastleigh 1044, Romsey 1100-1112, Salisbury 1141, Westbury 1218.

On the Central division of the Southern there has been a lot of retiming to the Speedlink Coal Network (SCN) trains. The following are known to be class 37 operated, others might be ie Selston, Redhill/North Camp oils but cannot be confirmed without observation.

6041 - 0300 Didcot - Hove (TThO)

Clapham Junction 0530, Selhurst 0547, Redhill 0610, Three Bridges 0626, Hove 0659.

6041 - 0330 Didcot - Hove (SO)

Clapham Junction 0520, Selhurst 0538, Purley 0553-0755, Redhill 0817, Three Bridges 0834, Hove arrive 0911.

6041 - 0900 Southall - Purley (WO)

Clapham Junction 0941, Selhurst 0958, Purley arrive 1015.

6V04 - 1005 Hove - Didcot (TThO)

Three Bridges 1041, Redhill 1104, Purley 1135-1248, Selhurst 1306, Clapham Jn 1324.

6V04 - 1005 Hove - Didcot (SO)

Three Bridges 1050, Redhill 1107, Selhurst 1134, Clapham Junction 1151.

6V26 - 1148 Purley - Didcot (WO)

Selhurst 1209, Clapham Junction 1227.

QUIZ - If you think the questions are usually too easy, have a go at some of these. Answers are near the back of the magazine after 'Railtour Extra'.

1. What was the only class 37 delivered new to Ipswich?
2. There were also 3 delivered new to Norwich, what were they?
3. Which 37 laid on its side at a South Wales colliery for about 3 months?
4. Which 37 has spent the longest time out of traffic?
5. Which 37's had blue flashing lights fitted above the buffer beam (not police cars)?
6. Which 4 'splitbox' 37's were fitted with snowploughs prior to transfer to Scotland?
7. List the current depot's with a class 37 allocation in order of size of allocation?
8. What fault was discovered on the class during March 1951, causing their return to Vulcan Foundry for remedial action?
9. 37207 was named 'William Cookworthy', but which 37 was this name originally destined for?
10. What 37 wrote off 47464?

Regional View

ANGLIA: 37285 was unusually employed on the Cantley freight trip on 2/11, this usually being the preserve of a class 31. It is booked to leave Cantley at 1242, commencing from Lowestoft at 1135 as required, and runs under the headcode of 6P87. On 'AGM' day the following were at March at 1845: 37087/144/211/218/354/358/716. On 14/11 37214 was seen passing through Ely at 1034 with coal empties from the Cambridge direction. 37354 was stabled at Cambridge itself with 37358 at Kings Lynn. On Thursday 17th November 37198+065, 37087+358 and 37107+252 were working freightliners between Ipswich and Felixstowe, 37219 was on local trip workings from Ipswich and 37216 was stabled in the station yard. 37032+128 arrived with a freightliner to Felixstowe from the south and 031+012 headed through with car flats at 1345. Also on the 16th, 37211 was at Norwich stabled in the lower yard on tanks while the next day 709 was at Norwich on the Ripple Lane 'Charingtons' tanks. There were no fewer than 17 37's at Ipswich at 1230 on Saturday 25th November, 009/012/019/029/059/063/068/072/116/128/140/154/194/211/216/355 and 378. 37378+059+063+029+019 went light engine to Colchester, amusingly joined so that the 1st 3rd and 5th loco's powered in multiple!

EASTERN: The following were seen at Rotherham on 1/11: 37083+202 (1141) southbound light engine; 058 (1421) empty steel; 422 (1524) light engine, aerials still fitted at both ends; 676+682 (1528) empty stone; 048 (1531) scrap metals train; 501 (1547) empty steel. At Tinsley the same day were 071/096/104/194/209/357/686, 096 had various hatches open and looked to have been a victim of component recovery. Observations from Chesterfield on 2/11 were: 083+202 (1014) loaded steel; 046 (1105) loaded scrap; 048 (1141) light engine; 676+682 (1150) loaded stone; 055 (1255) hauled dead by 47332; 048 (1358) empty steel; 884 (1406) loaded steel; 502 (1414) empty steel; 518+511 (1418) loaded steel; 503+513 (1438) empty steel; 505 (1526) loaded steel. 37705 was seen at Retford at 1500 on 9/11 with the Kilnurst-Ripple Lane tanks. 37217 passed through Peterborough with a northbound speedlink coal train at 1315 on Saturday 11th November. It was a bad night in the North East on 31/10; 37073+047 were in trouble between Carlisle and Newcastle and had to be assisted by 47450, 47005 on 4564 Cowley-Bathgate was a failure at Alnmouth and was assisted north by 37073, and 37009 (in multiple with 37128) suffered an electrical fire at Darlington. On 3/11 37098 on 6581 (1811 Tinsley-Mossend) failed at Blaydon and had to be helped by 31285 after a delay of over 2 hours.

MIDLAND: Most of this months news is of sightings made on AGM day (11/11). 37712 was stabled at Warrington BQ at 0150 and 37049 was noted light engine through Birmingham New Street at 0405. 37408 was also seen passing through New Street light later the same day. 162+244 & 214 were stabled at Saltley and 242 was at Bescot, while 37677+678 were seen passing through Washwood Heath at 0810 on a stone working. Finally, in the evening at Crewe 37430 was in charge of the 2030 Manchester-Cardiff and 37427 arrived ECS from the Shrewsbury line at 2140.

WESTERN: This report goes back a bit further, but that reflects the fact that I was unable to fit in any 'Western' news last month. At Gloucester, 37235 was the sole 37 present on the depot at 1121 on 4/10, a different story to the 7th when 059/133/235/252 were all there with 37512+506 passing on northbound steel empties at 1152. Cheltenham on the 10th October produced 37004+109 on southbound steel bars at 1437 and 504+521 on a northbound steel train at 1450. Worcester is a popular place with our correspondent, and details are as follows: 16/10, 37254 (1140) on southbound SPA empties with 37235 stabled in the station yard; 17/10, 37238 shunting in the station yard at 1138, while down the road at Pirton Crossing 37510+504 (1357) were on a northbound steel train and 37238 headed south with one wagon, obviously having finished its shunting; 235 was present again on 19/10; 23/10, 37358 (1130) in the station yard, 37038 (1600) northerly steel train; 24/10, 37716 (1119) southbound steel train; 1/11, 37239(1354) southbound empties; 14/11, 37278 (1130) southbound steel train and 37053 stabled in the station yard; finally on 15th November at Pirton Crossing, 37512+506 (1313) northbound light engines, and 37053 (1350) southbound VBA vans. Those who know Worcester Shrub Hill will be saddened to learn that the installation of colour light signals has begun. 37's seen from the 'West Wales Wanderer' railtour on 18/11 included: Gloucester - 37003/213/372/426, Cardiff Canton - 37038/131/239/280/427/801/803/894, Margan - 37068/174/704/796/895/899/904, Pantyffynnon - 37689/697, Haverfordwest - 37350/215. 37142 took part on the tour, as reported elsewhere.

6.10.89	37153	1325 Glasgow QS-Dyce (Perth-Dyce)
		1745 Aberdeen-Montrose/1844 Montrose-Aberdeen
	37274	0718 Paddington-Wolverhampton (Didcot-Wolverhampton)
7.10.89	37158	1714 Cardiff-Hereford(Newport-Hereford)
10.10.89	37278	2207 Bristol-Cardiff (Pilning-Cardiff)
14.10.89	37675	0815 Plymouth York (Plymouth-Exeter)
23.10.89	37510	1452 Liverpool-Newcastle (Darlington-Newcastle) 1E65
31.10.89	37714	0914 Manchester V.-Southport/1123 Southport-Manchester V. 1240 Manchester V.-Rochdale/1301 Rochdale-Manchester V. same as for 37714 on 31.10.89
1.11.89	37716	same as for 37714 on 31.10.89
2.11.89	37886	same as for 37714 on 31.10.89
3.11.89	37216	0525 Lowestoft-Ipswich/0710 Ipswich-Lowestoft 0905 Lowestoft-Ipswich same as for 37714 on 31.10.89
	37903	same as for 37714 on 31.10.89
4.11.89	37371	1610 Cardiff-Carmarthen (Swansea-Carmarthen) 'Suggex' 1251
	37411	'Pennine Voyager' railtour, Toton-Carlisle-Crewe
	37426	0948 Swansea-Crewe/1520 Crewe-Swansea
9.11.89	37219	0930 Liverpool St.-Norwich (Ipswich-Norwich)
10.11.89	37408	0623 Leicester-Birmingham NS/0751 Birmingham NS-Cambridge 1122 Cambridge-Birmingham NS/1456 Birmingham NS-Norwich
11.11.89	37219	0730 Ipswich-Norwich
	37408	0918 Manchester P.-Plymouth (Birmingham NS-Bristol)
13.11.89	37211	1144 Sheringham-Norwich (Hoveton & Wroxham-Norwich)
14.11.89	37216	1955 Ipswich-Lowestoft/2225 Lowestoft-Norwich
15.11.89	37142	0905 Carmarthen-Milford Haven/1027 Milford Haven-Swansea
17.11.89	37421	0530 Aberdeen-Glasgow QS 2071
18.11.89	37142	'West Wales Wanderer' railtour, Robeston/Waterston/Milford-Carmarthen
19.11.89	37242	1510 Kings Cross-Leeds (Doncaster-Leeds)
22.11.89	37053+213	1530 Plymouth-Liverpool (Bredon-Birmingham NS)
24.11.89	37717	1623 Manchester P.-Glasgow/Edinburgh (Manchester P.-Preston)

There have been quite a few unusual workings and temporary diagrams as regards the 37/4's and these are detailed in 'Electric Themes'. Further information, starting with the workings listed last month is as follows. The dire shortage of serviceable unit's in the North East was responsible for the workings of 37071 (with stock) on 24/9 and 37202 (unit drag) on 3/10. On 5/10 the unit working 1900 Worcester-Birmingham had a faulty engine so 37015+235 were used to push it up Lickey. 37709 was used to work the 1330 Liv St.-Norwich on 6/10 because of the shortage of electric loco's. It was 12 minutes late away from London after taking coolant at Stratford and only got as far as Chelmsford before failing, thought to be with a horn defect of all things. 31165 took the ensemble to Norwich, arriving 65 minutes late. On Sunday 8th October 37219 took a trip from Norwich to North Walsham with a returning NENTA special - 3 hours late due to a DMU burning out at Dunston on the Great Eastern mainline. On 16/10 47715 failed at Carnoustie on 1510 Aberdeen to Glasgow QS and 37175 ran light from Dundee to work the train forward 65 minutes late. This months workings now, 37510 was used to assist 47455 on 23/10 as the duff was emitting thick, black smoke, working forward 38 minutes late. On 3/11, 37216 ran light diesel up the East Suffolk in the early hours, dragged the DMU as shown then took it empty unit to Norwich. On Saturday 4/11 37715 is thought to have worked either as per 37714 on 31/10 or to Blackburn, exact details not known. 37426 worked over the Central Wales line with 3 air cond's in a move designed to save units. On 9/11, 37219 dragged 47596 which had speedo problems, and on 13/11 37211 rescued a dead DMU from Wroxham. Shortage of RETB units again led to locomotive working on the East Suffolk on 14/11, the 1820 to Lowestoft being cancelled and 216 used as shown. On 19/11, 37242 was used to drag a 91 during an engineers possession on the ECML, and on 24/11 37717 was used on 1S84 as shown above. This was allocated to return on 1V99 (1515 Edinburgh-Paddington) but is believed not to have worked.

A CHRISTMAS STORY

It was about 9pm on a cold, damp November evening and the gloom was briefly lifted as the phone rang in the hall. "Evening mate, it's Jim. The Norwich lines flooded just south of Stowmarket and I'd advise you to get down the station as quick as possible, it could be a case of anything goes!" Suddenly the evening had wonderful potential and I quickly grabbed some money and a timetable before leaping into the car for a fast trip to Ipswich station. On the way I thought about the possible options, concluding that buses to Stowmarket was the most likely. In no time at all I was on the platform and a small group of bashers and spotters were discussing the virtues of the situation. There were no trains, and no station staff - an obvious sign that something was severely wrong. The 2000 Norwich-London and 1930 London-Norwich had just got through, and it was from reports received from these two trains that the decision had been taken to close the line. There had been a week of heavy rain and this part of the line is prone to flooding, but rarely has it reached the trackbed which was in danger of being washed away, and certain not in recent times.

It was basically just a case of whiling away the time to see what would happen and about 2130 an Eastern Counties double decker arrived outside the station, obviously having been scrambled into action. Well that's that I thought, might as well go and have a word with the driver, see if I can get any gen. "Where are you going?" I enquired. "Stowmarket, and I hope this bloody train gets here soon, they always pick on me because I live so near to the depot!". "I suppose there's other buses coming for Diss and Norwich then?". "Not as far as I know, I'm the only one". This puzzled me somewhat, and I turned to go back into the station just as my mate Jim came charging out. "216 is going down the East Suffolk!" "Wha a n a t" he continued "the 2130 and 2300 are going round via Cambridge but the 216 had got out before they could stop it. They need the stock at Norwich so they're sending it up the East Suffolk on service!". This was unbelievable, 'Inter City man' had proven he does actually have a brain and can cope in a crisis. It was 2135 now so it was due any time so we both rushed back to the station, not quite able to take in the events that we in store. 216 was known to be on the stabling point and sure enough it was started up and moved out onto the headshunt then into the yard, with large scale applications of power boot. This was going to be a riot. At 2150 the can rolled in and stopped on platform 3, ten minutes late. Despite copious announcements there was plenty of confusion amongst the normal travellers, however, our eyes were all on the front of the train as 216 started to back down. 'Why hasn't the tin been taken off I thought', it soon became apparent that 86246 'Royal Anglian Regiment' was about to be the first electric down the East Suffolk. At 2205 we left, with 216 hauling a dead can and load 11 off into paradise (well - the East Suffolk). It was absolutely hellfire, and we were at the front all the way as 216 repeatedly answered the call for power, up and down the steeply graded line and away from speed restrictions at the numerous open crossings on the line. The air was bitterly cold and on retreat inside our faces were numb. Stopping only to obtain the electronic tokens, which I'm sure 'Burt' was doing from the cab as he approached the stop boards, we made rapid progress and on the approach to Halesworth a headlight could be seen in the distance. Well, it didn't look like a syphon, and as we got closer we could see why. It was 47346, Norwich's ballast engine and which had been sent in the opposite direction with the 2100 Norwich to London. As this loco' has cab to shore radio it can traverse the East Suffolk OK. Well, I'm glad I moved to Ipswich I thought! The bank out of Halesworth was mental, with 216 fighting frantically for grip and slipping like anything - by the time we got to the top it was like a day at the seaside with the amount of sand on the ground! Beccles beckoned, and surprisingly we stopped. We soon found out why, as 'even more enterprising Inter City man' had laid on a fleet of buses for Norwich and Diss, realising that this would get people home a lot quicker than going via Lowestoft first. After a pleading session with the guard we were allowed to stay on to Norwich, running round at Lowestoft opposite the signal box. 216 left the can on the back and then set off for Norwich alone at the front - magic!

CHRISTMAS MESSAGES

Sharon and Rachel, Thanks for the last year, the worst is yet to come. Mike.
Happy Christmas and a prosperous new year from all at the Collector of Taxes !!
To Rod & Diane, now you've got a house you can put your 'shed' in the garden !
Happy Christmas to every one I know, especially the Tros', Andy

From The Cab

by Andrew Harlott (37253)

This month we continue our series which illustrates what life is really like as a BR driver (including foul-ups and tea consumption) courtesy of Ipswich based driver Andy Harlott. In our first feature back in August we went through the procedure of starting up a 37 and the various tests that have to be done, before taking a trip down the Felixstowe branch. In October we went on a night trip to March with a civil engineers train during the hours when most of us would be asleep, while this month we spend a week on the Ipswich to Stratford leg of the freightliner services that operate to and from Felixstowe. This includes a variety of mishaps and is again during the small hours.

It's 2335 on Monday 17th October, and I arrive at Ipswich ready for work, in this case for diagram 75, or is it 74? Anyway the train tonight is 4M73 (2245 Felixstowe-Stratford Park) which I will work as far as Stratford. I'm not going into detail of the journey, but what happens on the way to Stratford from day to day, or is it night to night? Loco's tonight are 37068/37071 and the weight of the train is 1759 tons, a 25 flat set and we are driver only. I departed Ipswich at 0015 and got the loco's to full power in no time at all, and that's where they stayed until I got to Witham. Here I was put in the back platform as there was single line working between Witham and Chelmsford over the down line, and after that single line working from Church Lane - north of Ingatstone - to Shenfield over the up line. Having negotiated these sections it was back to full power and into Stratford, arriving 27 minutes late. This is where I swap diagrams as I don't know class 86 loco's. I change with the driver that should work back 4Y68 (0428 Stratford-Felixstowe) so he works back 4L82 (2234 Trafford Park to Felixstowe) which is my diagrammed train. 4Y68 just happens to be booked 37's, loco's off 4L72. It's now 0227 - time for some tea and a bite to eat I think.

After a little rest I 'phone control to find out the loco' numbers for the return trip, in this case 37065/37272. Time is now 0325, and it's about time I walked from the station to the freightliner terminal. When I got there the loco's were already on the stops, and after a quick check I backed them onto the train. By the time I had done the brake test and been given the TOPS papers it was 0429. The signal came off and away I go! To get back to Ipswich early you have to get in front of the 0435 Liverpool Street to Stowmarket EMU and the 0440 Liverpool Street to Ipswich mail train. Luckily the 0435 was stopped outside Stratford station to let me go in front, and it took me just 66 minutes to get back to Ipswich (64½ miles!).

The next night the loco's for 4M73 were 37008/37029. I left on time and caught up with the 2355 Ipswich to Liverpool Street EMU at Shenfield, staying behind it all the way to Stratford and arriving at 0152. Oh well, time for tea. When I rang control this time, he told me that the loco's for 4Y68 were all ready at Stratford FLT but would not be leaving because the 08 shunter had fallen off the rails and it would be some time before it was put back on. I told control that I would travel back to Ipswich on 4L82. On to the next night now, 19th October, and loco's tonight for 4M73 are 37065/37272. We were meant to leave at 0005, but I actually left at 0127 because of a mix up with the TOPS papers. When I finally got to Stratford at 0310 there was just enough time for tea before I had to walk to the FLT. 37095/37252 had just come in on 4L72, and after putting them on 4Y68 I left for Ipswich at 0500. This meant I was behind the 0435 and 0440, a slow run back arriving at 0647.

20th October, it's 37008/37029 again tonight for 4M73. Everything was going alright until just after Colchester when the fire bells started ringing on and off. By the time I got to Chelmsford they were ringing all the time and I had a blue fault light. At Shenfield I got put in the back platform alongside the 2355 Ipswich-Liverpool St. EMU, a good time to have a look around the loco's. 37008 was OK, but 37029 had high water temperature. For some reason the radiator fan had stopped going round so I switched it over to run all the time and 37029 soon cooled down. I had 37032/37072 back on 4Y68. Last night now, and loco's for 4M73 are 37065/37272. I thought nothing could go wrong but it did! At Shenfield I got put over onto the up electric and after passing the sandite train on the up main got stopped at Romford, with the 2355 Ipswich-Liverpool St. EMU sitting next to me. The signal came off for me to go over onto the up main but I got stopped again at Seven Kings and sat there for about an hour because somebody had fallen from a bridge onto the overhead wires. On the way back to Ipswich with 37059/37185 on 4Y68 my luck changed and I overtook the 0440 on Brentwood bank and soon caught up with the 0435 EMU, which I passed at Colchester. All in all, it was an eventful week.

Railtour Extra

THE PENNINE VOYAGER

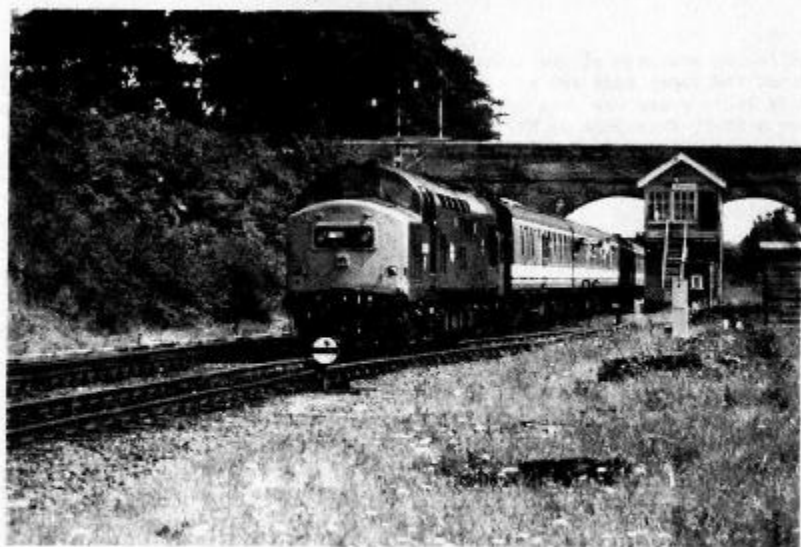
J.Dickinson (37038)

Date: Saturday November 4th 1989, time 0400, mission: to seek out and intercept Pathfinder Railtours 'Pennine Voyager' charter taking a 37/4 over the Settle & Carlisle line. The proverbial fast car fleet - Nora the Nova and Ethel the Escort - on the 0400 Ipswich to Cheltenham delivered us to the latter in perfect time for the tour. The week before the tour it was discovered that Cardiff could not guarantee a PCFA 37/4, but Tinsley procured one of their Construction machines to work forward from Toton Yard. This, however, meant dreaded 'duff' mileage to that point - or did it? Running approx' 15 minutes late Crewe controls idea of a 47/4 came into view, 31232/23 at the head of load 8 blue & grey Mk 1's providing a 'Brucie Bonus'. The goyles performed extraordinarily well especially up the Lickey incline, and the train filled to the level at Birmingham New Street. The goyles came off at Toton Yard and we waited to see the machine bolt on at the sharp end. Looking immaculate in 75 tone grey after an 'F' exam 37411 took the helm. The run was pretty boring until Barnsley, however, Silkstone bank locked a challenge, especially with rain and wet leaves on the rails. The driver wasn't exactly 'going for it' at the bottom of the bank and we slipped to a stand about half way up. After many attempts were made to move the train the organiser eventually had to go ahead of the train and hand sand the track. Finally, and to a resounding cheer from the occupants of the front coach, 411 got going. Memories of the same engines performance out of Queen Street with 1S07 in January came flooding back. We ran on towards Wakefield Kirkgate and a slowish run round ensued we had achieved Railtour Standard Time upon departure. The run over Copy Pit was sedate in comparison to the Barnsley riot, and arrival at Blackburn was marred by another slow run round. The phot stop at Hellifield was abandoned in a bid to save time. The rain came down as we got onto the S & C proper and we arrived at Ribbleshead just as the light was going. 411 slipped a bit on the long drag but this merely provided more entertainment for the front coach. Arrival at Carlisle was at 1755 and a quick trip to locate some fodder and an Ale House proved fruitful. A revised departure time of 1830 had been set which we departed just after, and a good run down the WCML was had as the 1700 Glasgow-Euston was only 18 minutes behind us. 411 was storming well and was going at 90+ for a long distance. Arrival at Crewe saw the departure of 411 into the night and posed the question: Which 47 would we get back to Cheltenham? Answer: 31410 - someone has got a sense of humour in control. After a short time a steward came through the coach to say we could either have heat or power from the 31 as it was unable to provide both, a comment which provided much hilarity. The goyle didn't go too badly, although most of the way was downhill! This was a well run tour, successfully patronised although not on time - but you get used to that. Let's hope there's another one soon.

THE WEST WALES WANDERER

A.Garten (37001)

Yet another early morning fast car (do these count as overnights?) was undertaken to get us to the welcoming environment of Birmingham New Street for the 'West Wales Wanderer', another Pathfinder jaunt. The main menu item was scheduled to be 37142 around and from the Milford area, but a lengthy trek round some Swansea area freight lines with 47449, 47559 'Joshua Remould' and gronk 798 had to be endured beforehand. Finally we set off for Milford and there were some heart stopping moments after Haverfordwest where we passed 37215 (Cambrian mainstay loco' of '88) and 37350 (everybodys railtour loco') waiting in the loop - would they follow us? Panic over as we reached Waterston where 142 was waiting and the big blue beast was soon bolted on. By now we were an hour late (or right time by Pathfinder standards?) and a discussion took place as to how to make up some of the deficit. With 142 now operating in top 'n' tail mode with 'Joshua' (the in thing now on railtours) we casually rolled back to the main line and prepared to set down the next branch, Robeston. There was some amusement as both loco's were opened up together but pulling in opposite directions



FRONT COVER: An interesting development from the start of the Winter timetable is the diagraming of Cardiff 'heavyweight' class 37/7's into Anglia. This includes spending the weekend at March LIP which is where we see 37885 (ex 177), proudly wearing 'The Class 37 Group' headboard. For the record, this is part of Canton diagram ZS 351. Photo: Dean Warner (37105).

THIS PAGE TOP: 'The sight & sound of Summer '89', 37140 approaches Reedham from Yarmouth with the 1335 Yarmouth-Birmingham on 22.7.89. This was during a period when it spent 5 consecutive Saturdays on this diagram, working the portion to and from Norwich. Photo: Andrew Garten (37001).

THIS PAGE BOTTOM: At the time of writing, 37096 resides at BRML Doncaster (having recently been moved from Tinsley) and is still officially stored unserviceable. This was the original main hit list loco' and after surviving the summer it would be sad to see her go. This picture was taken during happier times around June when she made frequent visits to Ipswich which is where this portrait was taken. Photo: Andrew Harlott (37253).

