

SYPHON!

THE MAGAZINE OF
THE CLASS 37 GROUP



FEB 1990

37



THE CLASS 37 GROUP

SYPHON:

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EDITORIAL

Please note the change of address for our Scottish Representative, Andrew Donald - good luck to you in your new home. The reduced size of last months newssheet is compensated for by an additional 4 pages this month and I am evaluating the feasibility and practicability of maintaining things in this way. From your point of view this means an extra 2 pages over the course of two months and a bigger (and hopefully better) magazine. I have included some new features this month and one or two of the regular features have been laid out in a different format that will hopefully make them more readable. Thankyou to all of you who are new members, the advertising campaign is certainly reaping dividends with a healthy increase in the membership total, also thanks to those of you who have joined the monthly draw for which the first winner is announced below.

MONTHLY DRAW: The lucky winner of the first draw, for the month of January was somebody called Andrew Garten. Gosh, it's so embarrassing. Thanks Mrs Murphy.

PRESERVATION FUND: The total on 29.1.90 was £1778:75. The increase is due to 6 months worth of interest credited to our two accounts, donations from Keiron Lewis and Mike Millward, and a collection held at a slide show. All donations to the Treasurer please.

NEW MEMBERS/RENEWALS: Thankyou and welcome to the following: Keith Fransham (37005); Mr S.Maloney (37058); Mr A.Walby (37063); Mr D.Bentham (37069); Pete Weston (37070); Sharon Millward (37073); Mike Millward (37115); Steve Potter (37116); Mr I.Stanley (37118); Mr S.Brown (37167); Mr J.Mustard (37168); Mr M.Wheeler (37169); Mr G.Tucker (37170); Mr S.Jude (37171); Mr L.Hurn (37172); Mr R.Garner (37173); Mr M.Painter (37174); Mr A.Goodchild (37175); Mr P.Ning (37176); Mr K.Sherman (37178); Mr A.King (37179); Mr D.Wood (37180); Mr D.Atkins (37181); Mr M.Atkins (37182); Mr A.Williams (37305).

ADVERTISING is available in "Syphon" at the following rates. Minimum £2 for upto 20 words then 10p for every word thereafter. Cheques/postal orders should be made payable to 'The Class 37 Group' and all adverts should be sent to the Editor.

THANKYOU to the following who have supplied me with information during the past two months: John Forge, Steven Evans, Roger Parr, Harry Egremont, Andrew Donald, Michael Gibson, Mark Shoosmith, Kevin Green, Peter King, Maurice Barber, Steve Squires, Jerry Dickinson, Dean Warner, Colin Wilks, Keith Fransham, Andy Harlott, Julian Shields, Carl Rosbrook, David Wilson, James Mustard, Paul Underwood.

DEADLINE for the March newssheet will be 27.2.90.

SALES

GROUP SWEATSHIRTS with logo on breast are available in the following sizes and colours: Small (grey only), Medium (green, blue, red, yellow), Large (green, red, yellow), Extra Large (yellow only). £12:00
Combinations of any of the above not in stock can be ordered for £13:50
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
MUGS (same design as Teeshirts) * now available by post * £2:00
'SYPHONS' - our first audio tape (as reviewed in 'Rail' issue 93) £3:50
'SYPHONS - THE SECOND EDITION' audio tape, NEW! NEW! £3:50
PHOTO'S, 7" x 5" colour enlargements, card framed - 37036, 37116, 37263 £1:75
BADGES & PENS - 30p
NOTEPADS - 20p
PHOTOSTICKERS - 37011, 37012, 37026, 37033, 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 (8) 27's £22:50
All run for 60 minutes, hence the relatively high price. Please state VHS or Beta.
Locomaster Profiles Video's, again please state VHS or Beta.
(1) Class 37 (30 minutes) £9:95
(2) Diesel Misc. Vol 1 (3) Diesel Misc. Vol 2 (both 1 hour) £14:95
Please include the following for postage & packing:
Photostickers, Badges, Pens, Notepads, Renumbering list, Preserved book. Photo's - 19p
Teeshirts, Sweatshirts, Video's, Mugs - £1 per item
Audio Cassettes - 50p per tape.
Please make all cheques/postal orders payable to 'THE CLASS 37 GROUP' and send to the SALES OFFICER.

As you will notice from the above we now have mugs available by post for £2 + £1 for postage & packing, and the second edition of the 'SYPHONS' audio tape is now on sale. There is also the class 27 video tape produced by MTV.

REVIEW

(erry Dickinson (37038)

'SYPHONS - THE 2nd EDITION' produced by Dean Warner for The Class 37 Group.

Recorded and produced on the same machinery as the first "Syphons" tape and again lasting for 46 minutes, this new tape looks at the opposite aspect of the class 37 operations to the first edition - the passenger side, although a few tracks are of freight turns. Many of the recordings are 'from the train' and cover a different area to those on the first tape with the West Highland line featuring prominently. The tape is not all pure thrash, side 1 features 37403 as its condition rapidly deteriorates until it fails completely at Arrochar & Tarbet. This tape, like the first, contains 31 tracks all of which are crystal clear and free from any tape hiss/noise. Contained inside is a 'gen' sheet which is clear and easy to follow. For me, the most impressive recordings on the cassette are tracks 9 - 12 on side 2 recorded from 37219's cab as power is continually applied at maximum.

Price £3:50 - available from The Class 37 Group Sales.

Tape 1 still in production.

Reallocations for the period 24.12.89 - 26.1.90 were as follows:

37003 TI-IM FGET-DCEA	37095 TI-IM FGET-DCEA	37240 TE-ED FMTY-DCHA
37012 TI-CF FGET-FPEK	37104 CF-IM	37251 TI-IM FGET-DCEA
37066 TI-IM FGET-DCEA	37162 FQCK-DCWA	37888 FFFS-FPCI

The financial year 1990/91 could see the first inroads of any size made to the class 37 fleet as 15 have been selected for withdrawal. These are 37012/040/072/087/088/107/145/178/191/197/218/229/232/238/298. This list is reproduced thanks to 'Rail' magazine. I believe there are still 5 from the 1989/90 programme to be withdrawn of which 37096 would presumably be one. On the plus side, 'Rail' also report that 42 37/0's have been approved for Overhaul, presumably all 'G' exams, and these include 010/038/046/054/056/075/077/083/092/095/097/100/141/156/158/175/214/222/235/250/254/258. In addition 45 refurbished examples are scheduled for 'F' exams. The 'Intermediates' are to be shared between Doncaster and, interestingly, Glasgow, although it is thought that Stratford DRS is also now able to carry out this work. It was known that none were to be sent to Laira, probably due to the amount of time they spend out of service there.

NAMINGS: Further namings effected by Tinsley include 37012 'DERWENT', 37066 'VALLIANT' 37087 'VULCAN' and 37238 'SPITFIRE MK II'. Although these are usually described as unofficial names, they do appear on TOPS, does this mean they're officially recognised

GENERAL: News of the physical appearance of a couple of 'celebrities' is as follows. 37038 it would seem is being well wrecked by Cardiff, already wandering around with a damaged headcode box it has now had the dcors plated over at one end. 37116 also picked up a damaged headcode box which was repaired by sticking a couple of black bin liners in it! These were replaced by a yellow plate before those friendly chaps at Stratford got hold of it in January, replacing this with a black perspex panel with white dot. It still has its damaged skirt which was picked up a while ago at Motherwell.

LIVERIES: Newly reported are: 109 - triple tone (Metals); 220 - triple tone (Petroleum); 239/380 - triple tone (Coal). A full livery list appears elsewhere in this months magazine.

WORKS/REPAIRS/OVERHAULS

DONCASTER: Locomotives that have passed through 'the plant' between 27.11.89 and 20.1.90 are as follows. Those that were still present on 20/1 are shown by an asterisk followed by the release date, and this system will be applied to the other establishments aswell: 029 (main generator *27/1); 057 (main generator); 071 (Int.) 078 (Intermediate); 099 (engine repairs *3/2); 104 (Intermediate); 109 (Intermediate); 162 (Intermediate *8/2); 207 (Intermediate); 239 (Intermediate); 251 (Light *31/1); 504 (Light); 508 (Light *1/2); 906 (alternator *27/1). Also on site for the whole period were withdrawn 062 and 260, and stored 096. By the 26th January, 37095/144/240 had all arrived for Intermediate overhauls, joining 029/099/162/251/508/906.

GLASGOW: Loco's passing through here between 27.11.89 and 29.1.90 were: 097 (main generator); 098 (main generator); 113 (engine repairs); 379 (engine repairs); 201 (bogies/underframe); 405 (light); 406 (engine repairs); 407 (light *9/2); 415 (light *12/2); 417 (light); 425 (light). 097/098/113/379 were all present on 18/12, this is the highest number of non EM 37's together for a long time.

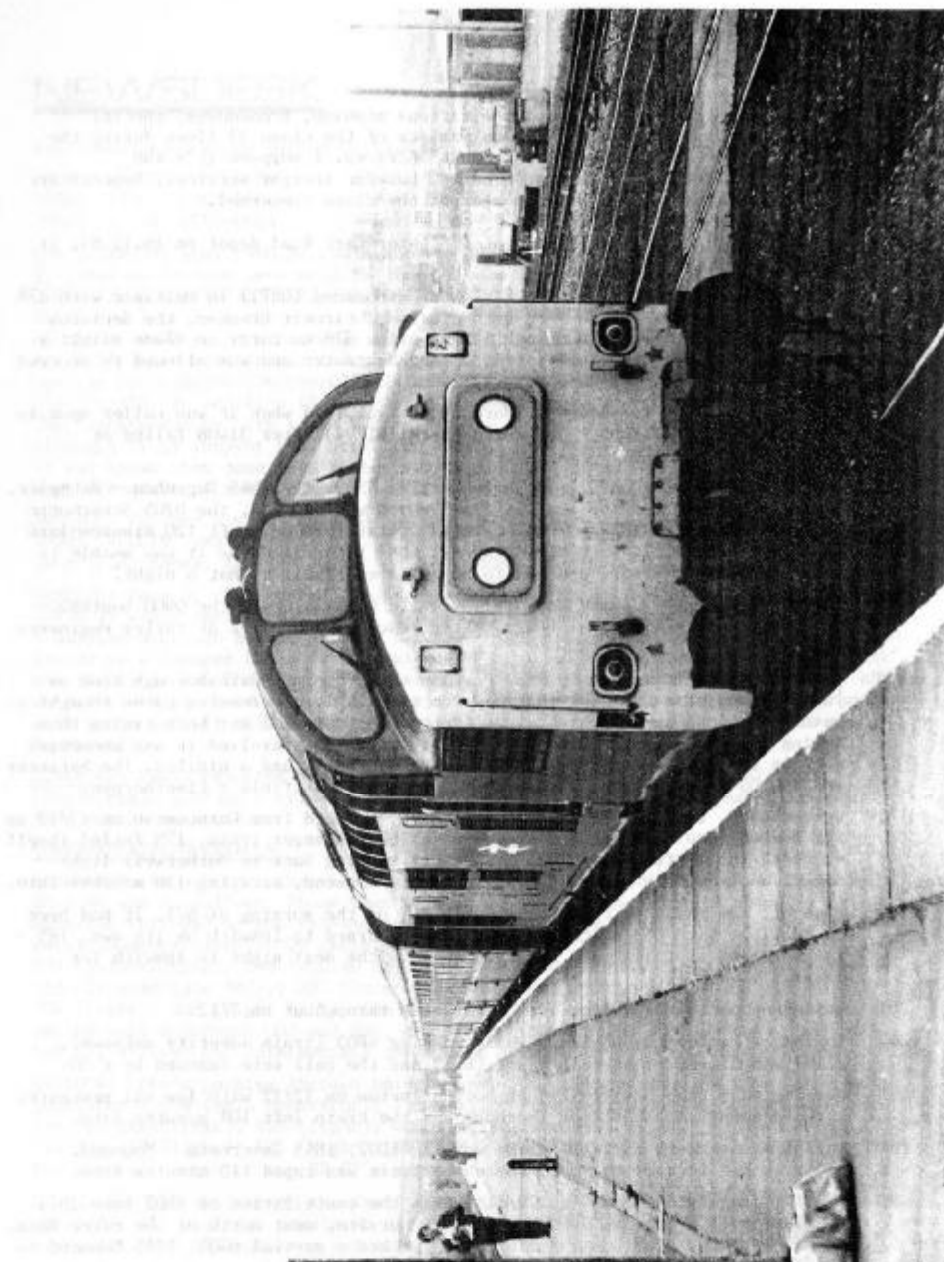
LAIRA: The CEM section of the depot completed 220's intermediate in time for release on 27/11. 263 was also completed during December and 142 arrived with a release date given for 29.1.90. Laira is not scheduled to carry out 'G' exams after 1989/90.

STRATFORD: The DRS saw the following for attention between 2.12.89 and 19.1.90: 138 (crankcase); 154 (wheels/tyres); 250 (engine/axle generators); 298 (frames *31/1); 898 (engine repairs *31/1). Cardiff Cantons 37898 has almost taken up root, it was stopped on 24/10. An interesting visitor was Inverness's 154, not so long ago a Stratford allocated loco.

NEWSDESK (continued)

This feature takes a look at some of the various mishaps, breakdowns, special workings etc that have concerned various members of the class 37 fleet during the last couple of months in relation to freight services. I suppose it's the equivalent to 'Passenger Information' really, but for freight services. Reports are in numerical order according to the member of the class concerned.

- 008 was derailed one pair of wheels at Doncaster Carr Road depot on 16.12.89. It was safely rerailed in just over 2 hours.
- 031 which was working 1520 Harwich Parkeston - Mossend (6S71) in multiple with 178 was delayed at York South Yard with a tripped circuit breaker, the decision eventually being taken to detach it and allow 178 to carry on alone slightly overloaded. It had originally tripped and Doncaster and was allowed to proceed forward at 40 mph, the date was 22.12.89.
- 032 was running light engine from Thornaby to Tyne Yard when it was called upon to assist the 2140 Bristol - Newcastle postal (1E94) after 31408 failed at Ferryhill on 21.12.89.
- 074 failed at Hambleton on 2.1.90 while working 4S39, the 1945 Dagenham - Bathgate. It was assisted from the rear by 47475 which was on 6N47, the 0205 Scunthorpe to Tees, as far as York. 37031 replaced 074 at York and left 120 minutes late and 37354 hauled 074 back to Doncaster. 6N47 then failed as it was unable to maintain brake pressure and had to be assisted itself - what a night!
- 131 failed at Steatham Common on 13.12.89 while working 6041, the 0900 Southall - Purley (W0) speedlink coal train. After rescue it was left at Purley engineers sidings.
- 138 ran light from Immingham to Stow Park on the Lincoln - Gainsborough line on 16/12 to assist a Sprinter that had run through level crossing gates thought to have been blown open in high winds (rather topical as I sit here typing this during our own 'strong' winds on 25/1!). It was not involved in any passenger work as these were conveyed from the site by taxi's and a minibus. The Sprinter was 150103 and the service concerned 2B03, 0625 Sheffield - Cleethorpes.
- 170 worked 6M64, the 1232 Aberdeen - Willesden, forward from Carnoustie on 13/12 as its booked loco' had gone to rescue a failed passenger train. 170 failed itself at Perth but fortunately 37025 was nearby heading back to Motherwell light diesel and was able to work 6M64 forward to Mossend, arriving 130 minutes late.
- 185 came off the rails at Felixstowe North FLT on the morning of 6/1. It had been in multiple with 063 which stayed on and returned to Ipswich on its own. 185 was rerailed overnight and expected to move the next night to Ipswich for inspection.
- 207 worked a special 6Z36 from York to Taunton throughout on 7/12.
- 244 failed at Bathampton on 12/12 while working 6B03 (train identity unknown). 37197 was already dead in transit (DIT) and the pair were rescued by a 50.
- 251 working 4S39 (see 074) failed at Northallerton on 12/12 with low oil pressure. A replacement was sent from Thornaby and the train left 109 minutes late.
- 261 failed at Aviemore on 14/12 while working 6D02, 1845 Inverness - Mossend. 37706 worked forward to Perth where the train was capped 110 minutes late.
- 262 the failure of this loco' on 29/11 led to the cancellation of 6D02 (see 251) and left only 6 out of 10 FGUV loco's in service, most north of the river Ness. It was a better story on 15/12 when she worked a special 6G05, 1845 Mossend to Thornton Junction.
- 298 failed on 7N70, the 0207 Tinsley - Salt End (hull) at Saltmarshe with hot water on 12/12. 37202 was sent from Goole to assist.



This 'Blast from the Past' shows 37220 at Lowestoft on the evening of 9.7.83. It has just worked the 1700 Liverpool Street - Lowestoft and will now form the 2005 to Norwich. More recently, 220 was released from Laira CEM on 27.11.89 after Intermediate overhaul ('G' exam) which should see it running for a good few years yet. (Andrew Harlott 37253).

- 355 of the FGET pool worked the Bath Road breakdown train to Stoke Gifford OCE tip to help with the rerailling of a Civil Engineers Department spoil train on 14/12. This caused very late running to the 1950 Gloucester - Swindon (6A57) which was 355's booked train which it eventually left on 227 minutes late.
- 370 of the Freight Cement Motherwell (FACM) pool worked the 2334 Mossend - Aberdeen (6A17) on 14/12 after the failure of 47457 just before departure time. The next day it returned south on 6M64, the 1232 Aberdeen - Willester but suffered a burst radiator at Cove. It was rescued by 47052 which was sent from Aberdeen and the train was capped at Stirling.
- 378 was in trouble on 13/12 while working 6C59, the 2030 St. Blazey - Penzance. It put the train off at Purngallow to return to St. Blazey for coolant, then worked 6C59 forward to Truro where it terminated at 0030, 184 minutes late. This was because there were no paths available after a signalling riot at Maidenhead. 378 is part of Tinsley's FGET pool and was at the time on loan to the Laura FJLL pool which has been suffering appalling reliability of late. For example, at the beginning of November of the 9 37's allocated to the pool 412, 669 and 671 were all likely to be long term casualties, 672 would only work in multiple and 412 and 414 would not work in multiple correctly with other members of the pool or themselves! To help out 37357 had also been loaned to the pool for various periods during October and November.
- 402 failed while working an 'officers special' (2Z01) on 12/12. 37401 was sent to the rescue after 6X37 (0910 Mossend - Fort William) which it had been in charge of was capped at Garelochhead.
- 407 took a trip up the northern part of the ECML on 8/12 after 47359 failed at Tweedmouth while working 4S64, the 2044 Morris Cowley to Bathgate. 407 had run light from Tyne Yard in order to assist.
- 410 failed at Crianlarich with low oil and water pressure on 20/12 while working 7D19, the 0951 Corpach to Mossend.
- 512 failed at Brampton Fell on the Carlisle to Newcastle line while working 0610 Mossend - Tinsley (6E53) on 20/12. 31235 was sent to assist but was unable to move the train which had to be worked forward in two portions to the sidings. These two portions were then worked forward by 31235 and 37426 which had been sent by Tyne Yard.
- 708 worked a special 6Z45, 0825 Carlisle - Mossend on both 7th and 8th of December.
- 37696+597

These two loco's worked the 0050 Robeston - Langley (6A08) on 28/12 and all was well until they arrived at their destination. Here they hit the buffers at the East end of the yard and knocked over a cabaret containing all the track circuits for up and down trains. 37697 was derailed 4 wheels but 37696 was completely derailed and landed down a bank. 597 was rerailed by the Old Oak Common breakdown train and hauled to Old Oak by 47105, but 696 needed the attention of the Cardiff breakdown train as well as it was laying at 45 degrees down the bank. It was rerailed sometime during the early hours of the next day after an all night possession.

LATE GEN

20.1.90	37884	1610 Cardiff-Bristol (Llanwern-Bristol)
23.1.90	37708	1714 Glasgow (S-Edinburgh)
25.1.90	37683+688	Bletchley-St. Pancras (1A37, diverted from West Coast ML)
		2015 St. Pancras-Manchester (St. Pancras-Bletchley)
31.1.90	37140	1632 Liverpool St.-Kings Lynn (1H04)
		1920 Kings Lynn-Cambridge (2H25)

1989 — What A Year !

It really is amazing how much happened last year with regard to the 37's and the following information is all taken from the pages of "Syphon!" and "Syphon Extra".

JANUARY: In a Provincial services shake up, 37/4's ceased workings on the West Highland but the Sprinterisation of the Far North was postponed. 37/4's reintroduced on the 'North & West' because of problems with class 155 Sprinters. 275 was named 'Stainless Pioneer' and the start of a bizarre year for renumberings saw 312 revert to 137, 303 and 304 become 271 and 272 and 374 revert to 165. Only 033/050/084/094 were still at Crewe for HGO and Laira commenced 'G' exans with 215 and 294.

FEBRUARY: Following the end of the West Highland 37/4's began to be reallocated and it did not take 407 long to get onto North & West services. The collapse of Waterloo Bridge at Inverness stranded 6 37/4's on the wrong side including 421 which was by now allocated to Laira! 37074/096/178/184 were selected for early withdrawal and the renumberings continued with 165 back to 374, 306 to 273 and 308 to 274.

MARCH: 37062 became the third of the class to be withdrawn, closely followed by 113. At the other end of the scale 719 was the last 37 to be released to traffic from the truncated HGO programme. 16 months after being involved in a serious collision with 671, 670 was finally released from Crewe and its first duty was an additional freight to Ipswich! 37013 appeared at Eastleigh on driver training, believed to be the first in the area for many years and 430/431 reportedly fitted with cab-shore.

APRIL: 37419 became the first of Far North 'exiles' back on the main network, being moved by road from Dingwall to Inverness. 719 substituted on the 'Welsh Marches Express' after the failure of steam loco' 5080 "Defiant". An immaculate 427+430 worked the royal train from Swansea to Welshpool, and 'hit listed' 074 entered Doncaster for Intermediate overhaul. There was the start of a new long distance freight from Burngallow to Irvine, and Motherwells 321 reverted to 037.

MAY: 37350 was transferred to passenger sector PCFA principally for a Cardiff-Weymouth diagram but managed quite a few trips to Liverpool etc. It ended the month derailed at Weymouth. The start of the summer timetable saw 37/4's diagrammed to work the Cambrian services and a 37/0 diagrammed to Yarmouth. 86/4's took over certain 'liners' between Ipswich & London and 37's were booked on a Cardiff-Hamworthy metals service, taking them deep into the Southern. 37002 finally became 37351.

JUNE: 37025 became the first 37 painted in the Departmental sectors 'battleship grey'. Renumberings continued apace with 353/356 reverting to 032/068 and 326/312 to 111 and 137. 504+511 worked part of the Coalville Cobbler railtour, an event where 37065 operated a demonstration freight service carrying our headboard. A grubby 37197 was displayed at Nottingham station as part of the Midland Counties Railway 150 celebration and 37216, 20901 and 20904 worked the weedkiller train in multiple on the East Suffolk.

JULY: Stratforde freightliner allocated 37's were reallocated to Tinsley, leaving the former with only 18 examples, and 709 and 892 were 'loaned' to FPCI - the first signs of Petroleum loco's being concentrated at Immingham? 37350 returned to railfreight sector FPEK, and 374 reverted to 165 (again). A dated service on Saturdays began on the West Highland with 37/4's, and 110+203 worked the 0820 Tenby-York on 1/7.

AUGUST: 37260 was withdrawn but 37113 was reinstated. 37352 reverted to 37008 and 501 lost its celebrity livery of BSC blue. 37/4's continue to work Dingwall-Kyle of Lochalsh services, and 711 and 719 were used on the North & West on 12/8 in connection with the Shrewsbury Flower Festival. It was a good month for passenger workings with 508 going over the S & C, 324 to York, 803 to Westbury and 220 to Paddington.

SEPTEMBER: 37113 returned to service, allocated to Inverness. Other changes saw 694 allocated to Eastfield, 707 & 708 allocated to Inningham and all remaining Motherwell 37/3's of the original sub class renumbered. 420 returned to service, having been at Glasgow Works since January with collision damage. 37015 operated a shuttle on the Sharpness branch in conjunction with a Gloucester Rail day, an event which also had 350 and 903 on display. 37011 was cut up at Rollasons of Wellington.

OCTOBER: 37096 was stored unserviceable at Tinsley, although it and several other blue

Tinsley 37's started to appear with painted on names. 37415/416/417/421 returned to the 'mainland' from the Far North and were replaced by 418/419/420. 37/4's were diagrammed onto a dated Nottingham-Blackpool service and heavyweight Cardiff 37's were diagrammed deep into Anglia on a new freight service to Ipswich.

NOVEMBER: Perhaps the most surprising reallocations yet this year saw 4 Cardiff based 37/4's reallocated to Immingham and 707/708 move further north to Eastfield. Prior to this 37/4's had been working certain Cardiff-Birmingham, Derby-Crewe and Birmingham-East Anglia services. Pathfinder tours took 411 to Carlisle and 142 to Milford Haven.

DECEMBER: By now most of Tinsleys blue 37's had received painted on names, and 37702 was officially named 'Taff Merthyr'. There were a large number of 37/4 workings in Scotland, especially on the Glasgow-Inverness line, and 430 reappeared on the Cambrian despite now being allocated to Immingham. All in all, quite an eventful year!

From The Cab

by Andrew Harloft (37253)

Not a lot has happened lately as I have spent most of January learning how (or how not to) drive railcars, so this month I have gone back to a day in November when I was road learning to Sizewell. A driver is not allowed to travel over a piece of line until he is completely satisfied that he is familiar with the route. This could mean travelling the line once, it could be a dozen times. Previously I only knew as far as Westerfield through doing the Felixstowe line, so I had to learn all the way upto Sizewell which included the branch and part of the East Suffolk line.

Here we take a look at what happened on the first day. It's Monday morning and the day starts very early as I have to learn on a revenue earning train of which there is only one regularly along here, this being 6Y60, 0450 Ipswich to Leiston. I got to work at 0346 and found that the engine was 37219, one of only two 37's now fitted with radios to work over the East Suffolk, the other being 37216.

Before we can leave Ipswich the radios have to be tested to see if they work, so from the front cab I ask Railcom Saxmundham for a test message. I then have to do the same from the other end to make sure that both radios are fully operative. It is now time to go up the yard to pick the train up, but before that I make the tea! Our first stop is Westerfield and that's because we have to enter the system and pick up the token for Westerfield to Woodbridge. The next thing is to get permission to go passed the stop board, "this is the driver of 3586 to Railcom Saxmundham, we have passed the station limits at Westerfield in the down direction, over". Permission to continue obtained and off we go, passed the old station at Bealings which closed back in 1956 then it's down into Woodbridge to change tokens. The next section is between Woodbridge and Saxmundham. We move off slowly through the unmanned crossings of Woodbridge boatyard and on to Melton. Here we have to stop for the crossing and cannot go until the light flashes, so the engine is put into full power and we are soon at Wickham Market. It's time to change channels here to that indicated by the board beside the line and then we proceed on past the junction that used to go to Framlingham. By now the power is off, but it is soon needed again as we pass Snape junction. We arrive at Saxmundham in the down platform where we have to wait about 15 minutes for the railcar to pass before we can go onto the branch line to Sizewell.

Well, no time like the present for another cup of tea or two and to get the morning paper. After about 15 minutes the railcar disappears so it's time to get back on the engine and get a shunt token to go from the down platform to the up, and when you have done that a token from Saxmundham to the branch. To get onto the branch you have to use a ground frame and then it's uphill at 1:30 something.

Once on the branch there are 5 sets of gates to open and close. The line speed is 20 mph but on the way back speeds of upto 40 mph are obtained. At Sizewell you can see where the old line to Alceburgh used to go, and it's now time to do some shunting in the yard. Once this is completed we might as well have breakfast and - a cup of tea, well you can't break the habit of a lifetime can you?

On the way back it's much the same as the outward journey, stopping at Saxmundham and Woodbridge to pick up the tokens and we arrive back in Ipswich yard at 0947. It's time to go home now for a little sleep before dinner.

I worked the same train for the next two days, and by this time was happy that I knew the road, so now I can take 'the bomb' and whatever other traffic is required to Sizewell.

Having had 3 consecutive weeks off work on holiday (?) I wasn't particularly looking forward to going back and to make matters worse, the following Saturday the rest of the family were going on holiday to Stranraer for a week. I couldn't go with them as I had no more holiday left to take.

Back at work, the week plodded on and things were not looking very good, more so on the Wednesday when I was hit on the leg by a rather large piece of metal suspended from a crane. Unable to move hardly and in some pain, I was rushed to hospital with a suspected broken leg, caining in an ambulance on the way. This now meant work was a big no-no and as I lay in bed, my leg fortunately only badly bruised, my parents considered what to do with me.

They could either not go on holiday and look after me at home, or go on holiday and take me with them. Thankfully they decided on the latter, and so off we stormed to Scotland, unusually for me by car.

Sandhead caravan park was quite pleasant and sunny. With little else to do I limped around on my bad leg, eating ice creams all day and planning a move for Monday. After a lot of persuading my parents finally agreed to let me go although my old man wasn't so keen on the 6 am rise and rioted, saying something about being on holiday! Monday dawned clear and bright and with my leg feeling rather stiff my dad drove me the 5 miles to Stranraer station for the 0700 to Glasgow. This produced a rather boring duff which at the appointed time departed for Glasgow, sounding rather like it was still asleep.

During the journey I spoke to a duff basher who informed me that there was an 1152 Edinburgh - Carstairs additional which might produce something. The best idea seemed to be to cover it and flag my planned ETH move, so on arrival at Glasgow I limped across to Queen Street for the 1000 shove to Edinburgh.

At Queen Street, 37404 was sat on the 1015 to Fort William, so after a quick look in WE Smiths I went and found a quiet seat on the shove. One minute to ten and what on earth is this? A blue splitbox 37 appeared out of the tunnel and disappeared behind 404 into the bay platform. It was 37109 and its arrival caused some amusing commotion amongst the few bashers on 404. It had me a bit perplexed to say the least but I couldn't really do much, as at that moment the shove began to move so I decided to stay on to Edinburgh in the hope of finding out some gen there.

At Edinburgh not a lot was happening. Whilst waiting for the additional I spied a 'prominent' Welsh basher who informed me that 109 had done 1J16, the 0655 Dundee to Edinburgh, and if it stayed on diagram should do 1L37, 1603 Glasgow - Arbroath and then later 2Y02, 1924 Arbroath - Dundee.

Things were now looking up and a few minutes later the additional rolled in, unfortunately with 47215 in charge. The duff bashers piled on and deciding that a bite to eat would be better, I went off to find a cafe. After some food and a look round Edinburgh, I shoved back to Glasgow in plenty of time for the 1603.

At half past two 109 arrived at Queen Street on ECS, and after taking a few photo's I watched it depart for Cowairs amidst a cloud of clag and sounding like the driver had yet to release the brakes!

The only problem now was that I had promised my parents I would meet them back at Stranraer off the 2030 Glasgow - Stranraer, and to be back in Glasgow for this time I could only get as far as Dundee on the 1603. Despite a desperate effort to trace the telephone number of the caravan park there was no joy, and not wanting to be severely withered if I arrived back late at Stranraer, I concluded the sensible thing to do was to go to Dundee.

After a visit to the ticket Bert, I walked up the platform to where the stock was waiting. Stood beside were about a dozen bashers and a coupler who thought he was getting something with electric heat. We didn't have to wait long and after a short time 109 emerged from the tunnel and backed onto the stock. I hurriedly took a photograph and leapt on, still hardly believing the Syphon was going to work. With a hiss, the brakes were released and we eased off into the tunnel, slowly at first but then we notched up and picked up speed and the 37 became louder as it started up the steep incline. Soon the driver had the handle right back on the block

and with full power being applied, the noise became a thundering growl as 109 battled hard up the 1:46 gradient. The sound quality was tremendous, and to say I was bellowing out the window would be an understatement. On we stormed, through Bishopbriggs and Lenzie, the driver not giving an inch. Obviously no messing around on this train. Stirling was reached in a very short space of time. Here a basher got on who remarked "I wouldn't have believed it", and the Welsh basher muttered something about an 'Anglian Wagon'. On through the countryside we sped, 109 providing plenty of thrash with the driver obviously enjoying a change from the more usual 47. At Perth a few more people got on, and on leaving the station the 37 made a fine sight as it crossed over the viaduct spanning the river Tay down below us. By now I had quite forgotten about my leg, and with a smile I reflected on the fact that I should really have been finishing for the day at work. It was indeed a strange twist of fate, and I made a mental note not to get too annoyed with the crane operator the next time I saw him. In the distance the familiar shape of the Tay bridge could be seen, and shortly we arrived on time in Dundee. I leapt out to take a few photographs, sad at not being able to stay on to Arbroath. A quick visit to the TOPS office, however, revealed that 37217 was allocated 1B29, 2216 Carstairs - Edinburgh. The Welsh basher decided to abandon 109 and go for this instead, I had little choice but to head back down south, slightly withered at having to go to Stranraer and not Carstairs. The return journey passed without incident and I arrived back at Stranraer to be met by my parents, pleased with having had a good run behind a blue 37, only wishing I was somewhere else. Not everything went according to plan that night as at the last minute 217 was swapped for ex March loco 37097 on 1B29. The next day, however, 217 worked 1J16, D655 Dundee - Edinburgh but came off the diagram before it could do the 1603.



37109 at Glasgow Queen Street on the day in question, 29th August 1988. It is waiting to leave with the 1603 to Arbroath (1L37), very much a train to watch in '88.

Regional View

ANGLIA

GENERAL: Perhaps one of the most unusual events of the year in these parts was 37426 spending Christmas in Anglia. She arrived with 37053 on the morning of Saturday 23rd December having worked south on the overnight 4L95, 2007 Coatbridge to Felixstowe 'liner'. Having arrived at Ipswich 426+053 then went light to Colchester for 'A' exams. They were back at Ipswich on 27/12, disappearing to Felixstowe to pick up another 'liner' and then returned to Coatbridge on a north-bound 'liner'. The next day they worked south again, arriving at Ipswich on the morning of 29/12 whence they headed south to London.

FELIXSTOWE: 37059+242 were seen arriving at the North terminal on 9/12 and after coupling up to 47200 the trio returned light to Ipswich.

IPSWICH: Present on 26/11 were 012, 072+116, 128, 140, 154+355 and 216. 068+194 were stabled on the Mondays only 0225 Ipswich-Garston (4M39). A good selection of 37's were seen between 0830 and 1440 on 6/12 (Wednesday) as follows: 184(1M), 216, 219, 710(CF), freightliner pairs were 009+252, 015+055, 031+047, 095+378 and 238+271. 178, 216 and 272 were noted on 29/12 while on 30/12 065+101 were noted working 4Y70, 0833 Stratford-Felixstowe. The following Saturday (6/1) 37213(CF) was on the Hythe-Toton coal train which is booked to leave Ipswich at 1015. The diagram which takes a Cardiff 'heavyweight' 37 into Anglia has been observed during January with 904 getting as far as Snailwell on 4th and only 905 (8th) and 718 (26th) getting to Ipswich.

MARCH: 144/218/298(TI)/354/719(CF) were on depot on Saturday 25th November.

NORWICH: 37219 made what is now a rare trip for 37's to North Walsham during December with the tanks which come from Parkeston Quay. This was because of oil leaks on 31231, one of the pair usually used. The return loaded tanks were worked by 47366 because the load factor is now too high for a 37. Other 37's around Norwich recently have included 009(TI) and 211 on PW duty on Sunday 26/11. 37116 worked the 0920 Whitemoor to Norwich (6PB9) and 1440 return (6H9C) on 11/1, 101 performing the same duty on 22/1 and returning with 31418 dead in train (DIT) included in the load.

EASTERN

PETERBOROUGH: 37032 was noted here on both 29/11 and 6/12.

ROTHERHAM: The following were seen at the Parkgate station on 22/12: 255(TE) at 1337 on southbound loaded steel; 250(TE) at 1436 on s/b scrap train; 203(TE) at 1440 n/b light engine and 255(TE) n/b empty steel at 1501. At the same location 510+514 (TE/TE) were on a s/b loaded steel train (Lackenby-Corby) at 1403 on 10/1.

TINSLEY TMD: Stabled over Christmas in the depot itself were: 031/053/077/271/298 358/682/686. The yard contained 068/071(IM)/074/104(CF)/138(IM)/185/250(TE)/251. All were at their home depot unless shown otherwise.

MIDLAND

CARLISLE: Recently reallocated to Eastfield, 37707 was on the Dalston-Grangemouth tanks on both 12/12 and 14/12. 883(Cr) worked an e/b steel train away at 1330 on 13/12 after stabling at Carlisle while 716(CF) was on a s/b working on 20/12. Most unusual was the use of Tinsley's 679+684 on Clitheroe-Cannic cement workings during December instead of the usual Motherwell allocated FACM loco's. A new working appeared during December, usually a Thornaby 37 and consisting of a few steel wagons. It did not run daily and noted on this train were: 083 (5/12), 521 (8/12) and 227 (13/12). 37194+206(TI/1) worked a Felixstowe-Coatbridge freightliner through at 0930 on 8/12. On 18/1 37417+87022 and three parcels vans arrived in the station from the north at 1205. After running round the vans separately, so that 37417 remained at the front, they returned north at 1250. The 87 was not working although its pantograph was raised, and one would assume that this was a test run for 417 after 'F' exam at Springburn.

SCOTLAND

GRANGEMOUTH: 035/C60/170/175/186/191/708 (all ED) were stabled on Sunday 10th December

INVERNESS: Wandering newcomer to Scotland, 707 spent the weekend of 9/10 December at this northern 'outpost'. On Monday 11th it worked south on 0800 Inverness-Kings Cross passenger train and on 12th was noted at Carlisle, as per the previous report.

SOUTHERN

ASHURST: Following on from the list given in 'Southern Freight' in the last "Syphon," more loco's noted on 6045 (0250 Cardiff Tidal-Hamworthy) and 6099 (1453 Hamworthy-Cardiff Tidal) are: 883 (24/11); 712 (27 & 28/11); 714 (29/11); 717 (30/11 & 1/12); 254 (5 & 8/12); 905 (11 & 13/12); 717 (3/1); 904 (8/9/11/15 of January); 278 (22/1). The alien sound of the 37/9's has caused our correspondent to miss the working on a few occasions, and it's nice to see the use of a couple of 37/0's on this working.

EASTLEIGH: Loco's used on the 1328 Westbury-Eastleigh (6042)/1647 Eastleigh-Gloucester (6V83) speedlink service during the week ending 16/12 were 37053/107/003/116 and 012, in that order. This service was also worked by 37194 on 9/1, 066 'Valiant' on 12/1, 055 on 16/1 (6042 only) and 055 again on 18/1 (6V83 only). More unusual workings during January were: 37520(TE) on 9/1 worked 1535 South Leith-Southampton Up Yard (6255) and 2000 Southampton Up Yard-South Leith (6245); 37705(SF) on 11/1 worked 0838 Ripple Lane-Eastleigh (6263), returning light engine. This latter train was also worked by 37893(SF) on 18/1 with 37055 taking the train onto Fawley complete with a horn concerto provided by a rather 'enthusiastic' driver!

WESTERN:

ABBOTSWOOD JUNCTION: Situated just to the south east of Worcester, 37278 was noted at 1036 on 10/1 in charge of the s/b 6V05 steel train. The next day 37174 passed light s/b at 1217, followed by 519+521(TE+TE) on n/b 6E47 at 1312 and 372+230 at 1338 on n/b engineers train. 264 passed at 0927 on 15/1 on a s/b engineers train.

CHELTEHAM: On 8/1 the s/b 5B53 passed through at 1415 with 230 at the helm while 197 was in charge of the n/b 6M12 steel service at 1525. On 16/1, 174 passed light engine at 1325 heading south and 058+241(TE/TE) headed a s/b steel service at 1519.

PANTYFFYNNON: Stabled with the cut down cab 08's on 20/1 were 37693 and 689.

WORCESTER: Staple motive power for the daily speedlink through Worcester during the November/December period was 37053(TI) which was noted almost daily from 20/11 to 7/12. This was eventually displaced by 185(TI) which was seen on 13th and 14th December. This service was noted at Worcester at various times between 1100 & 1400. Other 37's seen in the station area of late are: 012(TI) on 18/12 at 1130; 244 on 2/1 at 1200; 252(TI) on 4/1 at 1240; 217 on 10/1 at 1150 and 012 again at 1056 on 11/1. 37713 passed through Worcester at 0935 on 16/1 with a s/b steel service.

All loco's in the 'Western' report are allocated to CF unless stated otherwise.

Saturday April 14th 1990, 'THE GWENT GROWLER' - The Growler Group

Route: - Wolverhampton (pu), Walsall (pu), Kings Norton (pu), Cheltenham (pu), Gloucester (pu), Chepstow, Newport (pu), Gaer Jnc, Gaer Park Jnc, Aberbeeg, Ebbw Vale (rev), Aberbeeg, Gaer Park Jnc (rev), Machen (rev), Gaer Park Jnc, Ebbw Jnc, Cardiff Central (pu), Court Sart, Dynevor Jnc, Jersey Marine SS (rev), Neath & Beacon Jnc, Blaenant, Onllwyn (rev), Blaenant, Neath & Beacon Jnc, Jersey Marine SS (rev), Court Sart UFL, Leckwith Jnc, Penarth North Curve, Cardiff Central (sd), Newport (sd) then return and set down as per outward journey.

Motive Power: Wolverhampton-Gloucester & Return - Unspecified Railfreight loco.
Gloucester-South Wales-Gloucester - Railfreight Coal class 37
Top & Tail Newport branches - Railfreight Metals class 37

Fares: £26:50 from Wolverhampton, Walsall, Kings Norton.
£24:50 from Cheltenham and Gloucester.
£22:00 from Newport
£15:00 from Cardiff Central for Onllwyn only (seats limited)

Contact: Growler Group Ralltour, 26 Risca Road, Newport, Gwent NP9 4HZ

Here goes for another months look at what 37's have been used on passenger workings in recent times. I have, in the main, omitted EH 37/4's that have been used in Scotland (which is mainly 37416 going up and down the Highland main line every day) this information can be found in this months 'Electric Themes'.

29.11.89	37242	1840 Glasgow Central-Stockport (Gretna Junction-Carlisle)
30.11.89	37146	0522 Bristol-Newcastle (Bromsgrove-Birmingham NS)
	37670	0740 Paddington-Plymouth (Dainton-Plymouth)
4.12.89	37884	0723 Southport-Manchester Victoria (Swinton-Manchester V)
7.12.89	37146	1935 Newport-Abergavenny (Pontypool-Abergavenny)
18.12.89	37706	0707 Plymouth-Glasgow C (Bromsgrove-Birmingham NS)
29.12.89	37425	0657 Coventry-Edinburgh (Carstairs-Edinburgh)
30.12.89	37262	1715 Arbroath-Perth (Arbroath-Dundee)
	37404	1038 Fort William-Glasgow C/1545 Glasgow C-Fort William
7.1.90	37293	1631 Cardiff-Paddington (Newport-Paddington)
8.1.90	37274	0750 Glasgow Central-Poole (Leamington Spa-Reading)
9.1.90	37407	1627 Newcastle-Carlisle
	37903	1715 Liverpool-Cardiff (Craven Arms-Hereford)
12.1.90	37146	0703 Cardiff-Liverpool (Abergavenny-Crewe)
13.1.90	37133	0915 Liverpool-Cardiff (Newport-Cardiff)
	37146	0713 Aberystwyth-Euston (Shrewsbury-Wolverhampton)
20.1.90	37078	1620 Cardiff-Carmarthen (Swansea-Carmarthen) 'Ruggex'
	37207	1115 Hereford-Cardiff (Abergavenny-Cardiff) 'Ruggex'
	37372	1325 Newport-Cardiff 'Ruggex'
	37429	0948 Swansea-Crewe/1520 Crewe-Swansea
23.1.90	37211	1325 Liverpool St.-Harwich PQ (1A24)
26.1.90	37140	0848 Ipswich-Liverpool St.
		1130 Liverpool St.-Norwich (Liverpool St.-Ipswich)

On 27/12, 37262 worked an unidentified Kings Cross-Aberdeen forward from Dundee, 37888 pushed a train into Earlestown sometime during the week ending 13/1 and 262 worked again in Scotland on 19/1. 37222 which was mentioned as participating in the 'William Shakespeare Pullman' on 30/12 in last months newsheet did no more than shunt the stock (thankfully!). More information on the workings above is as follows. On 30/11 37670 was taken from 6C58 (1045 Heathfield-St.Blaizey) to rescue the failed 0740 Paddington-Plymouth, the freight being terminated at Newton Abbot. 37274 took over on the 0750 Glasgow-Poole 'Wessex Scot' on 8/1 after 47847 had failed. The train was terminated at Reading and 274 took the stock back ECS at least as far as the Bescot/Wolverhampton area, the stock heading for Longsight. 37427 failed on the 0703 Cardiff-Liverpool on 12/1 and had to be assisted by 37146. On rugby day, Saturday 20th January, 37207 went to rescue the 1115 Hereford to Cardiff additional after 47827 failed at Abergavenny. The train was put in the loop to allow 1V08 (0915 Liverpool-Cardiff) past and the additional was restarted at Pontypool. 37372 worked the 1325 Newport-Cardiff additional after the failure of 47382 'County of Norfolk'. Further information regarding the events of this day can be found in the feature 'Welsh Rugby into the 90's' this month. After the strong winds of Thursday 25th January it was inevitable that a 37 would work somewhere on the Great Eastern and 140 obliged by working the 0848 Ipswich-Liverpool St (this train did not operate from Norwich) into the capital and then coming out again after the failure of 86230 which had flat batteries. Brief details of some of the workings listed in the January "Syphon Extra" are as follows. On 9/11 37358 'P & O Containers' rescued 47492 which had failed at Blackford on the 1440 Inverness-Edinburgh. 358 had been working 6B68 (1320 Inverness-Millerhill) which was deposited at Auchterarder. After rescuing 47492 it returned to restart the freight about 90 minutes late. 378 worked the 1110 York-Paddington from Birmingham to Oxford on 12/12 where the train was capped 30 minutes late, this after the failure of 50034, and 37025 worked the 1025 Inverness-Euston from Carstairs to Carlisle on 16/12 after 90035 failed. 37670 dragged a DMU on the 1139 Penzance-Plymouth from Par on December 19th.

Welsh Rugby - Into The 90's

You are probably wondering what an article about a sport played with funny shaped balls is doing in this magazine, well read on and all will be revealed. Tell your average posh that you're off to Wales for the day for the rugby and they will probably think you're a bit batty, tell them that you're going for the trains and not the sport and this should confirm their suspicions.

If you're a 37 basher, however, it has become customary to make a pilgrimage to the land of hills and valleys whenever Wales play a home international. It seems that despite ongoing reductions in stock and motive power throughout BR (the word spare being a thing of the past), everything is forgotten on rugby days. Whole rakes of carriages are drafted in and although horsepower is mainly the preserve of the class 47, 37's traditionally feature somewhere, although in recent times this has usually been of the 'E' variety.

Saturday 20th January was booked for Wales to play France at 'the National Stadium' (I believe this is the correct name for the venue) with trains running to a pattern established for the last game on 4.11.89, which was a friendly. This would involve a 37/4 working the Central Wales line from Swansea to Crewe and return vice DMU, and a Petroleum sector'd 'NB' 37 working a Ruggex forward from Swansea to Carmarthen in the evening, everything else being booked for ETH fitted 47's.

This combination proved too good to ignore and the long journey west was undertaken during the usual hours (ie early). The Central Wales loco' was booked to work from Cardiff on the 0739 to Swansea, the stock continuing on to West Wales, and this was viewed at Port Talbot where at the appointed time 37429 rounded the corner and stormed down into the station. After pausing briefly it restarted and made for Swansea, where it would be attached to the 0948 to Crewe via the Central Wales line, consisting on this occasion of 2 air cond's (one 1st class) and a FV (Mk II). We boarded early, expecting a wedge but this did not really materialise - although if you've done the Central Wales once you've probably no particular desire to do it again. 3 hours 25 minutes are allowed for the 101½ miles to Craven Arms, although this did include a run round at Llanelli. 47705 rolled in alongside us with the 0844 'Sprinter' service from Cardiff and despite its best efforts to make us late departure from Swansea was more or less right time.

The climb out of Swansea is up the vicious Cockett bank which climbs away at between 1:60 and 1:52, although this did not prove too much of a problem for 'Eisty' with a load of only 3. Once through Cockett tunnel and over the top you can storn down the other side which is even steeper, especially as like most Central Wales trains we did not have to stop at Gowerton. 11½ miles after leaving Swansea we arrived at Llanelli where the 37 would have to run round. This was compensated for by altering the timings between here and Llandrindod and reducing the stand time at the latter. Manoeuvres completed, photo's and refreshments obtained, we left Llanelli behind and after thrashing back along the 'main line' for a short distance we turned left and headed off for the scenic bit. The delights of the Central Wales line take one through a succession of pretty wooded valleys, lush green fields, small towns and hamlets and across rivers and streams. When the line was built anywhere that somebody might have wanted to live had a station built, and amazingly 27 remain open between Llanelli and Craven Arms, many on a request stop basis and nearly all completely unpronounceable with a mixture of vowels and double consonants arranged at random. The 0948 is booked to call at all shacks depending on patronage and this was to add to the vocal entertainment, especially as we seemed to stop at them all anyway, and why not? It's not every day they get a 37 along here. Central Wales drivers appear to know only two positions on the power handle, full on and off, and if you slip a few times who cares? Certainly not me, and even though we only had a load of 3 there was plenty of slipping to enjoy.

A few bashers alighted at Pantyiffron where 37693 and 37689 were stabled along with a couple of cut down cab Q8's, while at Llandrindod we had an impromptu photo-stop. As is usual on a 37 hauled train the time just seemed to whiz by and in no time at all we were at the Craven Arms junction home. A Railfreight liveried 37 of the original design shot past northwards towards Shrewsbury and we waited for it to clear the

section. After a few minutes and then a few minutes more nothing had happened and our driver seemed to be getting rather impatient until finally we went anyway, stopping just short of the station where we stood for a few more minutes. All the signals remained at danger and after a while we drev forward into the station. Most of the train alighted to do the unit back to Swansea and as the road remained at danger there was the opportunity to get some more photo's in the can. We said goodbye to 429 as it stormed off upto the signal box by the level crossing to find out what the hell was going on, presumably a block failure.

After a short time our unit rolled into the station, a fine Central Wales pair consisting of power units 51563 and 53945. Now those of you who thought that only the Japanese played silly games that tested the physical and mental endurance of the contestants had reckoned without the Central Wales, and the thought of a 3 hour return run on a power twin DMU was not exactly exhilarating. An indication of how exciting this was can be given by considering that most of our unit was asleep for the duration, not an easy feat on a DMU power car. After an age we finally arrived back at Swansea where there was just about an hour to visit the pub and obtain the football results and some skull attack. It was at this point that we learned that two 'NB' 37's had already worked today, 37207 rescuing the 1115 Hereford - Cardiff at Abergavenny and 37372 working the 1325 Newport - Cardiff. One of these was due to a duff failure and the other because the duff ran out of fuel - perhaps the Pantyffynnon move was not such a bad one!

Wales had lost the rugby 29-19 to France and in any other country that was as fanatica about a particular sport this would probably be a national disaster, but as most Welshmen seemed to be composed of at least 75% alcohol by this time nobody seemed to be much bothered. Indeed this was a result worsened only by Barnsley, who could only manage at 1-1 draw at home to Plymouth, slipping deeper into relegation trouble. A jug or two later we made the short stagger back to the station in the rain, ready for the days main event. The train in question was the 1731 to Carmarthen which departs Cardiff at 1620, and the gen was that 37078 was the appointed beast. There had been no sign of it at Swansea, nor Margam it was reported, but nobody seemed to be deterred by this fact and walking up the platform two familiar 'split box' marker lights could be seen in the distance.

Now according to the information screens our train was the 1732 arrival from Cardiff and the 1731 departure to Carmarthen, but I haven't been able to work this one out yet. After a while, a strumming device brought the train in and in no time at all 078 had drawn up onto the other end. She was huge, sadly now in railfreight triple grey but retaining doors and boxes. With a load of something like 10 or 11 the ascent of Cockett bank was likely to be somewhat more spectacular than the earlier problem posed for 429, and so it proved to be. Without any ceremony or fanfare the brakes were released and away we rolled, out of the station and onto the bank where the old girl marched proudly up to the top, albeit rather slowly but it made a fine sound. After a minor hiccup at the end of Cockett tunnel (which seems to be uphill in both directions we rolled down the other side to Gowerton. We stopped for quite a while at most stations, especially Llanelli where we passed a chariot heading back towards Swansea. This run was booked all stations, no doubt to avoid the risk of any inebriated rugby drunks boarding a non stop train and then causing a riot. We had to wait outside Carmarthen station for the 1844 unit to Swansea, to depart before access to the station could be gained, and once the unit had passed we made our way into the station and what we thought was the end of a good day. It had taken about 1 1/2 hours to do the 3 1/2 miles from Swansea, although as already mentioned there were some quite lengthy station stands. All that remained now was a strum back to Swansea on the 1917 from Carmarthen which is the 1820 from Milford, and today class 47 and stock vice DMU. But wait, a messiah was preaching that we were able to reboard the train and travel back to Swansea on the ECS - double the fun from 78.

The run round was about the quickest I've ever seen executed on BR and soon we were ready for the off, not surprising really as the Milford must have been right on our tail, waiting to get into the station. At 1905 we left, and after traversing the junctions again to leave Carmarthen the power was wound full open and left there, the

signs were that this was to be a hellfire run, and that is what it proved to be. We stopped at Kidwelly where a couple of passengers alighted and then the power was opened up full once again until the next station. We stopped at Llanelli and this proved to be the final encore. Having waited a couple of minutes for the road the driver got on the 'phone to find out what the delay was. As usual the signal cleared immediately, and we left in spectacular fashion, after a few splutterings it was full power to Swansea. On through Gowerton in the dark and then onto Cockett bank from the opposite, and steeper direction. Despite a good lengthy run in advance the speed soon slowed, and the steady beat of the 12CSVT boomed out into the night air, the engine working hard. At worst the climb is 1:50 to 1:53 here, slightly worse than the ascent from the Swansea direction, but she climbed well and took us into Cockett tunnel. Through the Swansea suburbs and down past Landore into the station where about 50 - 100 bashers alighted at the end of a good run. The return journey had been made in about 50 minutes including station stops, although this was somewhat slower than 37371 on 4th November last.

078's day was finished now and it stood proudly under the station lights having provided a fine evenings entertainment. All that was left was for 429 to take the 2048 from Swansea to Cardiff (the 1859 from Milford Haven) once it had returned from the Central Wales line.

Welsh rugby internationals are certainly a good day out for both rugby fans and bashers alike, so remember, in future "be there, or be a square" or words to that effect!

Livery Line Up

Here we see the situation at the end of January, taking this months changes into account. As you can see the ranks of blue 37's are now diminishing rapidly.

<u>BR BLUE:</u>	003/009/010/013/023/038/040/044/054/056/072/073/077/083/087/092/095/096/097/098/100/106/107/131/133/139/140/141/142/144/154/158/162/170/178/185/197/214/216/217/218/219/221/222/225/229/230/238/240/244/245/251/254/258/293/298/088/108/143	(59)
<u>DEPARTMENTAL GREY:</u>	025/071/104/207/262/263	(6)
<u>INTER CITY/MAIN LINE:</u>	401/404/405/406/409/417/423	(7)
<u>LARGE LOGO BLUE:</u>	012/057/116/128/153/174/175/191/203/209/261/264/402/407/408/410/413/415/416/418/419/420/421/424/426-431/026/152/156	(33)
<u>RAILFREIGHT GREY:</u>	504/508/512/513/690-697/699/701/703/704/796-803/894-899/901/905	(32)
<u>RED STRIPE GREY:</u>	008/032/068/196/250/351/355/370/371/372/373/375/376/377/378/379/506/514-520/669/671/672/674-680/682/685/686	(37)
<u>TRIPLE TONE:Coal:</u>	049/167/212/213/223/235/239/274/278/380/686/698/702	
Construction	:080/138/211/354/411/422/425/681/687/688	
Metals	:004/037/042/048/051/069/099/109/110/111/137/190/201/202/227/275/381/501/502/503/505/507/509/510/511/521/667/668/711-719/883/884/885/886/903/906	
None applied	:075/285/683/684/902/904	
Petroleum	:035/078/188/215/220/232/248/273/280/294/359/705-710/887-892/184	
Speedlink	:015/019/029/031/047/053/055/058/059/063/065/070/074/101/112/114/194/198/242/252/255/271/272/357/403/412/414/670/673	
Unknown	:165	(127)
<u>OTHERS:</u>	Green - 350; Blue with wrapround yellow ends - 145; Blue with silver roof and large logo's - 358	

ELECTRIC THEMES

This month's status report shows the situation at 0535 on Tuesday 31st January.

37401 ED FGTE On route 6D34 (0240 Forr William - Mossend).
 37402 ED FGTE On route 1Y01 (0450 Glasgow Central - Fort William)
 37403 ED FGTE Eastfield TMD, Allocated 7Y45.
 37404 ED FGTE Fort William, arrived at 0400 on 6Y35 (2318 Mossend - Fort William)
 37405 ED FGTE Fort William, train details as for 37404.
 37406 ED FGTE Portobello, out of service for wheel turning.
 37407 IN DCEA Glasgow Works, out of service 'F' exam. Expected OK - 9/2.
 37408 IN DCEA On route 6P50 ex Tyne Yard.
 37409 ED FGTE Eastfield TMD, out of service cylinder faults.
 37410 ED FGTE Eastfield TMD, out of service cylinder faults, expected OK 22/2.
 37411 TI FAPT Buxton TMD.
 37412 LA FJLL St Blazey.
 37413 ED FGTE Crianlarich Lower, Allocated 7Y37 to Fort William.
 37414 LA FJLL On route 6C56 (0520 St. Blazey - Tavistock Junction).
 37415 IS FGUV Glasgow Works, out of service 'F' exam. Expected OK - 12/2.
 37416 IS FGUV Inverness TMD.
 37417 IS FGUV Inverness TMD, out of service collision damage, expect OK - 2/2.
 37418 IS FGUV Kyle of Lochalsh.
 37419 IS FGUV Georgemas Junction, allocated 2H70 to Thurso/2H71 to Georgemas.
 37420 IS FGUV Muir of Ord.
 37421 IS FGUV Aberdeen, driver training duties.
 37422 TI FAPT Buxton.
 37423 ED FGTE Eastfield TMD.
 37424 ED FGTE On route Fort William - Mossend light engine, then 7Y41 to A & T.
 37425 TI FAPT Buxton TMD.
 37426 IN FPBC On route light engine from Castleton Junction.
 37427 CF PCFA Canton TMD, out of service traction motors.
 37428 CF PCFA On route 1M06 (0507 Cardiff - Liverpool), then 1V08 to Cardiff.
 37429 CF PCFA Canton TMD, allocated 1M11 (0703 Cardiff - Liverpool).
 37430 IN FPBC Immingham TMD, out of service waiting fire equipment materials.
 37431 CF PCFA Machynlleth, Allocated 5A31 ECS to Aberystwyth & 1A31 to Shrewsbury.

Where no OK date is given, assume this to be 31/1 except in the case of 430 where it is 6/2. Note that 426 has been reallocated to FPBC (Freight (Petroleum) Stanlow pool), this being effected after the report from which the newsdesk reallocations were compiled. 427 'Bont Y Bermo' was in the wars as usual, having been stopped earlier in the month with accident damage sustained somewhere on the Cambrian. No sooner was it cleared to return to traffic than it failed with traction motor defects! Talking of dead PCFA loco's, 37428 arrived at Cardiff on 25/1 in charge of the 11:3 Liverpool - Cardiff with both 429 and 431 coupled dead inside. 427 was already out of service at Canton so this left 428 alone in service. It is reported that Provincial have no desire to pay for 37/4's on the 'North & West' route beyond May, and all the 155 Sprinters are now back in service. This situation is confused by the fact that Provincial are paying for an 'F' exam on 37426 which does not belong to them anymore, perhaps this is for services rendered? There have been a lot of 37/4 workings on Scottish internal services as you will have noticed from the Passenger Information section from last month's newsheet. 416 seems to have been the most common, noted on the 0700 Inverness - Glasgow and 1333 Glasgow-Inverness on 3/1, 5/1, 6/1, at least. On 8/1 it was on 1H09 (0933 Glasgow - Inverness) while on the 15/1 and 20/1 it worked 1S07 (2215 Euston - Inverness) forward from Mossend on load 4. The best though is 1M15 (2035 Inverness - Euston) which it worked at least on 8/1 and 19/1, it is believed this loads to 15 bogies! A power report for Scotland on 8/1 showed 414(LA) and 415(1S) together at Ayr, 401 on 1Y01, 424 on 1C63 Fort William - Glasgow Central, 418 on 2H90 Kyle of Lochalsh to Dingwall and 419 as Georgemas pilot. 416 was on 1H09 as above. On 5/1 403 worked a Glasgow - Aberdeen (1T22), and on 404 was 1C63 to Glasgow Central. On 22/12, the Welsh quartette were positioned as follows: 427 was on 2V65 (1145 Weymouth-Bristol), 428 on the Cambrian, 429 on the 0915 Liverpool - Cardiff and 431 was out of service. 426 spent Christmas in Anglia as reported in 'Regional View'.



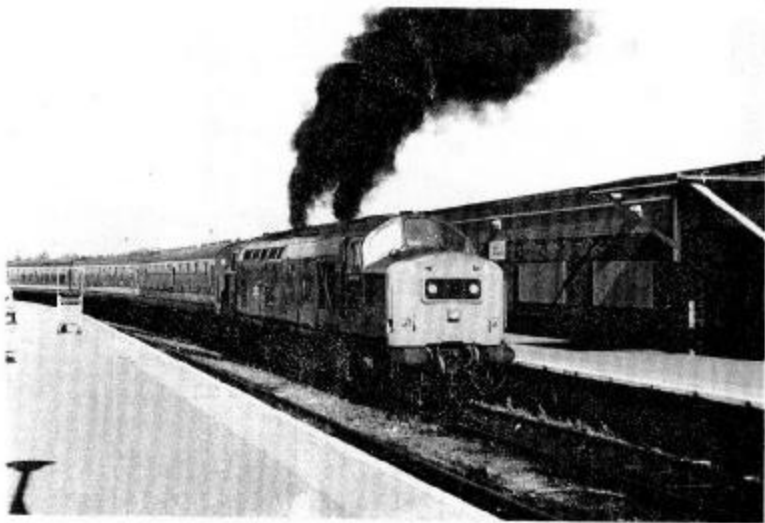
These two photo's show how much things have changed at Ipswich during the last few years. Out have gone the semaphore signals, signalbox, cross overs and trees, to be replaced by colour light signalling, simplified track layout and electrification. Fortunately the motive power on freight work hasn't changed to much , although its physical appearance may have done.

ABOVE: 37088 arrives from the north with the Mossend-Parkeston air brake freight during the later part of 1983. 40024 started off the journey but was changed at March.

BELOW: Six years later, 37888 is seen arriving from the same direction with the Norwich-Ripple Lane 'Charrington' tanks. 888 was formerly 37135, and this picture was taken prior to naming 'Petraclea'

Both photo's are by Jerry Dickinson (37038).





FRONT COVER: 37504+511 shunt the ECS for the 'Coalville Cobbler' ready for departure at Coalville on 11.6.89. This tour was beset by late running caused mainly by the failure of 33053 at Euston. A full report appeared in the August "Syphon!". Michael Gibson (37020)

THIS PAGE TOP: Another view of 37140 on one of its summer trips to Yarnmouth. This particular view shows it reversing out after working the D500 from Birmingham New Street which it took forward from Norwich, the date is 23.9.89. Carl Rosbrook (37052)

THIS PAGE BOTTOM: From the start of the Winter 1989/90 timetable a 37/4 was diagrammed to work a Monday-Fridays Nottingham-Blackpoul and return until 3.11.89. Here we see 37408 at Sheffield on 19.10.89 on the outward journey. Carl Rosbrook (37052)

