

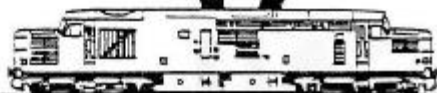
SYPHON!

THE MAGAZINE OF
THE CLASS 37 GROUP



APR 1990

37



THE CLASS 37 GROUP

SYPHON!

THE CLASS 37 GROUP

NUMBER 22 - APRIL 1990

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EDITORIAL

As summer approaches, another season of Open Days looms and this year looks like being a particularly fruitful one for the Group with at least eight BR events alone known of at this time. We will try to get to all of them, no matter where the location and the first in this years timetable are at Bescot on May 6th where our attendance is confirmed, and BRML Doncaster which I believe is May 20th and for which we are still awaiting confirmation. Please come and see us if you are around. Past experience has shown that a number of local events are also organised each year by BR, and often we don't get to hear of these (usually through the pages of "Rail") until the last minute. So if any of you know of any events in your area, please let us know by contacting the Sales Officer.

On the subject of sales, it is very pleasing to see that we grossed over, or around £100 in sales for the months of both February and March, traditionally quiet months - keep the orders coming!

I suppose this months magazine could alternatively be called something like 'the great paper give away', as providing the envelope is big enough it should contain 3 extra items. Firstly, the long awaited questionnaire. This has taken a long time to plan and compile and my main aim is basically to find out if you are getting what you want. In addition you may be able to provide me with new ideas for features/articles in the magazine. For many of you this will be your first opportunity to express an opinion and although I always listen to members opinions I cannot guarantee that anything will change as I might not be able to obtain the relevant information etc. I hope as many of you reply as possible and I look forward to reading your views. Secondly, it's time again for the donations letter which in accordance with a suggestion at our 1988 A.G.M. is circulated every six months. Although people can make donations to the Preservation Fund at any time, and for further details please see the 'Preservation Fund' passage, this letter has proved itself in the past as a useful reminder bringing in a tidy sum on each of the two previous occasions. Thirdly, there is a membership form which you can hopefully pass on to somebody who you think might be interested in joining the Group (with a personal recommendation of course!). If anybody would like further copies please write to the Membership Secretary. Please note this is NOT a membership renewal form, these are sent with the last publication to which your subscription entitles you.

MONTHLY DRAW: The winner for March was Micheal Gibson - Congratulations! If anybody would like to enter the last 3 draws in the current series and stand a chance of winning a cash prize while helping the Preservation Fund, send £3 to the Membership Secretary with a brief letter of explanation.

PRESERVATION FUND: The total on 29.3.90 was £1860.00, the increase over last month thanks to a donation from Mr R.Lovell and a couple of other small contributions. You can help by: * making a one off donation to the Treasurer *** requesting a Standing Order mandate from the Treasurer and making regular Monthly payments *** or by joining the Monthly draw by writing to the Membership Secretary. On the subject of the Preservation Fund, it is our intention at some time in the future to hold a meeting to discuss the various methods of fund raising that are open to us. We hope to achieve a co-ordinated plan to establish what are the best options open to us, and also an idea of what timescale we should work to. If anybody would like to make any suggestions, or feel they would like to attend such a meeting, could they please write to the Secretary.

NEW MEMBERS/RENEWALS: Our thanks as always to the following, and a warm welcome to all of you who are new members: A.Rouse (37003); R.Lovell (37007); K.Bowey (37065); Jonathan Bagge (37039); R.Perry (37067); R.Kidson (37071); G.Horton (37072); Harry Egremont (37082); M.R.Harman (37120); Mr A.Glover (37183); Mr A.Evans (37184); David Harlott (37185); Mr I.Vanderveil (37186); Mr A.Chilvers (37187).

ADVERTISING: Is there anything you want, or want to sell? 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, whose information has made this months "Syphon!" possible. John Forge, Maurice Barber, Carl Rosbrook, David Wilson, Mr S.Brown, Martin Reeve, Dave Gray, Andrew Donald, Harry Egremont, Steve Potter, Kevin Green, Steven Evans, Colin Wilks, D.Clarkson, Micheal Gibson, David Hughes, Julian Shields, Jerry Dickinson, Andy Harlott, Eean Warner, Keith Fransham and Mr R.Perry.

DEADLINE for the May newssheet will be 28.4.90. Although 'Regional View' has not been appearing in the newssheet, I might still be able to take useful information from your letters for the 'Newsdesk'.

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, grey, red, blue), Extra Large (green, grey, blue) £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 LOCC'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 - 37C36, 37116, 37263 £1:75
 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 (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, including your postcode and a telephone number if possible.

NEWSDESK

The only depot/sector reallocations during the period 25.2.90 - 28.3.90 were:

37087 TI-ED FGET-DCHA

37138 IN-CF FPCI-FPEX

As you will have read in the February "Syphon Extra", hit-listed 37C40 has been reprieved and entered BRML Doncaster for intermediate overhaul. Well, this has now been joined by 37087 which was also on the hit-list and has also entered Doncaster. Indeed, it is understood from sources inside the BRML establishment that the whole 'hit-list' is up for revision. Another notable arrival at the plant has been 37800, the first of the refurbished 'heavyweights' to arrive for light overhaul. The trio of 37/4's possessed by Tinsley all now carry the triple tone Railfreight livery with Construction sector markings. 411 has lost its aeralis but these are still carried by 422 & 425. 411 & 422 both carry 'BX' allocation plaques. Despite their reallocation to Eastfield, 37707 and 708 both retained their Immingham depot plaques at the end of February. 37138 had obtained one by the end of February but as you can see above has now been transferred to Cardiff!

LIVERIES: Newly reported changes during March are as follows: 040 - triple tone 'Metals'; 240/251 - Departmental Grey; 402/410 - mainline; 683 - triple tone, no decals carried.

WORKS/REPAIRS/OVERHAULS

DONCASTER: The following 37's are known to have passed through the works between 20/1 and 28/3. Those marked with an * were still present on 28/3: 029 (main generator); 040 (Intermediate); 053 (crankcase/block *); C69 (main generator*); C87 (Intermediate*); 095 (Intermediate); 133 (Intermediate); 144 (Intermediate); 162 (Intermediate, then returned for rectification); 203 (Intermediate *); 239 (traction motors & engine repairs); 240 (Intermediate); 506 (Light *); 508 (Light); 511 (Light); 668 (Light *); 800 (Light *); 906 (main alternator *).

GLASGOW: The following passed through between 29/1 and 26/2: 010 (main generator); 153 (main generator); 402/407/410/415 (all Light overhauls). I do not have any reports for March except 24th on which date the following were present: 037 (fire damage, not expected back in traffic until 1/6); 153 (- still, main generator); 156 (Intermediate 430 (light, expected OK 11/4). One would assume 156 to be the first of Glasgows allocation of Intermediate overhauls during the 1990/91 financial year.

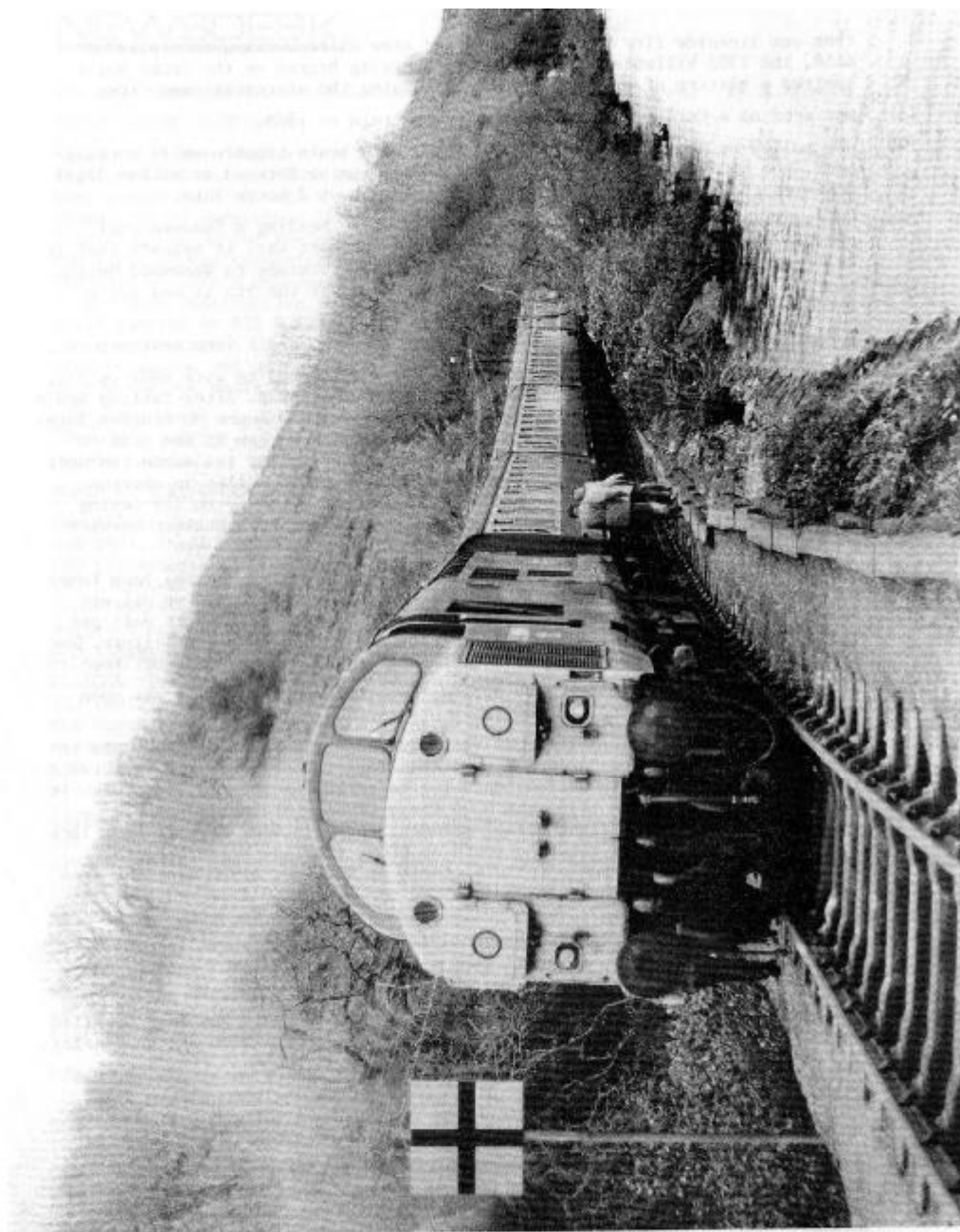
LAIRA: 37142 was despatched slightly behind schedule at the beginning of February, its place being taken by 37293 which was released during March. There were no 37's present at the end of March, 293 could well have been the last of Laira's allocation.

STRATFORD: Not much news from the DRS either this month I'm afraid. A report for 26/2 showed only one 37 present, that being Cardiff's 898 for engine repairs. Stopped since 24/10, it is not expected to be released until the end of July.

We now take a further look at some of the mishaps, breakdowns and special workings which have involved members of the class 37 fleet away from passenger workings. Reports are in numerical order according to the member of the class concerned.

- 072 working in multiple with 37116 on 4L95 (2007 Coatbridge - Felixstowe) stopped at Hexham with brake trouble early in the morning of 13/2. 072 then shut down completely and 47448 was sent from Gateshead to provide assistance. It was the cause of further trouble the next day while being hauled by 37116, along with 47813, between Northallerton and Thirsk. The cause was an air leak.
- 073 It was the start of a bad period for this loco on 2/2 when it failed on departure while working 4C71, the 1648 freightliner service to Stratford, with 37209. 37047+298 assisted to Ipswich where a pair of 31's took over to London. It was a bad day for freightliner services in the area with 37015+074 and 37065+271 also failures causing inevitable delays. A bout of locomotive swopping over the weekend failed to cure the problem as on the Monday morning (5/2) 073, now paired with 074 failed at Stratford prior to working 4M54, the 1420 to Willesden. On this occasion it was replaced by 47308. It is not known which of the pair was responsible for the failure in either of the above cases. This was not the case on 9/3, however, with 073 responsible for more

- than one lineside fire in the Chelmsford area while working in a pair on 4L58, the 1503 Willesden to Felixstowe. Dragging brakes on the front bogie ignited a mixture of oil and other muck causing the aforementioned fires.
- 131 was used on a Cardiff - Gloucester parcels train on 13/3.
- 194 was pulled up near Hatfield Peveral on 2/2 with brake trouble while working 4Y68, the 0428 Stratford - Felixstowe. After limping forward to Witham 31181 assisted the pair forward to Ipswich arriving about 2 hours late.
- 214 Having failed on 3/1 in the Birmingham area while heading a Gobowen coal service, it failed again on the same service the next day! It appears that it was towed dead to Didcot on route for Canton but returned to Washwood Heath instead where it got allocated to work the train. By the 5th it had got as far as Gloucester on route for Canton.
- 215 a Petroleum sector loco worked 6B02, a coal service on 3/1 (see next report).
- 217 Having just been released from repair, 217 was allocated to work 6B02 on 3/1, replacing 37799 which had overheated on the previous trip. After failing again on leaving Canton it finally worked the train forward 3 hours 30 minutes late, only to fail at Miskin. After being assisted back to Margam it was sent to Canton for more repairs. Having been attended to it failed yet again the next day (4/1) while running light to Radyr to take up 6M05! Whilst in obvious better health by the end of the month, this was not much use to its owning Coal sector as it was being used on a Spoodlink sector freightliner service on 31/1 from Derby to Garston.
- 222 failed at Dudley Port while working 6J43 to Gobowen on 2/2. Having been taken to nearby Bescot for attention it was discovered to be low on sump oil and soon OK'd. Having been sent back to Dudley Port to restart 6J43 it only got as far as Oxley (about 7 miles) before being declared a complete failure. The loco and train were then towed back to Bescot for 222 to have further repairs.
- 223 became derailed in Doncaster yard during the afternoon of 2/2. It was soon rerailed and then sent to the TME for inspection.
- 239 In the early hours of 12/2 the 0023 Washwood Heath - Bathgate (4S64) came to grief near Temple Hirst. 31248 was sent from York to assist the train forward with 37239 being sent light from Doncaster to re-engine the train at York. It actually worked north on 1N15, the 0005 Kings Cross - Newcastle postal, presumably to save on a light diesel movement and duly went forward from York on the front of 4S64. It returned south on 6E60, the 1434 Millerhill to Doncaster, but was reported a failure itself at Berwick. 31320 was sent from Tyne Yard to assist the train forward.
- 244 was sent from Didcot to Reading with coolant leaks on 1/2 where it was declared a total failure. This had been allocated to work 6M05 from Didcot, replacing the already failed 37213.
- 358 was derailed one pair of wheels at Langley Green on 8/3. It was soon rerailed and worked the 1100 Langley Green - Bescot (7T48) forward with a 2 hour delay.
- 359 was failed at Alnmouth on the ECML due to low water while working 6S62, the 1214 Jarrow - Grangemouth on 30/1. 31123 was sent to the rescue from Tyne Yard. This was at 1400, and 2 hours later 37223 passed through this northern outpost on another 37 hauled train, 6E60, the 1434 Millerhill - Doncaster.
- 593 The bad weather that has dogged the country so far this year has caused some interesting workings, but this one perhaps tops the lot. During the night of 26/2, 37693 was allocated to work the normally electric hauled 6S82, 2200 Bescot - Mossend throughout via the Settle and Carlisle line. This working was also being used to effect its transfer from Cardiff to Eastfield. The southbound 6V41, 1703 Irvine - Burngullow, was also routed over the Settle and Carlisle with its pair of Laira 37/6's.



This months 'big phot' is of 37099 on 6.1.85. It was taken at a mystery location during a photo stop which was part of a 0640 St Pancras - Truro railtour. 37099 was actually at the rear of the train and 37207 was leading. It has just recently regained the number 99, having spent the last few years as 37324 and is one of Motherwells Hunterston-Ravenscraig dedicated loco's. If you want to know where this mystery location is, the answer is revealed at the foot of the page containing the 37217 story, after the late gen.

Photo: Andrew Harlott (37253).

ELECTRIC THEMES

This month's status report shows the position of the 37/4's at 1800 on 28.3.90.

37401	ED	FGTE	Fort William, allocated 1063 to Glasgow Central.
37402	ED	FGTE	Eastfield TMD, out of service, attention to jumper cables etc.
37403	ED	FGTE	Mossend.
37404	ED	FGTE	Eastfield TMD.
37405	ED	FGTE	Eastfield TMD.
37406	ED	FGTE	On route 7D10 Corpach - Mossend.
37407	IM	DCEA	Balm Road (Leeds).
37408	IM	DCEA	On route 6N38 Healey Mills - Tyne Yard.
37409	ED	FGTE	Eastfield TMD, out of service, attention to wheels/tyres.
37410	ED	FGTE	On route 2Z01, 1409 Fort William - Glasgow QS.
37411	TI	FABT	Tinsley TMD, waiting for repairs to compressors.
37412	LA	FJLL	Laird TMD, waiting maintenance after complete power loss.
37413	ED	FGTE	Oban. Allocated 7D21, 1705 Oban - Mossend.
37414	LA	FJLL	St. Blazey.
37415	IS	FGUV	Falkland Yard. Allocated light then 1064 to Ayr.
37416	IS	FGUV	Inverness (last working was 1H15, 1803 ex Glasgow QS on 27/3)
37417	IS	FGUV	Inverness TMD.
37418	IS	FGUV	Georgemas Junction, allocated 2H75 to Thurso, 2H76 return.
37419	IS	FGUV	Muir of Ord.
37420	IS	FGUV	Dingwall.
37421	IS	FGUV	Inverness Yard.
37422	TI	FABT	Buxton.
37423	ED	FGTE	Eastfield TMD. Allocated 7Y33, 1745 Mossend - Fort William.
37424	ED	FGTE	Fort William (had worked 1Y01). Allocated 6D04 to Mossend.
37425	TI	FABT	Tunstead.
37426	IM	FPBC	Immingham TMD, out of service, bogie attention.
37427	CF	PCFA	On route 1V17, 1715 Liverpool LS - Cardiff.
37428	CF	PCFA	On route 1M80, 1610 Cardiff - Manchester Piccadilly.
37429	CF	PCFA	Shrewsbury, allocated 1J33, 1855 to Aberystwyth.
37430	IM	FPBC	Glasgow Works, 'F' exam. Expected to be OK by 11/4.
37431	C2	PCFA	Canton TMD, out of service with traction motor faults.

Compared to our usual reports which are done during the early hours, it is surprising to see how many of the 4's are apparently spare. This is certainly a rare luxury for Eastfield as the following dictate shows. Of the 11 loco's in the FGTE pool there were only 4 in service on 8/3. 402 and 410 were at Glasgow Works, 403/404/405/413 were all on repair at Eastfield and 406 was waiting for a 'B' exam. Of the 4 left in service, 401 was on the Fort William 'Sleepers', 409 was at Fort William for 7D19, the 0951 Corpach - Mossend although this itself was a 'one journey only' loco', 423 was on a West Highland ballast and 424 was on the bulk alumina train. The situation did improve dramatically the next day, with 4 of the above stopped 37's being back in traffic.

As mentioned in 'Regional View', 427 reopened the Cambrian Coast line on 28/2 after a session of ballast dropping with 6 hoppers. On the 3/3 the down CCE was double headed by 431+427 from Shrewsbury to Aberystwyth. 431 was used for a ballast working down the coast on the 4th and 427 for the 1520 Aberystwyth - Euston. The summer Saturdays will see only 2 additional loco' hauled trains on the Cambrian this year. These will comprise of 9 Mark I's from Derby and 2 x 37/4's. Both will go to Pwllheli leaving Euston at 2350 (Friday night) and 0940, arriving Pwllheli at 0927 and 1626. They will return at 0940 and 1656. Only the regular Cambrian Coast Express is expected to serve Aberystwyth and only 2 37's will be needed to operate these trains. Our correspondent also reports that because of delays to the class 158 the CCE will continue to be locomotive hauled until May 1992.

Despite its FGUV allocation, 37416 continues to be staple power 'up the middle' in Scotland (Glasgow - Inverness to the uninitiated). On the 24th March it was on 1H13 and on 30/3 it was on 1T36, the 0700 Inverness - Glasgow and 1333 return. Also on the 30th, 37401 worked the 0736 Edinburgh - Glasgow QS. On Saturday 17th February, 37407 was seen at Doncaster Works and 3/408 was just down the EMML at Peterborough.

A HIGHLAND FLING - 12/10/84 TO 14/10/84

With the onset of winter myself and three others decided to make our way to Scotland for a day on the West Highland line as the motive power around Leeds at this time was not very interesting. The move began by doing a class 45 to Manchester Victoria where we viewed 37052 acting as station pilot. This was followed by a DMU to Preston where we waited for the overnight Euston - Fort William (1507) which eventually rolled in behind an 86. We leapt on and managed to find some seats. After a few hours sleep I awoke at Motherwell station and decided to stay awake as it wouldn't be long before we reached Mossend Yard. We left the station and veered right past Motherwell TMD which housed many 37's and then proceeded down the line at a slow pace for about two and a half miles, coming to a halt at Mossend. The 86 was uncoupled and disappeared into the dark and then the 37 and ETHEL pattered out of the adjacent siding and backed onto our train. Shortly after being coupled up the signal turned to green and the unidentified syphon burst into life, leaving the yard and the Inverness portion behind. After a fairly short run we came to a stand outside Eastfield TMD and awaited a pilot loco. Eventually a blue 'splitbox' 37 appeared and after backing on took us down the bank into Queen Street. On arrival we bailed off to see which the two mystery loco's were; 37012 was the pilot engine and at the other end 37264 in what was to become revised blue livery. After wandering around the station for a while the ticket office was finally opened and we gained some validity. Returning to the Fort William train we headed out of Queen Street behind 264 with 37012 at the rear which banked the train as far as Cowlairst. We left 264 at Dumbarton and returned to Glasgow on an EMU. After obtaining some breakfast we wandered up the platform to find 37012 on the first train to Oban, which we did to Arrochar, then 37175 on the first Oban - Glasgow to Helensburgh, 175 making a spectacular departure from the station and leaving a thick cloud of black clag. Next was 37191 to Garelochhead for 37051 back to Dumbarton where we sampled a couple of Scottish fodder parlours before heading back to the station. 37112 arrived on the 1220 Glasgow - Oban which we did to Crianlarich for 37012 returning from Oban back to Glasgow. Now we intended to view the 1638 to Perth, and if this was rancid we could return to the West Highland on the 1650 to Fort William with 37108 at the helm. This turned out to be the right move as 37124 brought in the ECS for the Perth and as we walked down the platform a centre box 37 emerged from the tunnel and dropped onto the stock. A closer inspection revealed skirts, original black boxes and a liberal covering of dirt. It was 37265 & looked absolutely massive. At the appointed time we stormed out of Queen Street with 37124 banking, the sound inside the tunnel being totally mental. We agreed to go to Perth but the guard being rather unfriendly would not sell us an excess off our transcards. Reluctantly we left the train at Croy, watching 265 depart for Perth without us then after a short wait it was back to Glasgow on a DMU. 37012 was done yet again, on the last Oban as far as Garelochhead with 37124 banking, then 37112 back down to Dumbarton to cover the Fort William - Euston which was rumoured to be 37027. After a freezing wait on the station a headlight finally appeared out of the darkness and the 'splitbox' 37 rumbled towards us, but it wasn't 027 it was 37018. On arrival at Queen Street 018 was admired before the walk across to Glasgow Central for the 2355 to Bristol. The next I knew the train was standing in Stafford station having another ETH 47 attached as pilot for the trip over Cannock. We were supposed to have left the train at Crewe but as we had overdressed we carried on to Birmingham New Street. A trip was made to Nuneaton and back before deciding to do the 1616 Birmingham - York back to Leeds. Which ETH duff would this be? We stood on the end of the platform awaiting the light engine on its way to Oxley to pick up the stock for our train when suddenly a 37 appeared out of the darkness. It was 37064 and a quick word with the second-man revealed it was going to Oxley to collect the stock for our train. About 50 minutes later 064 arrived and we bailed on, unable to believe how lucky we were to have overslept. The machine provided an excellent run back to Leeds, obstructed only slightly by a herd of cows on the line near Burton-on-Trent, but still a fine way to end a memorable weekend.

Remember a few years back, when all the summers seemed warmer, and the skies were bluer, and the winters were colder and snowier? Well this is just a short yarn from an ex spotter of the day, now grown into a bored basher of anything bashable.

It was a classic summer evening.... sun low in the sky, birds looking for a place to spend the night. The only sounds were children playing on a nearby park and the evening trainload of cripples and condemnations grunting and clanking through the station behind the inevitable Brush Type 2 on their final journey to Temple Mills, when from the yard appeared a piece of English Electric magnificence known as a class 37.

Nothing seemed out of place at first, the usual amble out of the yard at around 15mph, light engine off a vacuum braked train from Whitmoor. The March crew were peering anxiously through the cab windows wondering if their relief would be ready for them so they could get the fast home, instead of the railcar an hour later via Cambridge. The relief crew were ready and waiting as usual, but tonight was special, tonight was going to be good.

The up postal had been declared a failure at Stowmarket, and the loco' was being replaced here by the item standing in the middle road. Around 8 o'clock the disgraced 47 spluttered round past the yard and the recent arrival from Whitmoor, and wandered into the platform. Quick as a flash the shunter was down, steam and air pipes split from the train, shackle off. Into the tunnel she went to return via platform 3, to await a well disposed fitter who was looking for a job to do. Now the fun started. The signalman pulled off the peg, and from my vantage point by the footbridge I saw the old driver who would look more at home on a 'Brittania' grasp the handle of smoke and noise and almost throw it out of the secondmans window. Nothing occurred for a few seconds as the loco' tried to comprehend what the lunatic driver wanted it to do, and then all of a sudden a great roaring filled the air, and clouds of black dirty clag fought for space under the footbridge. And then she was gone, almost slipping on the damp rails but just keeping the right side of overloading and trying to do it all over again.

She wandered out of the tunnel, the last few puffs of smoke clinging to the underside of the footbridge only to be dispersed by the warm breeze. There was the usual metallic clunk as the loco' buffers came into contact with the buffers of the Mk 1 van at the front of the train, and the shunter was under again doing the same as before but in reverse, shackle on, steam pipes and hoses joined in a matter of seconds. The platform staff and guard alike were anxious to get the train away close to time and at last a green light was held above the heads of the receding postmen, their work done for a while. My stomach was knotted with anticipation at the thought of the driver giving the old girl all she'd got in an effort to regain a few of his lost minutes. The driver grinned down from his throne of power and shouted "if you thought she was good light engine, you aint seen nothing yet!" With that, he did a similar thing as before, but with a heavy train behind her the loco' was having none of it. Great clouds of smoke issued forth from the exhausts, each burst in time with the slipping as she got to grips with the train, a deafening roar numbing the senses and the brain as she lost all power and got it back in a huge burst of noise and smokemaking. You'd have thought the world was at an end. She was really getting down to it as the old Mk 1 buffet car passed the end of the platform, not slipping anymore, you could tell that by the rapid acceleration of the train as it disappeared into the tunnel. Then she was gone.

Could this have been the same 37260 that I saw in amongst the weeds and mud in the confines of Doncaster works, left like a discarded toy among the 08's, 31's and 47's awaiting their fate? Her fate was already sealed, however, you could tell that by the state of the old girl. Faded paint, shorn of nameplates and any re-usable parts. No, she wasn't the same. First time round it was a railway, now it is more like a once proud animal trapped in the nets of bureaucracy and red tape that make up the bullet that will tear out the heart of this one time noble beast ... sectorisation.

The above was kindly donated by somebody who wishes to remain anonymous. My thanks to you whoever you are. Please note that the authors views should not be accepted as the views of 'The Class 37 Group'.

The S & C Syphon

It was Friday 19.1.90 that I first learnt of BR's intention to use a 37 on the Settle and Carlisle 'specials', and with the news that 37078 should be doing the next days Swansea - Carmarthen 'Ruggex' also on the agenda that night it is hard to remember which I thought was the more significant at the time. On reflection it was probably the former, as it seemed the powers that be had overcome their reservations about the unruly element of our fraternity and had decided the gamble was worth taking. For this, those concerned must be applauded and I think I am correct in saying they were rewarded with a completely trouble free day. It is perhaps worth mentioning that those people who have so damaged the 37 bashers image are also thought to have been responsible for the lack of class 37 hauled trains to Skegness during the summer of 1989, and indeed probably the whole of the Eastern Region. Enough said on this subject, lets move on to the day itself. Right from the beginning 37104 was professed to be the chosen loco' although on most occasions it was mentioned in the same breath as 37071 from the same sector. As the day drew nearer other numbers were predictably mentioned including 37106, and even the night before a 'scare' story began to circulate that 104 (by now the established favourite) might not be released from an exam in time and the only available alternatives were 37407 and 37408. The use of either of these two would certainly have led to an interesting test of class loyalty! As it happened, there was no problem with 104's availability and on the morning of Saturday March 10th she arrived in Leeds having come light engine from Tinsley, although it was not until about 0815 that she finally rounded the curve into the station and backed onto the train. This particular item is one of those that has recently been repainted into the battleship grey of the departmental sector and it made quite an alien sight. I suppose in a way it's quite attractive, and almost looks blue from a distance. Perhaps we should run a competition to see which livery of the many different variations used in recent years people find the most attractive?

The heat loco was 47436 and the plan was to let the 37 work alone until it got late. This worked fine from Leeds, where the departure was made at a rather leisurely pace as one could probably imagine, and Shipley but the 47 was needed to help out from Keighley where it seemed most of the world alighted. There was still a healthy compliment of people aboard, however, and these numbers were swelled at Skipton and Settle by people who had travelled south on 20905+20906 on the 0634 from Carlisle. Anybody who bailed at Settle will be pleased to know that they would have just made the 37 at Skipton! Once away from Skipton and Settle we proceeded out into the wilds of the real S & C. There was plenty of noise coming from the two loco's at the front of the train, as well as some musical accompaniments. This route is now becoming a well trodden path for modern traction bashers and such well known places as Ribbleshead Viaduct, Blea Moor Tunnel, Blea Moor signal box and loops and Dent Head Viaduct came and went. Dent station, as well as being the highest must be one of the most remote in the country, the isolation of which cannot really be appreciated by rail, and the mystery of how the 2 CV got up the hill to the station has still to be solved! After a riotous departure from Dent it was full power northwards as we headed for the next 'main' station - Appleby. The weather was a mixture of low cloud and drizzle and a little patchy sun. The cloud concealed the tops of many of the hills and mountains along the route. Once past Appleby the area flattens out again for the final 30½ miles to Carlisle. Arrival time is scheduled to be 1115 and we were about 10 minutes late on arrival. This still left plenty of time for the loco's to run round ready for the return working at 1242. Onto the return run now, and there was a small delay of about 3 minutes at Appleby as we arrived simultaneously with the 20's which were running rather late. In theory this should have been a 33 minute connection. Most people had already alighted from the bombs at Kirkby Stephen anyway, not risking the tight connection and the willingness of BR to hold them. It was after Kirkby that the train should have been at about its fullest (excepting all the Metrocard holders who would pile on at Keighley) and although there were a few standing passengers it was not as uncomfortably overcrowded as what might have been expected, and not as full as what some of these workings have been. This was somewhat surprising as 104 is pretty big in bashing terms, having only been to Yarmouth and Liverpool Street once each I believe in recent years.

We kept very good time as we retraced our steps south, although this had been the case on the outward run also. It was good to hear 104 make an unassisted departure from Keighley as we began the last stage of the journey into Leeds. As we neared our destination strange rumblings started about a 37 working an additional train from Manchester to Oldham round the loop, probably to do with the football match, and the final part of 104's adventure is therefore a bit blurred. Needless to say we made the fast move to cover this additional, and needless to say it didn't work. I am told the loco would have been 37505 (ex 028) and that the reason the train didn't perform was because there was no stock, but at least we had had a good day out with 37104.

As I said at the beginning, it appeared to have been a trouble free day, so let's hope that this may be a sign of more fruitful times to come?

The following table aims to show the performance of the 37 up the 'long drag' which covers most of the line between Settle and Ais Gill. The first column shows the location, the second the timings and the third either the average speed or booked time. The line speed maximum in most places is only 60 mph.

SETTLE	0:00		MP 259	32:47	60
MP 237	1:01	29.5	Ais Gill	33:35	56.25
MP 238	2:24	43.3	MP 261	34:49	56.9
MP 239	3:29	55.3	MP 262	37:35	
MP 240	4:33	56.25	MP 263	40:43	
MP 241	5:32	61	MP 264	43:10	
MP 242	6:30	62.1	MP 265	44:26	47.3
HORTON	7:42/8:40	(10)	MP 266	45:35	52.1
MP 244	11:18	45.6	K.STEPHEN	47:20/47:53	(51)
MP 245	12:27	52.2	MP 268	49:47	75(?)
MP 247	14:42	53.3	MP 270	51:46	60.5
MP 248	16:15	38.7	MP 271	52:42	64.3
MP 252	21:49	42.2	MP 272	53:38	64.3
MP 253	22:54	55.3	MP 273	54:30	69.2
DENT	23:55/24:29	(27)	MP 274	55:19	73.5
MP 255	26:51	51.4	MP 275	56:06	76.6
MP 256	27:49	62.1	MP 276	56:54	75
GARSDALE	28:52/29:44	(32)	MP 277	57:55	59
MP 258	31:47	51.4	APPLEBY (arr)	58:48	(64)



37104 leads 47456 and train at Kirkby Stephen on 1E11, the 1242 return from Carlisle, on 10.3.90. It carries an embossed ER & depot loc's and white numerals on its departmental grey livery.

Photo by Steve Keeble.

ANGLIA

ELY: Actually running to time for a change, 4L97 was seen passing through Ely at 0855 on 17/3 with 37272+198 in charge. This is the 2054 (FO) Coatbridge-Felixstowe.

IPSWICH: Most unusually, 37140 worked 1E98, the 2300 Liverpool Street to Peterborough vans on 29/1, this train operates via Ipswich. 37796 (CF) reached the town during the morning of 16/3, it was seen hauling a single bogie tank through Stowmarket about 0930. A weeks photography around the Ipswich area showed that a large percentage of Tinsleys Speedlink fleet can be observed over a relatively short space of time. 013+252, 019+178, 031+358, 073+087 and 209+298 were all seen during the morning of 13/2, with 219 on the Leiston-Ipswich cement and 37197 (CF) on a short metals working. The next day 015+198, 194+242 and 272+285 were noted while on the 15th it was back to 013+252 and 209+298. Visually the most interesting working was on 16th when 055+271+019+178 rounded the bend at Westerfield on 4M47 from Felixstowe running 2½ hours late after the failure of 019+178 at the terminal. Also about on 16/3 were 015+198. Later that afternoon 019 was noted heading a northbound Speedlink alone past Bramford, suggesting that 178 had been the cause of the mornings problems. 37222 (CF) was on the 1015 Ipswich-Toton coal on 17/2.

LEISTON: Another very unusual working, 37219 turned up with 47430 and a track recording coach on 15/3 at this East Suffolk outpost. Staple power for the cement working to Ipswich during the week commencing 11/2 was 37219, although 37216 is the only alternative at the moment anyway. Although not booked away until about 0930 observations show that a path is available enabling it to leave about 0800 if the driver is ready in time.

LOWESTOFT: 37116 worked the freight trip from Norwich sometime during February or March, unfortunately the letter got lost in the post along with the exact details.

SNAILWELL: 37693 arrived at the scrapyard on a special 6237 on 24/2. This was quite an eventful weekend for it as its transfer to Eastfield was effected on 26/2 by sending it north on a freight diverted via the Settle & Carlisle line!

EASTERN

BARNETEY: An interesting procession of 37 hauled trains working through this location on 16/3 were as follows: 381+377 at 0947 (e/b empty iron ore); 109 at 1052 (e/b steel); 225+106 at 1103 (e/b empties); 377+381 at 1122 (w/b loaded); 258 at 1211 (e/b loaded steel); 109 at 1213 (w/b light engine); 106+225 at 1228 (w/b loaded); 377+381 again at 1238 (e/b empties); 258 again at 1313 (w/b light engine); 109 again at 1334 (e/b loaded steel); 377+381 at 1402 (w/b loaded); 106+225 at 1420 (e/b empties) and finally 109 again at 1432 running westbound light engine.

BROOKHOUSE on the old South Yorkshire Joint line was witness to 354 travelling south on the Middleton Towers - Worksop (via Doncaster) sand at 1430 on 20/3.

CHESTERFIELD: Seen passing through on 9/2, with the times in brackets, were: 506 (0917), 222 (0922), 513 (1007), 255+004 (1015), 054 (1040), 512+511 (1218), 184 (1306), 222 (1343), 019 (1353-56), 506 (1440), 505+503 (1511). On 23/2 it was the turn of the following: 512 (1015), 508 (1027), 505+503 (1039), 070+227 (1046), 232 (1058), 520 (1115), 521+518 (1205), 217 (1255), 254 (1306), 582+687 (1445), 513+667 (1522) and 512 (1531). I have omitted the train details, the aim here being to show the variety and frequency of trains with 37 power at the helm.

DONCASTER: Stabled at the depot on 17/2 were 37407 (in mainline livery) and 37888. Visible in the works area were 37133 and 37239. On 3/3 37217 and 37184 were seen in the area, and on 13/3, 37063 was seen working through the station with a southbound Speedlink train at 1025. 37244 was on the depot at midday on Saturday 17th March, however, it had migrated to Retford for ballast work by 1715.

GRANTHAM was host to 37106+225 during the morning of 17/3, however, these too travelled south and had reached Peterborough by early evening.

PETERBOROUGH: 37408 was here on 17/2. On 3/3, 37709 was stabled at Peterborough all day and 37212 was seen passing through with the Hythe-Toton Coal (6N05).

SCUNTHORPE: Seen passing through the station between 0750 and 0920 on 29/1 were 048 at 0805 light engine, then w/b on a loaded coal train at 0833; 184 at 0848 w/b light engine; and 10C with an empty steel working. On Saturday 27/1, 37048/058/100 and 227 were stabled at Frodingham.

WORKSOP: Stratfords 37218 was present shunting loaded sand PBA's for the Harworth Glass plant on 24/1. These travel on the Middleton Towers - Doncaster/Monk Bretton sand train which has again reverted to 2 x 37 operation. Other 37's noted on this working have been 218 again on 1/2, 144 on 22/2 and 15/3, and 354 on 16/3. On each occasion it was noted at Worksop between 1520 and 1600.

MILAND

BUXTON: Stabled at 1000 on 8/3 were 687+682 and 684+680, but by 1530 these had all disappeared to be replaced by 411, 678+676 and 683+685. 684+680, 411 and 425, the latter both solo, were the only examples noted working in the Peak Forest area.

CAMBRIAN COAST LINE: This was closed on 26th and 27th of February between Barmouth and Harlech due to the sea wall being washed away at Llanaber. The line was re-opened during the hours of 28th by 37427 + 6 ballast hoppers dropping ballast along the line. For other Cambrian news, please refer to this month's 'Electric Times'.

CARLISLE: 37188 was on the Upperby overhead line maintenance train on 14/2 following damage to the wires north of Carlisle. Noted at Carlisle during 37104's layover on 10/3 were 109 with 2 metals wagons from the north and 37099 running light from the south, both seen within about 10 minutes.

SCOTLAND

BEATTOCK: 37026+170 were seen running northbound light at 1525 on 1/3 from the A74.

CRAIGENTINNY: 37406 was seen at 1105 on 24/2. This was about to work a special 1245, 1125 from Edinburgh to Fort William with a set of Bounds Green stock.

DUNDEE: 37261 was stabled for the duration of a visit on 24/2 between 1245 & 1450.

EASTFIELD: 37240, newly painted in Departmental grey was present at 1345 on 2/3 along with 404 in mainline livery and 406.

MOTHERWELL: An unusual visitor stabled at the depot on 6/1 was 37504 'British Steel Corby'. This is the former 37039 and featured on the cover of the last "Syphon".

PERTH: 37175 was seen piloting 47492 on the late running 1142 Edinburgh-Inverness on 24/2. On Monday 26/2, 37415 was stabled with engine running between 0730 and 0820 in mainline livery with mini ploughs. It had been on PW duties the previous day. On 27/2, 37359 passed through with an empty petroleum working southbound, arriving at 1530 and leaving at 1645, while 37707 was on a s/b Inverness - Mossend 'Speedlink' also arriving around 1530, and leaving at 1630. The next day 707 & 708 were paired on the same working and 417 was stabled. On 1/3, 37019 (TI) graced the City between 1531 and 1538 on an Aberdeen - Willesden 'Speedlink' while 707 was on the same as the previous two days, and finally on the 2/3, 37196 arrived at 0815 on a n/b departmental working, leaving at 0840 after being recessed.

SOUTHERN

ASHURST: The following 37's have been used on the 6045 (0250 Cardiff-Hamworthy) and 6V99 (1453 Hamworthy-Cardiff) between 23/1 and 21/3, in numerical order: 197 (7/2 & 15/2); 254 (5 & 20/2); 278 (23/1); 350 (19/2); 710 (5/6/8/9 of March); 711 (8/12 of February); 714 (25/1); 715 (1/2 of March); 716 (21/3); 719 (9/2); 883 (26/2); 884 (2/12/13/15 of March); 885 (23/2); 886 (14/3); 905 (29/1).

HORSHAM: On 17/2, 37213 (CF) was seen passing through Horsham at about 1005 with the 0330 Didcot-Hove speedlink coal train, diverted due to engineering work on the Brighton main line. Our correspondent is pretty sure that this is the first time a 37 has been south of Horsham. This is the same working which 37217 is pictured on the following week on page 14 of 'Rail' issue 118.

WESTERN

ABBOTSWOOD JUNCTION: 37263 was seen hauling a dead HST northwards on 20/3 at 1241. This working was also seen crossing the M4 near Bristol but neither correspondent was able to identify the working. Also at Abbotswood on 20th were 37078+290 on s/b 'Gulf' tanks at 1300 and 37264 at 1328 on the n/b 9B20 departmental working.

BRISTOL: 37012+378 were on w/b tanks through Parkway at 1738 on 12/3.

CHELtenham: 37902 was on a s/b steel service at 1340 and 37510+519 a n/b steel at 1411 on 13/2. On 19/2 37263 was seen at 1541 on a s/b engineers service while a long session on 14/3 yielded the following results: 502+509 passed through at 0739 with the s/b 6V67 steel service, returning north at 1311 on 6E47; 213 headed south at 0937 hauling 47585 and 47815; 885 s/b steel at 0951; 038 on s/b steel empties at 1035; 146 at 1132 on n/b engineers; and 273 at 1615 running light engine north.

GLOUCESTER: 37146 and 37273 were both stabled here on the mornings of 6/3 and 12/3.

HEREFORD: 37701 passed the stabled 37141 at 1152 on 5/3 with a w/b 'Cawoods' service.

NEWPORT: 174/230/372/719/796 & 905 were the only 37's stabled at 1300 on 3/3.

WORCESTER: 37294+248 were on a n/b tank train at 1144 on 20/2, shortly followed by (the real?) 60009 'Union of South Africa' on a test run. On the 28/2 37902 was seen on the s/b 6V43 steel service at 1146, while at exactly the same time on 7/3 37146 was on a n/b engineers service. Finally, 37273 was stabled in the station on 21/3.

Passenger Information

Here we go for this months review of which non ETH fitted 37's have been used on passenger trains.

24.2.90	37175	1142 Edinburgh-Inverness (?-?)
2.3.90	37218	1110 Cambridge-Yarmouth (Cambridge-Norwich)
3.3.90	37015	1650 Manchester Victoria-Rochdale
		1733 Rochdale-Manchester Victoria
		1758 Manchester Victoria-Blackburn
5.3.90	37196	2355 Inverness-Edinburgh (Stirling-Edinburgh)
		1333 Glasgow QS-Inverness (Dunkeld-Inverness)
6.3.90	37707	1930 Inverness-Euston (Aviemore-Perth)
9.3.90	37196	1135 Edinburgh-Inverness (Blair Atholl-Inverness)
10.3.90	37240	0722 Dundee-Edinburgh
	37104+47456	3825 Leeds-Carlisle (1M09)
		1242 Carlisle-Leeds (1E11)
11.3.90	37178	1411 Colchester-Norwich (Halifax Junction-Ipswich)
13.3.90	37888	1223 Newcastle-Liverpool (Ashburys -Liverpool)(1M39)
15.3.90	37240	0855 Dyce-Glasgow QS (1T14)
	37212	1236 Swansea-Paddington (Cardiff-Paddington)
16.3.90	37198	1400 Glasgow C.-Euston (near Motherwell-Carstairs)
17.3.90	37175	1220 Glasgow QS-Haymarket (Ruggex/1270)
		1645 Haymarket-Glasgow QS (Ruggex/1274)
21.3.90	37170	1714 Glasgow QS-Edinburgh

Let's start this months narrative with further details of some of the workings shown in the March news-sheet. Starting at the beginning, on 29/1 37019 was needed to work the diverted and extended 0910 Euston-Birmingham New Street from Nuneaton to Wolverhampton due to overhead line damage at Lea Hall. On 1/2 37178 dragged a DMU on the 1135 Carlisle-Newcastle while there was interesting motive power on the 1200 Plymouth-Manchester on 6/2. The 47/8 in charge failed at Abbotswood and was pushed into Worcester (where it is not booked to stop) by 37254 from where 37280 took over to Birmingham New Street. This service was diverted via Worcester due to floodwater in the Abbotswood area. On 7/2 86259 failed at Stowmarket while in charge of the 1800 Norwich-Liverpool Street. After a delay of about an hour it was rescued by freightliner pair 37194+242 which worked the train through to Colchester where it was capped. Although the 86 was failed its pantograph stayed up for heating and air conditioning. 194+242 then returned to Ipswich as they were needed for a 'liner and the return working was entrusted to 47346. The bad weather on the night of 12/2 led to the working of two 37's. Firstly 37025 worked the 2205 Euston-Aberdeen

from Glasgow Central to Aberdeen. It had been diverted to Central because of snow and gales at Beattock and had been worked from Carlisle by 47354 via the GSW 'Kilmarnock' line. For the same reason the 2350 Glasgow-Euston was dragged back from Beattock to Glasgow Central by 37170 where the train was terminated. On the 15/2, 37207 banked the 1900 Worcester FS-Birmingham New Street DMU up the Lickey incline, an event that happens when the unit is not considered to be in good enough condition to get up alone. On 20/2, 37145 dragged the 0657 Coventry-Edinburgh back from Oxenholme to Preston because 85105 had brought the wires down at Shap on a freight service. The same day the 0857 Liverpool-York sprinter service was capped at Liverpool but the passengers at Manchester rioted so much that 37883 was used on a Manchester-Bradford train running in the path of this service. The next day (21/2) 37184 almost worked after 47475 failed at Huddersfield on the 1820 Newcastle-Liverpool. In the end 184 went forward ECS to Liverpool. On 23/2, 37274 assisted the 1230 Plymouth-Paddington from Reading to the capital, 47806 had been working with isolated traction motors from Exeter. Also this week 37707 worked at some time on the Highland mainline and 37708 worked in the Aberdeen area. 37184 worked the 0645 Leeds-Kings Cross on 26/2 due to wind damage to the wires and we conclude our look at last months gen with the second 1990 Welsh rugby day. The night before it was confidently assumed that 37248 would work the 1620 Cardiff-Carmarthen forward from Swansea, after all it was shown on TOPS as allocated to the train. The failure of 37012 on an oil train in the Milford area on the Saturday, however, meant that 248 had to go and assume its more usual role and it was replaced with 47599. Now as could be imagined, this move did not go down too well but as the time grew nearer it was a comforting sight to see that 37038 was actually in position and 47599 was still at Margan and as events ran their course 038 happily took the train forward. There's not much (if anything) I can add to the feature in the February "Syphon!", so I won't bore you all with another rendition of what it's like to have a 37/0 to Carmarthen and back, but this time it was actually booked to return as a passenger service instead of ECS. There appears to be some confusion with regard to events in Anglia on the morning of 26/1. Although 37059 was allocated on TOPS to work a morning up train from Ipswich to Liverpool Street, it did not actually go. Instead 37140 was used on the 0848 from Ipswich (as correctly shown in the February "Syphon!") although there are conflicting reports as to whether this train started from Norwich as a DMU service or a bus substitution.

Turning now to this months workings, 37175 was seen piloting 47492 at Perth on 24/2, running about 70 minutes late. Although both loco's were working the syphon was doing all the work. 37218 dragged a DMU between Cambridge and Norwich as shown on 2/3 while 37015 substituted for a non available one on 3/3. It returned ECS from Blackburn. Also on the 3rd March it was widely rumoured that 37713 worked the 1807 Manchester Victoria - Southport but it now appears this was a special ECS working to Edge Hill. The same day 37261 worked a Dundee - Edinburgh 'Rugger' in Scotland. There was more than one 37 on the Settle and Carlisle line on 10/3. As well as 37104 on the special pilot workings, 37411 was employed on Pathfinder Railtours 'Pennine Wanderer', a tour that also included 26041 on the Warcop branch.

On Sunday March 11th, 86259 failed just to the south of Halifax Junction on the approach to Ipswich while working the 1411 from Colchester to Norwich. 37178 was following on a ballast and pushed the failed passenger train through the tunnel and into Ipswich station. Here a pair of 86/2's were split and 86620 worked the train forward to Norwich. On 13/3, 47407 failed whilst working 1M39 to Liverpool at Ashburys, this resulted in 37888 'Petrolea' working forward. On 15/3, 37212 worked the 1236 Swansea - Paddington HST forward from Cardiff, and 37240 worked throughout on the 0855 Dyce - Glasgow after the 47 failed at Dyce. The next day, and still in Scotland, 37198 came to the rescue of the 1400 Glasgow - Euston near Motherwell. 90034 had a damaged pantograph and required a tow to Carstairs where both locomotives were replaced by 87011. Also during the week ending 17/3, 37232 was used on a Dearne Valley loco hauled diagram after the failure of a 31/4. Another 'nearly working' occurred on Saturday 17/3 when 37131+37429 were allocated to the 2119 Cardiff - Paddington, vice HST. They were subsequently deallocated at about 2050 and replaced by 47847.

This article has kindly been supplied as a follow up to the tale of '37109' in the February "Syphon," and relates to the use of 37217 the next day, 30.8.88.

I was due to start at college on the 5th September 1988, so I thought I would blow all my spare money on an 'All line' for a week beforehand. I should explain that my enthusiasm for 37's is shared with that for Roarers and class 20's - which aren't supposed to work passenger trains anymore (and class 40's, but obviously they are not in traffic anymore). Much of the week was spent on those 'old' electrics - I can remember 'real' 37's on passenger turns and therefore do not regularly frequent the North & West route!

On the day that 37097 was performing in Scotland along with 37109, I travelled north on 85022 on the 1520 Euston-Carlisle relief. At Preston I was told that 37217 was allocated on the infamous 1B29 and I therefore decided to continue to Carlisle, adjourn to the Friars public house and then venture forth into Scotland.

On arrival back at Citadel station I was informed that 217 had been used on the evening Edinburgh-Dundee loco' hauled turn and that 37097 was now allocated to 1B29. I boarded 1587 at Carlisle and at Carstairs 097 was duly attached to the back of the train. We were then taken the 27½ miles to Waverley in what can only be described as an average performance.

It was then discovered that 217 was now at Perth and was looking hopeful for the mornings 1J16, the 0655 Dundee-Edinburgh. A choice of overnights saw some people go to Carlisle (more on that later!) but the majority to Perth to doss in the stock for 1J16. A phone call to control at about 1am brought the news that 217 was indeed to work 1J16.

Despite being reassured that we would be allowed on the ECS, and therefore deliberately overdossing for the 'Aberdorian' sleepers, we were thrown out at about 0600 and then left with a plus 7 at Dundee off the 0625 Perth-Aberdeen. Needless to say it made, with enough time to inform certain persons of the impending departure of one of their required 37's! A further phone call revealed that 37070 was allocated to the 0706 Perth-Edinburgh (2B52), a 47/7 one-off turn that occasionally produced a 37 in the summer of 1988. By departure time most of the front coach was inhabited by enthusiasts and by Kirkcaldy the regular commuters were standing. An impressive run was enjoyed by all, though the start/stop nature of the train was not conducive to high speed running. At Haymarket some people alighted for the 1¼ miles of 'new' engine on 37070, ten minutes behind us but I stayed on to Waverley. I was well pleased with the run as it was my last piece of main line track in Scotland for a 37.

When 37070 arrived alongside 217 at Waverley, one person alighted who was not very amused at all. He had decided to go to Carlisle on the overnight and had been told 37217 was on the Perth-Edinburgh and therefore went to Stirling (he was trying to avoid 47's) only to see 37070 in new triple tone livery roll round the corner. He was so annoyed, especially when he discovered that all those on the Perth overnight had made the right move that he left on the next HST to Newcastle!

A check on the next moves of the two 37's revealed that 217 was going to Millerhill to resume its Speedlink coal duties and 070 was going light engine back to Perth. There being nothing further to interest me in Scotland, I departed south on 85023 on the 1015 Glasgow-Euston relief.

37097 worked 1B29 again on the evening of the 30th August and on the Wednesday, the 31st, 37070 worked an Edinburgh to Dunfermline and return evening 'footex'.

LATE GEN

13.3.90	37245	1525 Glasgow QS-Dyce (Stirling-Aberdeen)
20.3.90	37263	0815 Plymouth-Newcastle (Gloucester-Birmingham NS) - this is presumably the working referred to in 'Regional View' at Abbotswood Junction this month.
21.3.90	37242	1630 Blackpool-Euston (Colbourne Junction-Crewe)(86410 hit a cow)
23.3.90	37025	1525 Glasgow QS-Dyce (Montrose-Dyce)
30.3.90	37261	0933 Glasgow QS-Inverness (Perth-Inverness)(1H09)

* the mystery location for the 'big phot' is Carne Point on the Fowey Harbour line.

During 1986 there were a total of 80 class 37 workings in and out of the border city of Carlisle between the dates of May 17th and November 10th. The majority of these were over the Glasgow and South Western route via Dumfries and Kilmarnock to Glasgow Central. A couple of days on that route which stick in my mind from that year must be 27th June and 6th September.

Firstly, the 27th June. After covering the Wigan - Lostock - Preston diversions, which produced 20121+20188, we returned to Carlisle where on arrival we heard that 37263 was working the 1445 Glasgow to Carlisle and would return on the 1920 from Carlisle. As I was due to start a Freedom of Scotland that evening I thought that there was no better way of getting to Glasgow than with a Syphon. So off to Dumfries we went for the incoming train on which 37263 arrived as planned. At Carlisle '263' was named "MCNSTER" by a group of bashers, and then off we went to Glasgow. The syphon, not in to good of health, made it and my Freedom had begun.

On the 6th September, after having had 37215 and 37068 the day before, we decided to stick around Carlisle and cover the local trains. That day it was the 1055 Carlisle to Glasgow that created the most interest with 37087 having worked in on the 0740 from Glasgow and being booked to return. As Carlisle was suffering a lack of 47's the 0945 Blackpool-Stranraer looked promising. About an hour before departure of the 1055 to Glasgow, a local guard informed us that 37068 was booked for the Blackpool train forward from Carlisle. A day return to Ayr was purchased, the move being 37087 to Kilmarnock for 37068 to Ayr, a duff to Glasgow for 37087 back to Carlisle. Everything went to plan and a great days bashing was had.

My top 5 workings during 1986 are as follows, in reverse order.

- | | | |
|-----------------|---------|---|
| 5th. 37117 | 27.5.86 | After the failure of a 47 at Armthwaite on the 1040 Carlisle-Leeds, the syphon was sent to the rescue and surprisingly it returned on the 1605 from Leeds. |
| 4th. 37178 | 4.8.86 | Due to restrictions, loco' hauled stock is banned from the line between Carlisle and Maryport. The only way to have a loco' hauled train is when a DMU fails and on this day that happened, the 37 working to Whitehaven and back. |
| 3rd 37040+37115 | 12.8.86 | These are the only pair of 37's that I know to have worked a passenger train into Carlisle. After an electric failed on the 1930 Inverness-Euston at Kingmoor, north of Carlisle these two loco's were sent to assist into Carlisle. |
| 2nd. 37003 | 27.5.86 | During the late afternoon there were overhead line problems north of Carlisle. No trains could go north or come south over this route, so until ETH 47's could be found Carlisle had to manage with what power it could find. Thus 37003 was booked for the 0834 Poole-Glasgow routed via Newcastle, Berwick and Edinburgh to Glasgow. I just missed that train and had to take 25249 to Newcastle. In the other direction, 37102 was sent to rescue an electric which was stuck between Carstairs and Carlisle, while 37013 left Carstairs with the Glasgow to Nottingham and proceeded via Edinburgh, Newcastle and York, missing out Carlisle. |
| 1st. 37509 | 23.8.86 | This was a turn up for the books as no refurbished 37's (except 37/4) had worked a passenger train out of Carlisle. As the train was the 0555 Carlisle-Glasgow, not many witnessed it. The loco' was booked for the return but was failed at Glasgow with a jammed drivers door. A 47 was substituted but also failed and 37027 was booked for the rest of the diagram. |

These are what I consider were the best workings of '86', but I have included a list of all workings from 17.5.86 to 10.11.86 so you can formulate your own opinion.

The list is as follows, and is in numerical order.

37003	27.5.86	1S39	0834	Poole-Glasgow		
37012	3.9.86	1M01	0740	Glasgow-Carlisle	/ 1S65	1055 Carlisle-Glasgow
37014	6.9.86	1A73	1500	Carlisle-Euston		
37022	26.8.86	1M02	0945	Glasgow-Carlisle		
37024	7.8.86	1M06	1100	Stranraer-Euston		
37027	23.8.86	1M02	0945	Glasgow-Carlisle	/ 1S37	1355 Carlisle-Glasgow
		1M56	1730	Glasgow-Carlisle		
37032	19.8.86	1S88	1755	Carlisle-Glasgow		
37034	17.7.86	1M01	0740	Glasgow-Carlisle	/ 1S65	1055 Carlisle-Glasgow
		1M89	1545	Glasgow-Carlisle		
37040	12.8.86	1M01	0740	Glasgow-Carlisle	/ 1S65	1055 Carlisle-Glasgow
		1M89	1545	Glasgow-Carlisle		
	25.8.86	1M16	1930	Inverness-Euston	(Kingmoor-Carlisle paired with 37115)	
37041	21.5.86	1S37	1355	Carlisle-Glasgow		
	7.8.86	1M89	1545	Glasgow-Carlisle		
37045	17.6.86	1S37	1355	Carlisle-Glasgow		
37050	10.11.86	2P01	0900	Carlisle-Skipcon		
37058	21.7.86	1S90	0555	Carlisle-Glasgow	/ 1M02	0945 Glasgow-Carlisle
37059	26.7.86	1M89	1545	Glasgow-Carlisle		
37068	5.9.86	1S90	0555	Carlisle-Glasgow	/ 1M02	0945 Glasgow-Carlisle
		1S37	1355	Carlisle-Glasgow	/ 1M56	1730 Glasgow-Carlisle
	6.9.86	1S91	0945	Blackpool-Stranraer		
37070	9.9.86	1M56	1730	Glasgow-Carlisle		
37074	26.8.86	1M18	0710	Glasgow-Euston		
37087	6.9.86	1M01	0740	Glasgow-Carlisle	/ 1S65	1055 Carlisle-Glasgow
		1M89	1545	Glasgow-Carlisle		
37098	31.7.86	1S65	1055	Carlisle-Glasgow		
37100	21.6.86	1M89	1545	Glasgow-Carlisle		
	27.6.86	1S37	1355	Carlisle-Glasgow	/ 1M56	1730 Glasgow-Carlisle
37102	27.5.86	1M??	1510	Glasgow-Euston		
37109	28.8.86	1M03	1345	Glasgow-Carlisle		
37115	26.8.86	1M16	1930	Inverness-Euston	(Kingmoor-Carlisle paired with 37040)	
37117	27.5.86	1E20	1040	Carlisle-Leeds	/ 1M72	1605 Leeds-Carlisle
	28.6.86	1M05	0745	Ayr-Euston	/ 1S47	0745 Euston-Glasgow
37131	5.7.86	1M01	0740	Glasgow-Carlisle	/ 1S65	1055 Carlisle-Glasgow
37142	17.5.86	1S90	0555	Carlisle-Glasgow	/ 1M02	0945 Glasgow-Carlisle
		1S37	1355	Carlisle-Glasgow		
37158	22.8.86	2E??	1850	Carlisle-Sunderland		
37170	12.7.86	1S91	0945	Blackpool-Stranraer		
	13.7.86	1Z37	1900	Stranraer-Crowborough	(Troop special)	
37171	20.8.86	1S88	1755	Carlisle-Glasgow		
37178	4.8.86	2P??	1717	Carlisle-Whitehaven	/ 2P??	1833 Whitehaven-Carlisle
37179	13.7.86	1M19	1410	Glasgow-Euston		
	14.7.86	1S37	1355	Carlisle-Glasgow	/ 1M56	1730 Glasgow-Carlisle
37194	29.6.86	1M56	1445	Glasgow-Carlisle		
37198	21.7.86	1S37	1355	Carlisle-Glasgow		
	23.7.86	1S37	1355	Carlisle-Glasgow		
37199	30.10.86	2P??	1220	Skipton-Carlisle		
37203	12.9.86	1M01	0740	Glasgow-Carlisle		
37203	13.8.86	1M01	0740	Glasgow-Carlisle	/ 1S65	1055 Carlisle-Glasgow
37215	5.9.86	1M01	0740	Glasgow-Carlisle	/ 1S65	1055 Carlisle-Glasgow
		1M89	1545	Glasgow-Carlisle		
37218	12.8.86	1M03	1345	Glasgow-Carlisle	/ 1S88	1755 Carlisle-Glasgow
37241	11.9.86	1M01	0740	Glasgow-Carlisle		
37250	14.8.86	2M??	1455	Middlesborough-Carlisle		
		2E??	1850	Carlisle-Sunderland		
37263	11.7.86	1M56	1730	Glasgow-Carlisle		
	27.7.86	1M56	1445	Glasgow-Carlisle	/ 1S88	1920 Carlisle-Glasgow
37426	4.9.86	1S65	1055	Carlisle-Glasgow	/ 1M89	1545 Glasgow-Carlisle
37509	23.8.86	1S90	0555	Carlisle-Glasgow		



These two photo's go with the last feature, 'Carlisle '86'.

ABOVE: 37068 arrives at Annan on 5.9.86 with the 0945 Glasgow-Carlisle. This was a particularly good day for Syphon enthusiasts as two of the Glasgow-Carlisle diagrams were being operated by 37's - the other being 37215 - instead of the booked ETH 47's.

Photo: Michael Gibson (37020)

BELOW: 37263, about to work the 1920 Carlisle-Glasgow (1S88) on 27th June 1986. The name "MONSTER" can just be seen on the side above the Scottie dog.

Photo: S. Brown (37167)





FRONT COVER: 37038 at Swansea at the head of the 1620 Cardiff-Carmarthen 'Ruggex' on 3/3/90. This train was originally booked for 37248, then 47599 before 038 came to the rescue. Carl Kcsbrook (37052).

THIS PAGE TOP: This photo was taken on the previous Welsh rugby day, 20th January 1990, and shows 37429 at Llandrindod while working the 0948 out from Swansea passing Central Wales unit S946. Andrew Gatten (37001).

THIS PAGE BOTTOM: Taken the same day as the cover picture, 37704 (ex 034) was caught on an MGR working in the Aberthaw area. Along with 37695, it spent the best part of an hour eluding the photographer but makes a fine sight here as it bisects a pair of Great Western lower quadrants. The Blue Circle cement works is in the background. Julian Shields (37100).

