

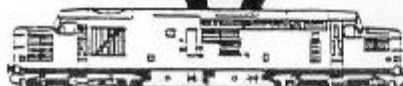
SYPHON!

THE MAGAZINE OF
THE CLASS 37 GROUP



JUNE 1990

37



THE CLASS 37 GROUP

SYNPHON:

THE CLASS 37 GROUP

NUMBER 24 - JUNE 1990

COMMITTEE

Chairman :	Mr S.Squires	
Editor :	Mr A.Garten,	1 Leggatt Drive, Bramford, Ipswich IP8 4ET
Treasurer :	Mrs J.Garten,	1 Leggatt Drive, Bramford, Ipswich IP8 4ET
Membership :	Mr N.Murphy,	3 Shelton Place, Beccles, Suffolk NR34 9YB
Sales :	Mr J.Dickinson,	7 Pine View Road, Ipswich, Suffolk IP1 4HS
Secretary :	Mr M.Barber,	2 Roughton Road, Thorpe Market, Norfolk NR11 8TE

REPRESENTATIVES

Technical :	Mr K.Fransham,	79 Shipstone Road, Norwich, Norfolk NR3 1JZ
Scotland :	Mr A.Donald,	3G Afton Road, Kildrum, Cumbernauld, Scotland C67 2DS

EDITORIAL

RAILTOUR: As you should be aware from last months newsheet the Groups first railtour is well and truly on the rails and a booking form is included with this months "Synphon". A history of what has happened so far is included in an article elsewhere this month so I shall not commit wholesale duplication here. I think it is important to emphasize that no money is being taken from, and there is no risk to, the Group funds as the direct cost of running this or any future railtours is being funded from the pockets of the railtour 'guarantors' - some of whom form a separate, informal committee from the main group.

In fact 'The Class 37 Group' has everything to gain, ie wholesale free advertising, discount to Group members which will hopefully attract some new ones, publicity, and most importantly money towards the Preservation Fund - providing the railtour makes a profit of course.

It is our hope that as many Group members as possible are able to travel on the train, and indeed their families as well. We will do all we can to make it a good, enjoyable and fun day out which will hopefully become an annual event in the Group calendar. Please come along if you can, and for those of you in the Southern half of the country please note there is a special coach service from Ipswich, Bury St.Edmunds (for town and A45), Bedford (for Thameslink) and Northampton Railway Stations. We hope to see you there - please book early to ensure you don't miss the boat - sorry train!

THE THIRTYSEVEN TRUST: While on the subject of railtours it seems a suitable point to introduce this organisation, for whom an advert is carried in this months magazine for 2 such trips. My understanding is that it is their aim to raise monies for the purchase of a class 37 locomotive through the operation of railtours alone, rather than by operating as a society as is the case with 'The Class 37 Group' and the 'Growler Group'. I am sure I will be corrected if I have misunderstood. As with all preservation movements we wish them the best of luck, and in addition I would like to thank them for their hospitality towards 'The Class 37 Group'.

THE CLASS 37 GROUP CONSTITUTION: This is available from the Secretary at the above address to anybody interested in possessing a copy. Please send a Stamped envelope.

SALES/OPEN DAYS: We have purchased more tee-shirts, but this time there is a mixture of both black with logo in white, and white with logo in black. As with the sweatshirts costs have gone up so we have had to increase the price as well, although this has been kept to 50p. We have been to open days at Bascot and Coalville - the weather causing a few problems at the latter. Our apologies to anybody who expected to see us at Doncaster, by the time we realised that we did not have a pitch reserved it was too late despite a number of 'phone calls in the 2 weeks prior to this event. We are definitely booked in at Gloucester (1/7) and negotiations are under way for Crewe Works (21/7) and Newport Station (28/7) open days amongst others.

MONTHLY DRAW: The winner for May was Diane Saunders - congratulations! The last draw in the present series will be in June and with 20 people entered it would seem quite successful. These draws will be continued and we have decided it is best to do six at a time rather than operate on a rolling basis, so the next series will begin with the first draw in July. If you would like to enter, send £6 to the Membership Secretary with a note of explanation. Half the proceeds go to the Preservation Fund and half to the prize money.

PRESERVATION FUND: The total on 4.6.90 was £2014:81. Thanks to a donation from Messrs W & M Halsey we have passed the £2000 mark.

NEW MEMBERS/RENEWALS: Another good month, and a big thankyou/welcome to the following: R.Willis (37013); Russell Barr (37037); Robert Gooding (37101); Mr I.Dobson (37132); Mr A.Mooney (37138); Simon Lee (37142); Mr N.Collins (37148); Mr G.Calver (37149); Mr M.Driscoll (37150); Mr S.Fennell (37151); Mr C.Redfearn (37152); Mr M.Halsey (37153); Master M.Halsey (37154); Mr T.Leverton (37157); A.R.Hawkins (37177); Mrs P.Denis (37188); Robert McKenzie (37189); Mr S.Bishop (37190); Mr C.Ball (37191); Mr H.Jarvis (37192); Mr A.McGovern (37204); Mr M.Game (37205); Mr J.R.Tilbury (37206); Andrew Harlott (37253); Andrew Wilkinson (37408); Mr P.Ives (37075).

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 sent to the Editor.

THANKYOU to the following for their contributions over the last 2 months: Keith Fransham, Michael Gibson, Maurice Barber, Steve Potter, David Wilson, Colin Wilks, Harry Egremont, Timothy Streten, Roger Parr, M.D.Havin, Phil Brooks, Alan Hawkins, Stephen Maloney, Maurice Green, Rob Fairhead, Stuart King, Kevin Green, Andy Harlott, John Forge, C.R.Edwards, Crispian Cousins, Colin Redfearn, Peter Fergie, Julian Shields, Jerry Dickinson, Andrew Donald and Nicholas Collins. Keep up the good work!

DEADLINE for the July newssheet will be Friday 29th July.

SALES

GROUP SWEATSHIRTS with logo on breast are available in the following sizes and colours: Small (grey only), Medium (green, blue, red, yellow), Large (red, blue, green, grey), Extra Large (blue, grey). £13:50
 Combinations of any of the above not in stock can be ordered for £15:00
 GROUP TEESHIRTS, * now available in white or black *, with split and centre headcode 37's on front: White - M,L or XL, Black - L or XL £6:00
 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) * available by post * £2:00
 'SYPHONS' - our first audio tape (as reviewed in 'Rail' issue 93) £3:50
 'SYPHONS - THE SECOND EDITION' audio tape £3:50
 BADGES & PENS - 30p NOTEPADS - 20p
 PHOTO's, 7" x 5" colour enlargements, card framed - 37036; 37116; 37178; 37263; 37285/012; 37263; 37405; 37427 £1:75
 PHOTOSTICKERS - 37011, 37012, 37026, 37055, 37081, 37107, 37116, 37159 35p
 37187, 37350, 37673, 37691, 37698

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 except class 27's which is 45 minutes, hence the relatively high price. Please state VHS or Beta when ordering.

Please include the following for postage and 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

Depot and sector reallocations during the period 27.4.90 to 1.6.90 were:

37008	FGET-FDET	37113	IS-ED	FGUV-FDUE	37403	FGTE-FDTE
37009	FGET-FDET	37114	IS-ED	FGUV-FDUE	37406	FGTE-FDTE
37013	FGET-FDET	37116		FGET-FDUE	37407	DCHA-FDTE
37015	FGET-FDET	37128	IS-ED	FGET-FDUE	37409	FGTE-FDTE
37019	FGET-FDET	37152	ML-ED	FMGM-DCHA	37410	FGTE-FDTE
37029	FGET-FDET	37154	IS-ED	FGJV-FDUE	37412	FJLL-FCLL
37031	FGET-FDET	37178		FGET-FDET	37413	FGTE-FDTE
37032	FGET-FDET	37185		FGET-FDET	37414	FJLL-FCLL
37045(ex 355)	FGET-FDET	37194		FGET-FDET	37415	IS-TE FGUV-FCY
37047	FGET-FDET	37198		FGET-FDET	37416	FGUV-PISA
37053	FGET-FDET	37209		FGET-FDET	37417	IS-TE FGUV-FCY
37055	FGET-FDET	37238		FGET-FDET	37418	FGUV-PISA
37057	FGET-FDET	37242		FGET-FDET	37419	FGUV-PISA
37059	FGET-FDET	37252		FGET-FDET	37420	IS-TE FGUV-FCY
37063	FGET-FDET	37261	IS-ED	FGJV-FDUE	37421	IS-ED FGUV-DCHA
37065	FGET-FDET	37262	IS-ED	FGJV-FDUE	37423	FGTE-FDTE
37068	FGET-FDET	37271		FGET-FDET	37424	FGTE-FDTE
37072	TI-CF	37272		FGET-FDET	37669	FJLL-FCLL
37073	FGET-FDET	37285		FGET-FDET	37670	FJLL-FCLL
37074	FGET-FDET	37298		FGET-FDET	37671	FJLL-FCLL
37077	FGET-FDET	37358		FGET-FDET	37672	FJLL-FCLL
37079	FGET-FDET	37401		FGTE-FDTE	37673	FJLL-FCLL
37088	ML-ED	37402		FGTE-FDTE	37674	FJLL-FCLL
37101	FGET-FDET	37403		FGTE-FDTE	37675	FJLL-FCLL
37107	FGET-FDET	37404		FGTE-FDTE	37096	FGZX-FDYX

FCLL - Railfreight (Trainload China Clay) Laira, Class 37

FDET - Railfreight (Distribution) Tinsley, Class 37

FDTE - Railfreight (Distribution) Eastfield, Class 37/4

FDUE - Railfreight (Distribution) Eastfield, Class 37/C

FDYX - Railfreight (Distribution) stored locomotives

37355 has been renumbered back to 37045.

Of the trio of 37/4's transferred from Inverness to Thornaby, 37420 was a bit slow coming south. It was still working off Inverness during the week commencing 28/5 but had reached Carlisle by 2/6 where it was seen working a Speedlink. Whereas the 37/4's were for so long allocated to just 3 depots - Eastfield, Inverness and Cardiff, they are now spread between no less than 7, with Laira, Inningham, Thornaby and Tinsley joining the afore-mentioned. Cardiff have gained another 'splitbox' member of the class and now have 012/038/072/078, and Eastfield's DCHA sector seem to be making an ever increasing collection. This departmental sector now has 10 to its credit, 087/088 152/153/156/170/175/196/240 and 421.

37062 has been removed from TOPS records, this loco having been scrapped after standing forlorn at Doncaster Works for some time.

LIVERIES: Newly reported during the last month are: 088/258 - departmental grey, 375/699/803 - triple tone Coal, 054/197/519/905 - triple tone Metals.

WORKS/REPAIRS/OVERHAULS

DONCASTER: It's been a busy time at the 'plant' during the last 2 months with 23 syphons having visited. On the 1st May there were 14 present together! Full details of the Works activity is as follows. 37's present at the end of the period on 1/6 are denoted by an *: 023 (engine repairs); 053 (engine repairs *); 054 (Intermediate *); 063 (generator); 087 (Intermediate); 098 (Collision damage *); 099 (engine repairs *); 133 (rectification); 162 (engine repairs); 197 (Intermediate *); 227 (main generator); 519 (light overhaul); 674 (light overhaul); 694 (light overhaul then rectification *); 698 (light overhaul); 699 (light overhaul *); 800 (light overhaul); 803 (light overhaul *); 891 (Collision damage *); 905 (light overhaul *);

Present at the Open Day on 20/5 were: 053/054/096/C98/197/519/694/699/803/891 and 905.

GLASGOW: The works has now released its first two Intermediate overhauled 37's, 156 of Eastfield and Thornabys 258. 37088 was present on 1/6 for a 'Light' overhaul, although this is a possible error on TOPS and should read Intermediate? The following have been present during April and May: 037 (fire damage *); 088 (Light overhaul *); 156 (Intermediate); 190 (fire damage *); 258 (Intermediate overhaul); 413/419/424 (all Light overhauls, all *); 430 (Light overhaul).

STRATFORD DRS: Another quiet period for the DRS, only 3 syphons are known to have visited. Tinsleys 37059 was present during May with traction motor related problems. Cardiffs 37898 which had been stopped since 24/10/89 with engine problems finally left during May but another Cardiff engine, 37797 which was stopped on 19/1/90 also with engine faults, is not due to be released until 30/6.

We finish this month's 'Newsdesk' with details of a few interesting workings/events/mishaps concerning the 37's during the last couple of months.

- 055 The 4Y81, 1928 Felixstowe South - Ipswich Saturdays only was powered by 37055+ 072+059+077 on 28/4, leaving Felixstowe about 1200. On arrival at Ipswich 055 fell off the rails completely at the stabling point adjacent to the station, and 072 was derailed one pair of wheels only. There was obviously not too much damage as they were out causing trouble on 8/5 when they provided the power (?) for 4M87 2038 Felixstowe South to Lawley Street. 072 shut down at Colchester but after restarting 055 lost power and the train was brought to a stand past Marks Tey. Once on the move again 072 shut down at Chelmsford and Ingatestone (restarted both times) and then shut down for good going down Brentwood bank with no water or sump oil. 055 carried on alone with 072 and freightliner in tow!
- 097 On 4/5 the 0600 Aberdeen - Kings Cross (1S12) was declared a failure at Little Mill (this seems a coincidence - see Passenger Info' for 3/4). 37097 was sent to assist the train forward but after a 2 hour delay and single line working round the HST a mobile fitter declared the set fit to continue.
- 101 failed just north of Barnt Green on 17/5 while working 6Y93 (0755 Mossend-Stoke Gifford). Departmental sector 37207 assisted forward from Gloucester.
- 167 3 days after being used to aid a Derby-Paddington steam excursion, Coal sector 167 was in charge of 4B96, a Margam-Pengam freightliner service on 2/5.
- 185 while in tandem with 079 failed at Chelmsford on 9/5 working 4M87 (see 055). On the plus side, it was taken off 6M64 (1250 Aberdeen-Willesder) at Arbroath on 17/5 to assist the 1248 Aberdeen-Edinburgh passenger service forward.
- 202 was a complete failure at Low Row on 4/5 while working 6S81 (1811 Tinsley to Mossend). 4Y329 was sent from Carlisle to work the train forward.
- 214 paused at Tyne Yard for a coolant refill on 2/5 while working 6F60.
- 904 was unusual motive power for the 1716 Cardiff-Gloucester vans (1B83) on 3/4.

LATE GEN

If you read the magazine in order from front to back, you'll be reading the late gen before the main gen! Anyway, some late entries this month are as follows.

- | | | |
|---------|-------|---|
| 5.5.90 | 37707 | 1803 Glasgow QS-Inverness (Glasgow QS-Perth) |
| 17.5.90 | 37185 | 1248 Aberdeen-Edinburgh (Arbroath?) (1B32) |
| | 37230 | 1638 Aberdeen-Dyce/1658 Dyce-Montrose |
| 2.6.90 | 37128 | 1040 Ayr-Carlisle/1400 Carlisle-Ayr |
| | 37216 | As for 37216 on 19.5.90 |
| | 37219 | 1810 Ipswich-Lowestoft/2005 Lowestoft-Ipswich |
| | 37698 | C503 Cardiff-Liverpool (Cardiff-Shrewsbury) - 37427 forward |
| 4.6.90 | 37235 | C752 Swansea-York (Newport-Birmingham NS) |

'THE THIRTYSEVEN TRUST' PRESENTS - THE Ffestiniog FLYER
BANK HOLIDAY SATURDAY 25 AUGUST 1990

ALL PROCEEDS TOWARDS THE EVENTUAL PRESERVATION OF A CLASS 37.

Travel the scenic North Wales coast line by special charter train to Llandudno for approximately six hour stay, or traverse the scenic Conwy Valley line to Blaenau Ffestiniog for a reduced stay in Llandudno of approximately three hours.

ROUTE

Outward: Rose Grove depart approx. 0800. Hapton, Accrington, Rishton, Blackburn, Mill Hill, Cherry Tree, Bamber Bridge Preston, to Llandudno arrive approx. 1200, Blaenau Ffestiniog arrive approx. 1300.

Return: Blaenau Ffestiniog, Llandudno depart approx. 1800, Preston, Bamber Bridge, Cherry Tree, Mill Hill, Blackburn, Rishton, Accrington, Hapton, Rose Grove arrive approx. 2200.

Note: Finalised route and timings awaiting confirmation by British Rail.

MOTIVE

Class 37 throughout, confirmed by Railfreight, subject to availability on the day.

POWER

FARE

£15.75 stations to Llandudno.

£20.75 stations to Blaenau Ffestiniog.

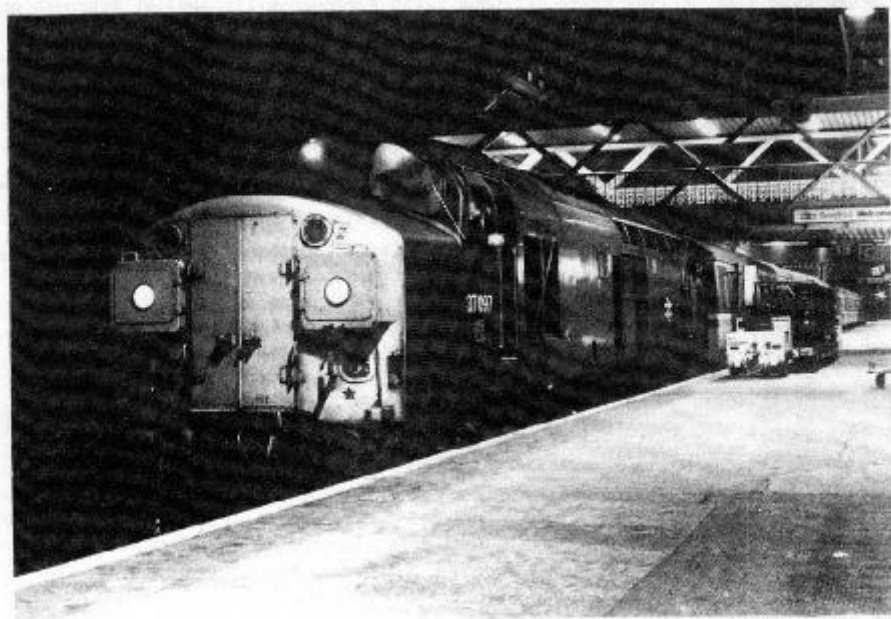
Under-16s £2 off, if accompanied by an adult.

For further details please send an S.A.E. to "The Thirtyseven Trust", Victoria Travel, Cigar Alley, The Station Concourse, Victoria Station, Manchester M3 1PB.

Times shown are provisional and should only be used as a guide. Telephone enquiries can be made on 061 832 5455 (daytime only).

The Thirtyseven Trust are also running a tour on October 5th/6th from Blackburn to Penzance and return with 37 motive power. Details from the same address as above.

BELOW: 37097 stands at Edinburgh Waverley on 3.1.89 having worked 1B29
Photo: Colin Redfearn (37152).



Let me start this review with a confession. My biggest regret in 1989 was that I did not go on the "Glamorgan Growler" railtour, so when the Growler Group were running their second railtour on Easter Saturday there was no way I would miss it. The Gwent Growler railtour involved three freight branches, Ebbw Vale, Machen Quarry and Ollwyn and with no 37/4's available it would be no-heat all day long.

Such was the demand for it the fast cars (and drivers!) gave way to a 19-seater Ipswich Travel minibus for the journey to Wolverhampton, where the tour started. Our arrival there was timed to perfection with 37073 'TORNADO' (FGET sector) and 37254 (FMAK sector) passing through the station en route to Oxley C.S. Loco's and stock reappeared in the station at 0645 and 1217 (the same headcode again!) left spot on 0700. Bridge renewal works meant that the charter was unable to serve Birmingham New Street, therefore we were to reach the Birmingham-Bristol line via Walsall, the freight only line via Sutton Park and Camp Hill. The 30 mile meander to Kings Norton took almost an hour and having finally got onto the main NE-SW line the driver wasted no time going down the Lickey with an early arrival at Cheltenham, then it is a short run to Gloucester for the loco' change.

At Gloucester the pair is replaced by 37298 (FGET), a popular choice in view of its hit-list status, for the run to Newport via Chepstow. Passing through Severn Tunnel Junction reminded me of the depot where many 37's spent their weekends and all that is left is a semi-derelict building and even the tracks have been torn up. Enough of this gloom, although on entering Wales the earlier sunshine has disappeared.

At Newport 37141 (DCWA) is attached to the rear for the necessary topping and tailing on the freight lines. At Gaer Junction we leave the South Wales main line for the run (!) to Ebbw Vale past the standard South Wales scenery of industrial estates, terraced houses, slag heaps and mountains with the odd rugby ground thrown in. Arrival at Ebbw Vale is bang on cue for a 15 minute photo stop and of course, rain. Then we retrace our steps back through Aberbeeg to Park Junction and reversal for the 5½ mile run to Machen Quarry which is reached TEN MINUTES EARLY, therefore permitting a longer photo stop in the rain. We then returned to Ebbw Junction regaining the SWML there but hopes of a fast run into Cardiff Central are thwarted by being sidetracked to the slow lines to allow an HST and two sprinters to overtake us, but arrival in Cardiff is only two minutes late.

At Cardiff a crew change is made and then we pass Canton depot, full of practically every variant of Class 37 but the future is signalled by the presence of 60 004. A fast run on the SWML results in a ten minute early arrival at Port Talbot for another crew change. The layout at Port Talbot is unusual to say the least with an island platform and freight loops outside the main lines. On leaving Port Talbot we make our way to Jersey Marine Yard and reversal for the run to Ollwyn. This provided the best entertainment of the day for it is a steep climb which was quite a struggle for 37298 but the highest point of the tour is reached at Ollwyn on time where a single platform remains.

By now the rain has stopped but there is still a biting wind which very much reminded me of waiting for 37104 at Kirkby Stephen a few weeks ago. After the photo stop it is time for the return with a punctual departure at 1615. At Jersey Marine Yard we said farewell to 37141 leaving 37298 to return to Gloucester via the Severn Tunnel. Our entry into Cardiff is via Leckwith Junction and after passing Ninian Park Halt we view the other side of Canton depot, this side full of withdrawn DMUs. So far I have commented on how punctual the day had been but a protracted crew change at Cardiff Central and a very slow run to Newport puts paid to all thoughts of keeping ahead of the 1736 Swansea-Paddington HST and we are duly overtaken by it on leaving Newport. Gloucester is reached 21 minutes late, but with a generous 25 minutes allowed for the loco' change we leave only 9 minutes late with 37073+37254 back at the helm. We are routed back to Kings Norton via Worcester and we are still nine minutes late, but we then suffer a 20 minute stop in the Camp Hill area and we eventually arrive in Wolverhampton at 2301 (-51), perilously close to R.S.T. For all that it was a very interesting day trip to industrial South Wales and a very well organised railtour, and of course it was nice to have four blue syphons!

ELECTRIC THEMES

This months status report shows the situation at 1720 on Monday 4th June.

37401 ED FETE On route 7D21, 1705 Oban-Mossend
37402 ED FETE Fort William. Allocated 6B04, 0240 to Mossend.
37403 ED FETE On route 7D10, 1710 Corpach-Mossend.
37404 ED FETE Fort William. Allocated 1C63, 2025 to London Euston (to Glasgow C)
37405 ED FETE Eastfield TMD, out of service - exhaust system faults.
37406 ED FETE Eastfield TMD. Allocated 6Y35, 2318 Mossend-Fort William.
37407 ED FETE Mossend. Allocated 7Y33, 1745 Mossend-Fort William.
37408 IM DCEA On route light engine to Tyne Yard.
37409 ED FETE Mossend. Allocated to Eastfield TMD for 'A' exam.
37410 ED FETE Eastfield TMD. Allocated 6Y35 with 37406.
37411 TI FAPT Tunstead.
37412 LA FCLL Goonbarrow.
37413 ED FETE Eastfield TMD. Re-commissioning after 'F' exam at Glasgow Works.
37414 LA FCLL Ayr TMD. Allocated 6V41 to Burngallow.
37415 TE FCTY Thornaby TMD. Out of service, attention to sanding equipment.
37416 IS PISA Kyle of Lochalsh. Allocated 2H86 to Inverness (1700 ex Kyle).
37417 TE FCTY On route light engine from Middlesbrough to Thornaby.
37418 IS PISA Inverness TMD.
37419 IS PISA Glasgow Works, out of service. 'F' exam (Light overhaul).
37420 TE FCTY Thorneby TMD, out of service fire protection equipment.
37421 ED DCHA Inverness TMD (!)
37422 TI FAPT Buxton TMD.
37423 ED FETE Inverness TMD. Had worked 1H41, 1018 from Elgin. Allocated 1Z97.
37424 ED FETE Glasgow Works, out of service. 'F' exam (Light overhaul).
37425 TI FAPT Buxton TMD.
37426 IM FPBC Ellesmere Port.
37427 CF PCFA On route 2V87, 1658 Weymouth-Cardiff.
37428 CF PCFA Canton TMD. Out of service, attention to wheels/tyres/axles.
37429 CF PCFA Shrewsbury. Allocated 1J33 to Aberystwyth.
37430 IM FPBC Crewe.
37431 CF PCFA Canton TMD. Out of service, power earth fault relay.

As you can see the 37/4's are now scattered far and wide. Regular use is still found on passenger trains which from the beginning of the summer timetable includes the Inverness to Aberdeen route, 1015 Inverness-Kyle/1700 Kyle-Inverness, the overnight Euston-Fort William and Cambrian Coast Express between Shrewsbury and Aberystwyth. There is still one diagram on the North & West route, 0503 Cardiff-Liverpool and 0914 return, and 1230 Cardiff-Liverpool and 1715 return while another Cardiff example does 0803 Cardiff-Weymouth and 1658 return. Various activities during April/May are as follows. On 31/3, 429 worked a Blackpool-Aberystwyth and return charter. Unusual work for 37401 on both 2nd and 3rd April was 0736 Edinburgh-Glasgow (2071), 1298 charter to Tyndrum and Oban, then 1714 Glasgow-Edinburgh (2072). 37419 was the Georgemas pilot on 2/4 while other passenger workings on 3/4 were: 416 - 0933 Glasgow-Inverness (1H09), 417 - 1230 Inverness-Glasgow (1T30) and 1812 Glasgow-Inverness (1H15), 427 - Cambrian coast express, 428 and 429 were on the North & West route. 417 continued 'up the middle' continuously until at least 7/4 (5 days). During the week commencing 8/4 37418 took over as 'Thurso pilot' and Immingham allocated 3/426 was in use on the North & West. The 2025 Fort William-Euston was worked by 423 (8/4), 405 (9/4), 401 (10/4), and 406 (11/4). 37415 failed while working the 2355 Inverness-Glasgow/Edinburgh on 24/4 and had to be dragged back to Inverness by 37416. The next day 415 was more successful with the 1230 Inverness-Glasgow and 1803 return. On 3/5 37431 failed at Little Mill on the 0507 Cardiff-Liverpool and was helped to Crewe by 37689. Before the summer timetable 37416 & 421 spent the day working Inverness-Aberdeen trains on 4/5. Back at Eastfield after spells at Cardiff and Immingham, 407 was on the 0450 Glasgow Central-Fort William on 9/5. The Ness Viaduct is now open again at Inverness, and it's not just Inverness based 37's that have been taking advantage. Eastfields 37402 got to Kyle of Lochalsh on 18/5, 405 reached the same destination on 29/5 having worked through from Keith on 1297. 37403 worked a NENTA charter from North Walsham throughout from Dumbarton to Mallaig and back to Mossend on 19/5 and 401+406 unusually double headed the overnight Fort William-Euston to Glasgow Central on 29/5.

YOU WANT TO RUN A RAILTOUR ?

THE TYNE, TEES & WEARMAN - THE STORY SO FAR.

It was way back in May 1989 that the seeds of thought were first sown in my mind, this being the day of the Growler Groups "Glamorgan Growler". Having spent a very enjoyable day on their first railtour and seen the excellent job they had made of running it I thought that surely it must be possible to organise something for ourselves. Sadly, I have to say that this enthusiasm did not spread much further than myself and the Membership Secretary, Neil Murphy, and these thoughts lay dormant throughout the summer. It was not until September that we really began to think about the idea and again it was our friends in the Growler Group that really spurred us on. Once they heard that we wanted to run a tour they could not offer enough advice and I remember one day in particular standing at Norwich station being bombarded from all directions with help and information. It was after this that we really decided to go for it.

For a couple of months we considered various places that could be visited and different formats, as well as taking advice from a number of people in other Groups and organisations who had been through it all before. One thing quickly became obvious, and that was that things would not go easily.

For one, it is very difficult to estimate potential costs, as charges are based on a mixture of fee's for loco's, stock and mileage, with supplements for freight lines and any special requirements. There is no set mileage charge, ie £10 per mile, so although we had an idea of how much we were prepared to spend, it's very difficult to work within a mileage range, basically it's a 'trial and error' situation. To complicate matters further we found out afterwards that we were applying at a time when Inter City's Charter Sector were changing their costing methods.

This actually turned out to be possibly the easiest part. Next we had to decide where we actually wanted to go, and when deciding this one has to consider, amongst other things, where ones loco's and stock are coming from. The former is becoming more and more restricted all the time unless you don't mind paying additional charges for ECS mileage. The same principle also applies to locomotives, as there are charges for positioning unless it can be worked into a suitable diagram. We wanted to include something that would suit as many peoples tastes as possible so we tried to plan something including freight lines, fast main lines, 37's of course, and something that had not been done before or too recently.

A number of potential routes were looked at before we decided on the North East as a target. We then decided to start from London as it's easily accessible and can provide coaching stock and class 37 loco's, although the supply of the latter maybe somewhat limited.

By February we had a complete plan, and having written everything up neatly details were sent off to British Rail to obtain a provisional estimate, with the aim of running in September or October. When the reply came back I nearly had heart failure. The estimates were way over the top of what we had expected and it was quickly decided to go back to the drawing board. I must thank Neil here for keeping me going at a time when I felt like giving up.

Whilst there was never any intention to go ahead with this particular idea once we had received the estimates, the gullibility of the bashing world was proven by the number of claims we heard from people that 'The Class 37 Group were running a railtour from London to Newcastle'. This concerned a certain amount of resentment from some people within the Group who heard these rumours and wanted to know why we had kept them in the dark. We had deliberately kept our activities quiet specifically because they were only tentative enquiries at this point, and until we knew something definite there did not seem any point in broadcasting our intentions, although in retrospect this was perhaps a touch naive. However, I reiterate to those people concerned that these rumours emanated from people within British Rail on whose desks the papers had landed, and were not spread by anybody from within the Group.

This setback out of the way, we still wanted to run a railtour in 1990 so we tried to think of other possible routes and ways of reducing the costs. One decision we made was to consider stock not owned by British Rail, and in this we hit the jackpot with Train Tours. This is kept at Edge Hill, Liverpool, and by deciding to start from Sheffield we were able to cut down the mileage involved in getting anywhere and

include more freight lines in the North East. Other advantages included limited ECS costs and starting near to a ready supply of 37's - Tinsley.

When looking at freight lines it again seems to be a trial and error situation as to whether you can have what you want (this was to end up working in our favour). We looked particularly at the longer examples, i.e. the Ferryhill diversion and the lines to Eastgate and Redmire - all of which have seen locomotive hauled tours in recent years if you include HST's. By including the coast line as well via Sunderland and Hartlepool we thought we had the basis of a pretty attractive itinerary. After much head scratching and looking at road and rail maps we decided to try for all three, and for a laugh we slung in Boulby more as a red herring! After working on timings it soon became clear that not all could be done in a day, so we dispensed with Redmire and asked for the Ferryhill diversion in its entirety and the branches to Eastgate and Boulby. This time the response from British Rail was much more positive, with a reasonable price estimate and provisional agreement to the entire route in principle, including all our freight lines.

Things seemed to be looking up at last and we paid our deposit and settled on the 8th of September as a date. From the point of view of loco' bashers we would have to keep our fingers crossed that summer Saturdays would not prove too interesting, but then we are aiming at line bashers and general enthusiasts on an equal basis anyway. Things were now on the move, and it was a bit of a waiting game to see what British Rail would say next. Although we had been given an estimated costing, this was only really based on the mileage and was not really an indication of if the tour and itinerary was practical or not. For this we would have to wait for British Rail to take a detailed look at all the lines, especially freight lines, to see if it was possible and practical to allow our train over the route proposed.

While this was going on we had also made an approach to see if it was possible to run a much smaller scale trip in the Anglia region, using local spare resources based around the Ipswich area. This started off more as just a 'fill in' idea, but with the help and assistance of the staff at Liverpool Street it actually developed into another full scale railtour. After a number of 'phone calls and meetings at the British Rail end we actually obtained a verbal agreement and a realistic price to operate a train from Norwich to Clacton and Southend Victoria via Ely, Cambridge and Ipswich on a bank holiday Monday, using a class 37 hauling 309 units of all things! Just as we were about to sign the necessary paperwork up popped the Regional Operations Manager who capped the whole idea as 'totally unworkable', despite affirmative answers having already been received from a number of relevant personnel. We did have the option to run it with normal coaching stock, but this would have to be air conditioned Mark II's at a higher cost and therefore we regrettably had to cap the whole idea especially as we would need all our resources for the September railtour.

Returning to this subject, we expected to come unstuck somewhere once British Rail started detailed investigations, but bit by bit, positive feedback emerged. First permission was given for all the lines except Thornaby to Boulby and Darlington to Eastgate, and then the remaining passenger stretches to Saltburn and Bishop Auckland were cleared. This left possibly our two most attractive features (after the 37's of course), the freight lines to Boulby and Eastgate, and eventually British Rail gave their consent provided we got permission from the respective line 'owners', Cleveland Potash and Blue Circle Cement respectively. This was duly obtained from both firms and it was now just a question of Inter City Charter Sector giving the final OK. This was forthcoming within a few, agonising days and we were now ready to 'go public', safe in the knowledge that we had received official confirmation which has included the use of class 37's. The next stage was now about to begin, that of advertising and ensuring that the tour will be a financial success.

The question of finance is equally as important as deciding where to go. As well as having to pay the railtour deposit and for advertising and booking forms to be printed before any income would be collected, there is the question of (hopefully hypothetical) of where the money is going to come from should the railtour receipts not match the expenditure. We needed a number of benefactors who were prepared to invest their own money, firstly to enable us to go ahead in the first place, and secondly to provide a reserve from which we could take money if the need arises. Initially we planned to attract a large number of investors who would each put up

about £100. It soon became clear that this was unlikely to prove realistic, so we instead decided to go for a smaller number of people some of which would put in a larger amount. I would like to make it clear that no money has, nor will be required to come from Group funds, infact the Group has everything to gain and nothing to lose. Neil Murphy and myself started the ball rolling by putting our money where our mouths were and guaranteeing £1000 between us. We felt it was important that we both put up large sums ourselves to show our faith in what we were doing. This was especially important because all potential investors were made aware that should the railtour run at a loss, the difference would have to come from our guarantees. There is, therefore, a risk that some, or if a disaster occurred all, of the money would be lost. Gradually we got other people interested and I am happy to say that we now have over £2000 in guarantees - a big thankyou to all concerned. Obviously the more people who can provide a financial guarantee, the more the risk will be spread, so if any of you are interested in joining in and helping is as a guarantor, the minimum amount is £100 which will be refunded in full as long as the railtour breaks even. Apart from the knowledge that you have been a great help to 'The Class 37 Group' you won't really gain a lot, although you will be notified of any important developments as they happen. If anybody is interested, please write to Neil Murphy at 3, Shelton Place, Beccles, Suffolk, NR34 9YB. Returning briefly to the railtour itself, a few loose ends had to be sorted out once we had got confirmation, not least of which was the name of the train. After looking at about 20 different suggestions, we decided on the 'Tyne, Tees & Wearman' as it incorporated the three main rivers in the area which we would cross. Although there are a number of other railtours to the North East this year, probably due to the restrictions on where you can go, we feel that the combination of class 37's and a locomotive hauled train all the way over the very rare track to Boulby alone will prove irresistible to enough people to give us a sell out.

THE TYNE, TEES & WEARMAN

37



THE CLASS 37 GROUP

SATURDAY SEPTEMBER 8th 1990

A CLASS 37 HAULED FREIGHT LINE TOUR FROM SHEFFIELD (08CO), LEEDS (0845) and YORK (0915).

(please note the amended times)

TO THE NORTH EAST, INCLUDING THE LEAMSIDE DIVERSION VIA FERRYHILL, THE COAST LINE VIA HARTLEPOOL, FREIGHT LINE TO EASTGATE AND THE RARE FREIGHT LINE TO SKINNINGROVE AND BOULBY. ALL PROCEEDS WILL GO TO THE EVENTUAL PRESERVATION OF A CLASS 37.

PLEASE COMPLETE THE BOOKING FORM AND RETURN IT AS SOON AS POSSIBLE WITH YOUR MONEY!

Regional View

ANGLIA

GENERAL: 60010 arrived at Ipswich on 11/4 piloting 37015+029 on 4197 (2054 Coatbridge-Felixstowe). They returned north on the front of another pair on 4M45 (0623 Felixstowe-Trafford Park). This was for crew training of March drivers on the new class, the 60 is attached at random to any suitable working. The weckiller train returned to Anglia and covered the Lowestoft-Ipswich, Ipswich-Felixstowe and Ipswich-Colchester lines on 31/5 and 1/6 with 37216 piloting 20901+904.

CHELMSFORD: 37252+194 ran through light heading towards Ipswich at 1524 on 17/4.

IPSWICH: More Cardiff based 37's that have been seen on the steel service from March include 713 (3/4), 902 (11/4), 901 (27/4) and 710 (30/5). Speedlink loco 37073 was unusual motive power for the 7T74 Colchester-Bury St. Edmunds ballast working on 2/4. It returned light to Ipswich and then paired up with 37116 for a special 4271.

LONDON AREA: Inmingham's 37071 was seen at Stratford low level on 17/3 running light n/b at 0940. 37065+077 were passing Ilford station at 1200 approx and 37013/886/888 were stabled at Ripple Lane. On Sunday 15/4 37890 and 37209 were both engaged on engineers trains in the Liverpool Street station throat area in connection with the relaying of the approach tracks. The next day they both worked the ballasts back to Leyton (Easter weekend). 37140 emerged from the east side at 1200 having been trapped by the work on extending platforms 13/14. Another piece of history to disappear with the Liverpool Street redevelopment is the locomotive holding sidings, due to be disconnected during May. The next phase of Broadgate development will also see the approach tracks covered. On 17/4, 37008/140/209 were stabled at Stratford, 252+194 passed about 1230 with a Tilbury-Stratford 'liner and 37116 was unusually working alone on 'liners.

EASTERN

BARNETBY: 381+275 and 351+377 were in charge of iron ore trains on 28/3.

BRIDLINGTON: 104 was stabled on an engineers train on Saturday 12/4.

CHESTERFIELD: For those of you who want ideas of where to go to see 37's, I repeat that this would seem an excellent place, with lots of sub class variety as well as a good frequency of workings. 10 workings were observed on 23/3 between 0900 & 1600 involving 37's 004/239/407/510/511/668+255/676+680/716+883. 9 workings were seen on 11/4 between 0835 & 1315 with the following 37's observed: 032/069/241/255/501+518/508 510+667/521+514 and 716. Finally, and if you're not convinced, there were 12 workings between 0900 & 1500 on 11/5 involving 37058/095/203/227/241/255/502+509/506/510+508 514+517/676+687 and 712. There are obviously many non 37 worked trains aswell.

DONCASTER: 37008 was in charge of a speedlink service from Belmont Yard towards Sheffield at 2017 on Tuesday 8th May. See 'Newsdesk' for Doncaster Works observations.

HUDDERSFIELD: 37408 'Loch Rannoch' and 37071 in departmental grey were both in the station on ballast duties on Saturday April 7th.

PETERBOROUGH: 37800 was noted on the stabling point at 1700 on 14/4, an unusual visit:

TINSLEY: 37063/073/079/098/101/104/109/209/241/242/298/407/511 were present on 8/4.

TYNE YARD: 37025 was noted in the northend of the yard at 1055 on 24/4. 37066 was in Low Fell Yard (Newcastle) at 1058 with departmental wagons the same morning.

'TYNE & TEES WANDERER': A number of 37's were viewed from this Branch Line Society railtour of 5/5. 37520 was stabled at Saltley and just south of Burton-on-Trent 37070+37100 were hauling a mixture of steel coils and strips s/b. 37194 was seen at Derby at 0800 on s/b cartics, and after a long pause to enter Sheffield station we passed 37684+686 which were on a sand train. On to York where 37227 was waiting in Holgate sidings to leave with a s/b ballast, then Tyne Yard where 241 represented the 37 fleet. 37004 waited for us to pass so it could come off the Haverton Hill line, and a large number of 37's at Thornaby included 514/515/516/517/521/667. Heading back south 37800 was on the headshunt at Doncaster Works and 37194 and 37244 had met up at Saltley.

MIDLAND

BART GREEN: 37042 was seen on a s/b steel working at about 1330 on 13/4.

BESCOT: 37073/242/254 were stabled at 1700 on 13/4. 37073+254 were to provide the power for the first leg of the 'Growler Groups' 'Gwent Growler' the next day. On 6/5 37239/320/906 were on display at the open day, 194 and 244 were 'on shed'.

BUXTON: A number of Cardiff based 37's were noted at Buxton during February with a metals service from Margam including 293 (13/1), 711 (3/2), 254 (17/2) and 197 (21/2). More usual loco's for the area and seen on 27/3, 681 and 422 were stabled at the depot while 678+688 were at the site of the old steam shed. 425 (duty pilot), 681 and 685+677 had earlier been seen at Peak Forest.

CARLISLE: Another new 37 service for the area has appeared in the form of a Mossend to Tinsley 'Speedlink' service which passes through Carlisle around midday. 042 worked it on 17/5 at about 1230 and 110 was on it the next day at about 1200. Also on the 17th, 359 was on the Dalston-Grangemouth tanks (6S36) at about 1330, while on the 18th 137 was on a Warrington-Ravenscraig steel plate service at 1225 closely followed by 191 on 6S36 at 1230. Going back a bit further in time, 407 was stabled at Carlisle on 21/4 at 1925, and 707 was heading north at 1425 with oil tanks on 24/4.

CREWE: 37884 emerged from Crewe Diesel depot during the afternoon of 14/4 and after backing onto 3 parcels coaches disappeared off to Shrewsbury. Shortly afterwards, 677+676 appeared from the south and after parking in front of the depot they reversed out and proceeded through the station in a northerly direction.

PRESTON: 37092+190 were in charge of the n/b Clyde Cement service at 1230 on 7/4.

STAFFORD: 37712 was stabled in the C.C.E. sidings at 1000 on 7/4.

TOTON: The following report relates to 3/4. 37513 passed through towards Chesterfield at 0915 with loaded scrap then at 1145 37355 moved off Toton and went to Old Bank sidings for attachment to a short speedlink working which it took in the Trent direction. 509+502 headed a loaded 'Tubeliner' towards Trent and then 511 passed light engine at midday. 104 went through with a ballast working at 1400 and 512+505 passed through at 1430 on a Corby-Lackenby working. 214 came off the depot at 1445 and 212 arrived at 1520 with a long haul of coal hoppers. 508+510 passed with a loaded Lackenby to Corby at 1530 then 355 appeared again travelling towards Chesterfield on tanks.

SCOTLAND

CARSTAIRS: 37025 was stabled at 1315 on 10/4

SOUTHERN

CLAPHAM JUNCTION: 37214 was observed with a n/b speedlink coal working at 1245 on 22/3.

EASTLEIGH: More observations of the Cardiff-Hamworthy steel speedlink include 717 (23/3), 884 (26 & 27/2, 22/3), and 904 (19/3). 37280 worked a 6Z48 (2145 Waterston-Micheldever) on 28/2. 37274 worked 6C86 (Didcot-Eastleigh coal) on 2/3, 37890 arrived with a special 6Z63 from Ripple Lane on 5/3 and 37278+351 arrived with a special 6Z49 from Waterston the same day. Finally, 37886 operated a 6Z45 via Reading on 14/3.

PURLEY: 37217 was noted at 1135 on 11/4 heading 3 n/b coal hoppers.

WESTERN (space restrictions mean a shortened report, some unusual locations are included)

37138 has been noted a number of times on the Western since its recent transfer to CF. On 10/3 it was at READING with 37280, on 22/3 it was with 37215 but by 31/3 it was back with 220. One of our correspondents reports that it is very common to find 2 37's stabled in platform 3 at READING on a Saturday morning between 0630 and 0930. 37244 was on a rake of w/b coal hoppers at HONITON at 1445 on 11/5. 37893/210/248 were seen near OLD OAK COMMON at 0850 on 10/3, 239 was on a coal train heading out of London and 131 was stabled at DIDCOT in the evening. 37146 was stabled at BRISTOL BATH ROAD between 1100 and 1400 on 24/3. 37038 stormed through READING station at 2021 on 26/3 with a mixed freight service heading for London, 709 (near SOUTHALL), 706 (ACTON YARD) and 212 (DIDCOT) had been seen earlier the same day.

This months 'Passenger Information' includes the workings held over from last months news-sheet. Only 'no heat' 37's are listed, unusual 37/4 workings can be found in 'Electric Themes'.

27.3.90	37240	0722 Dundee-Edinburgh
29.3.90	37240	1142 Edinburgh-Inverness (Perth-Inverness)
3.4.90	37080	0910 Glasgow-Manchester P. (Carstairs-Beattock)
	37261	0850 Glasgow-Penzance (Carstairs-Beattock)
	37512	0750 Glasgow-Poole (Carstairs-Beattock)
10.4.90	37213	1404 Shrewsbury-Euston (Birmingham International-Paddington)
14.4.90	37073+254	'The Gwent Growler' (Wolverhampton-Gloucester-Wolverhampton)
	37141	'The Gwent Growler' (Ebbw Vale-Park Junction/Machen-Jersey Marine Yard/Onllwyn-Jersey Marine Yard)
	37298	'The Gwent Growler' (Gloucester-Ebbw Vale/Park Junction-Machen/Jersey Marine Yard/Onllwyn/Jersey Marine Yard-Gloucester)
16.4.90	37240	2215 Euston-Inverness (Mossend-Perth)(1S07)
20.4.90	37057+079	0900 Norwich-Liverpool St. (Ipswich-Liverpool St.)
21.4.90	37219+31428	0550 Lowestoft-Durham CHARTER (Lowestoft-Ipswich)
		Durham-Lowestoft CHARTER (Ipswich-Lowestoft)
	37693	2300 Stranraer-Glasgow C. (Additional)
23.4.90	37215+372	0720 Penzance-Glasgow C. (Gloucester-Birmingham NS)(1S71)
24.4.90	37087	0736 Edinburgh-Glasgow QS
25.4.90	37075	2100 Euston-Stranraer (Girvan-Stranraer)
	37803	1515 Newcastle-Cardiff (York-?)
29.4.90	37167	Derby-Paddington CHARTER (Didcot-Paddington)
30.4.90	37153	1813 Carstairs-Edinburgh
	37196	1630 Inverness-Glasgow QS (Perth-Glasgow QS)
3.5.90	37689	0507 Cardiff-Liverpool (Little Mill-Crewe)
4.5.90	37087	0735 Euston-Inverness (?-Inverness)
	37737	1230 Inverness-Glasgow QS (Dalwhinnie-Perth)
	37883	0705 Manchester V.-Southport/ 0856 Southport-Manchester V.
5.5.90	37676	1145 Manchester V.-Oldham-Manchester V.
		1300 Manchester V.-Blackpool/1930 Blackpool-Manchester V.
6.5.90	37101+37278	'Ironbridge Ramblers' (1100 Walsall-Ironbridge/1605 Ironbridge-Walsall/1703 Walsall-Ironbridge/1805 Ironbridge-Wolverhampton)
	37676	1900 Blackpool-Manchester V. (2R01)
7.5.90	37156	1333 Glasgow QS-Inverness (Perth-Inverness)
		1820 Inverness-Edinburgh (Inverness-Perth)
	37676	1643 Manchester V.-Blackpool North (2P91)
		1912 Blackpool North-Manchester V. (1R04)
9.5.90	37156	0933 Glasgow QS-Inverness (Dalna cardoch-Inverness)
	37196	1445 Inverness-Edinburgh (Perth-Edinburgh)
10.5.90	37245	0712 Edinburgh-Inverness (Kingussie-Inverness)
11.5.90	37221	1610 Cardiff-Manchester P./2030 Manchester P.-Cardiff
12.5.90	37156	0705 Perth-York CHARTER (Perth-Edinburgh & Edinburgh-Perth)
13.5.90	37063	1850 Sheffield-St. Pancras/2205 St. Pancras-Nottingham
14.5.90	37707	1930 Aberdeen-Inverness
15.5.90	37153	0635 Montrose-Dyce/0749 Dyce-Aberdeen
		1638 Aberdeen-Dyce/1658 Dyce-Montrose (Dyce-Aberdeen)
	37154	1423 Inverness-Aberdeen/1715 Aberdeen-Inverness
17.5.90	37707	0915 Inverness-Elgin/1018 Elgin-Inverness
18.5.90	37153	1638 Aberdeen-Dyce (2A68)/1658 Dyce-Montrose (2A69)
19.5.90	37216	0924 Yarmouth-Leeds (Yarmouth-Norwich (1E95)
		0752 Birmingham NS-Yarmouth (1205 Norwich-Yarmouth) (1L93)
		1325 Yarmouth-Birmingham NS (Yarmouth-Norwich) (1M18)
		0937 Leeds-Yarmouth (1430 Norwich-Yarmouth) (1L81)
	37376	1040 Ayr-Carlisle (1294)/1400 Carlisle-Ayr (1Z95)
25.5.90	37196	1805 Aberdeen-Inverness/2145 Inverness-Aberdeen
	37708	0724 Perth-Glasgow QS (2N24)
26.5.90	37140	same as for 37216 on 19.5.90
	37162	1330 Cardiff-Liverpool/1715 Liverpool-Cardiff
	37707	1526 Inverness-Aberdeen (1A54)/1805 Aberdeen-Inverness (1H37)

27.5.90	37158	0745 Cardiff-Weymouth/1815 Weymouth-Cardiff
	37217+244	'The Wensleydale Wanderer' (Birmingham NS-Rednire/York-Leeds)
28.5.90	37158	0503 Cardiff-Liverpool/0914 Liverpool-Cardiff (to Hereford)
	37293	0914 Liverpool-Cardiff (Hereford-Newport)
		1330 Cardiff-Liverpool (Newport-Liverpool)
		1715 Liverpool-Cardiff
	37707	0915 Inverness-Elgin (1A62)/ 1018 Elgin-Inverness (1H41)
29.5.90	37285	0750 Inverness-Kings Cross (Inverness-Perth)
	37707	0915 Inverness-Elgin /1018 Elgin-Inverness
30.5.90	37170	1200 Kings Cross-Inverness (Perth-Inverness)
	37707	0915 Inverness-Elgin /1018 Elgin-Inverness

Overhead line damage was the reason for 3 consecutive 37 hauled trains between Carstairs and Beattock on 3/4. An eventful journey would have been had aboard the 1404 Shrewsbury-Euston on 10/4. Vandalism of the overhead lines near Harrow meant diesel haulage from Birmingham where 58014 was attached at New Street, this probably being the 3rd loco after a 47 and electric. It only got to International before giving up and 37213 was commandeered from its coal duties to take 1A50 forward which included being diverted into Paddington! A remarkable series of events occurred at Ipswich on 20/4 when almost simultaneously the wires came down at East Suffolk Junction and there was an explosion at Halifax Junction. 86 hauled passenger trains were stranded in both directions and both were dragged into Ipswich by 08's which arrived in the station at the same time! 37057+C79 then had the distinction of taking over from 08775 on the 0900 Norwich-Liverpool St and worked through to the capital to save time on unhooking them at Mannington. A very fast run was enjoyed up the East Suffolk line on the outward leg of a 'NEMTA' charter on 21/4, and the same day 37693 worked an additional from Stranraer to Glasgow. It is believed 37412 had worked down on the Friday night. 37075 worked the overnight Euston-Stranraer forward from Girvan on 25/4 after 47640 failed while another 47 failure resulted in 37167 working a Derby to Paddington Steam excursion forward from Didcot on 29/4 after the 'kettle' had been removed. 37689 rescued the 0507 Cardiff-Liverpool on 3/5 after 37431 failed on route. 37676 was stationed at Manchester Victoria for the May Day Bank Holiday weekend and it was not long before it disappeared off round the Oldham loop then onto Blackpool where it visited on the Saturday, Sunday and Monday. A plague of 47 failures on the Highland main-line resulted in the appearance of 37156 on 7/5 (47595 failed), 37156 and 37196 on 9/5 (47593 failed) and 37245 on 10/5. Surely one of the workings of the year occurred on the last day of the winter timetable when 37063 found itself on the 1850 Sheffield-St. Pancras. Having arrived 30 minutes late at Derby it was only 34 late on arrival into St. Pancras, although our correspondent does quote the HST timings as being somewhat lax. Nevertheless, speeds of 90mph (plus a bit more down Desborough and Sharnbrook banks) were maintained for long periods between the intermediate stops. This was with a load of 7 and it returned with the stock on the 2205 to Nottingham.

The start of the summer timetable, and in particular the reversion of Aberdeen to Inverness workings to loco + stock appears to have brought widespread problems to Scotland where the gen speaks for itself. Away from the Aberdeen-Inverness area there are a number of trains to watch. On Saturdays an FEPE allocated 37 is booked to work a 1040 Ayr-Carlisle and 1400 return relief service, nominally for the first 8 weeks of the summer timetable but this is probably because the diagrams work on 8 week cycles. The first week it was 37376 but the second week it was 20122+20138. It was also thought that the loco on this diagram would work the 1824 Glasgow-Kilmarnock on Fridays but problems with pathing and running the stock round at Glasgow Central means it has not yet run despite being allocated both the first two weeks and thus is presumably not likely to. Other 'vice DMU' trains to watch are 2N24, 0724 Perth to Glasgow which is actually a 0751 Dunblane-Glasgow set back to Perth as required, and 2A74 - 1712 Dundee-Montrose/2Y74 - 1825 Montrose-Perth. This uses loco + stock from Perth and was 26015 on 25/5 but could easily be the Perth ballast loco which is usually a 37.

There were a number of 'NB' workings on the North & West route and to Weymouth over the Whitsun weekend. I believe 37427 & 428 were both out of service. 37217+244 took over from 31423+568 on Pathfinders 'Wensleydale Wanderer' of 27/5 because 31423 had a fractured fuel pipe. 31428+459 relieved the 37's at Leeds after a run round the Harrogate line. 37370+373 worked north on 1873 to Beattock on 25/5.

'PHOT' SPOTS

NUMBER ONE - NORWICH TO YARMOUTH

A number of you have asked for features about where to photograph 37's as a result of the recent questionnaire, and where better to start than the following?

This summer we are fortunate in that we are still able to see 37/0's on class 1 passenger trains. In Anglia, this takes the form of one diagram between Norwich and Yarmouth which is booked for a Stratford RETB fitted 37. This reduces the interest somewhat from the 'bashing' perspective as it more or less restricts us to 37216 and 37219 every week. However, with 4 single trips on passenger workings and 2 on Empty Coaching Stock (ECS) it seems a shame to let a blue 37 go to waste and I would therefore recommend a spot of photography between the two. This can certainly make a very enjoyable day, especially when the weathers good, and with the other locomotive hauled additional services between Norwich and Yarmouth on a summer Saturday and the ubiquitous class 101 DMU's on local services there are certainly plenty of trains to see.

So, whether you're travelling by road or rail - get out and get photting, and if you get some good results why not send them to me? Details of the diagram with route taken is as follows:

5E95	0732	Norwich Crown Point - Yarmouth (ECS)	via Reedham
1E95	0924	Yarmouth - Norwich	via Acle
1L93	1205	Norwich - Yarmouth	via Reedham
1M18	1325	Yarmouth - Norwich	via Acle
1L81	1430	Norwich - Yarmouth	via Reedham
SP11	1633	Yarmouth - Norwich Crown Point (ECS)	via Reedham

The following lists suitable locations of which I have experience myself, and includes details of how to get there, descriptions and rateability, and pub details where applicable. Most are accessible by train but some you will need a car (or bike) for. We start from Norwich and head towards the coast.

1. NORWICH - embankment adjacent to station.

Traditional vantage point for enthusiasts, provides good views of the station area with the goods yard, old depot and sheds in background and the city centre skyline as a backdrop. Go round the side of the station past the parcels point, up the footpath and straight ahead along Lower Clarence Road. Cross the shingle 'NCF' car park on the right and you will find yourself on the bank over looking the station from where all movements can be seen. The sun is a problem spending most of the day opposite - best to choose a dull or cloudy day.

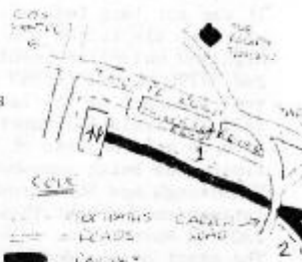
2. NORWICH - Carrow Road bridge.

Crosses all lines between the station and Thorpe Junction which is actually under the bridge. Sun is again a problem from on the bridge, but there is a footpath down some steps on the football ground side of the bridge from which very good results can be obtained. The slope of the path allows views under the wires and with a telephoto lens some striking pictures of trains leaving Norwich are possible. You have to be very precise with trains coming from Yarmouth that the overhead gantries do not obstruct the loco.

Pub: - Rosary Tavern, a real ale hostelry of the first order with beers too numerous to list here. Proceed as shown on the map.

3/4/5. WHITTINGHAM

4 - Whittingham footbridge, situated at the site of the former station and $1\frac{1}{2}$ miles from Thorpe station. Semi-rural location which affords good views of trains from either direction. Railway features that can be included in photographs include a cross-over and ground level shunt for trains coming from Norwich, and the junction, signalbox and distant semaphores for trains coming from Yarmouth. Very attractive setting. From the station proceed along Thorpe Road heading towards Yarmouth. Go



straight on at the traffic lights where the ring road turns off to the left and turn right at the next set of lights. The footbridge can be seen from the road. There are frequent buses from the Railway Station.

3 - Footpath crossing just to the Norwich side of Whitlingham footbridge. Access is gained from the garden centre car park. Good views of trains coming from Yarmouth with the footbridge and signalbox in the background, sun a problem in the morning.

5 - Bungalow Lane crossing, very lightly used road crossing just to the Yarmouth side of Whitlingham Junction. Excellent views of trains from both directions. Follow the directions as for Whitlingham but go straight on at the traffic lights. Turn right just after the Texaco garage which is on the left and follow the lane to just beyond the railway overbridge which carries the Sheringham line.

6 - POSTWICK. Railway overbridge where the line runs in a cutting bordered by a large variety of trees. Very nice for afternoon views of trains coming from Yarmouth especially, situated on a curve. Go further out of Norwich on the A47 and after leaving the suburbs turn right to Postwick (2nd right I think). The bridge is to be found in the village itself. Only accessible by car really, or bike if you're keen!

7 - BRUNDALL GARDENS. Small country station in a pleasant, wooded setting with roughly a 2 hourly train service. Good views of trains coming down the line from Norwich in the mornings when the sun is behind the photographer. Curve (and sun in mornings) combine to make photography hazardous for trains coming from Yarmouth. By road take the A47 out of Norwich to the roundabout on the dual carriageway. Take the 3rd exit (Brundall) and turn right where the road goes round a sharp left hand bend. Brundall Gardens station is at the end of a short unadopted road to the left.

8 - BRUNDALL. Excellent location where staggered platforms, footbridge and old yard combine to offer numerous photographic locations. Lots of railway interest including semaphores, signalbox, manual crossing gates and the station buildings themselves. All trains between Norwich, Yarmouth and Lowestoft pass through and there is a good local service to/from Norwich. By road follow directions for Brundall Gardens but follow the road the sharp left hand bend. Proceed past the shops and turn right down Station Road. There is a small 'car park' to the left immediately before the crossing. The Yare public house is beside the station and usually offers a selection of real ale.

9 - STRUMPSHAW. Isolated, rural setting where you really could think you had stepped back in time! Trains from Yarmouth round a curve whereas trains from Norwich come down a straight. Padlocked wooden crossing gates and crossing keepers house. Continue through Brundall instead of turning right to the station. After the railway bridge turn right then right again immediately. After approx. 1½ miles there is an even narrower road to the right which you would miss on blinking, turn down here and the crossing is at the end of the road. There is another crossing you pass on the way.

10 - BUCKEYHAM. Now reduced to only 2 trains per day in each direction - and probably still too many for the patronage from this isolated shack! Used to possess a signalbox, manual crossing gates and semaphores but I'm not sure how much remains. Good for a riot!

11 - CANTLEY. Situated at the end of a complicated rural road network, it's probably best to follow the road signs. Strange frequency train service which although generally hourly does have some 2 hour gaps. Contains all the usual station features, ie manual crossing gates at the Yarmouth end of the platforms, signalbox and semaphores. Best views are probably of trains coming from Yarmouth along the straight past the sugar beet factory although again the sun can be a hazard in the mornings.

12 - REEDHAM. An excellent place and probably my personal favourite. Road and foot bridges cross the station and there is a road bridge just to the Yarmouth side which gives very good views. For those with cars or who are keen walkers there is another road bridge further to the east which is situated right on the junction of the Lowestoft and Yarmouth lines. There are so many photographic possibilities it is almost impossible to go wrong. By road take the A47 from Norwich and turn right at Acle onto the B1140 which will take you right to the station. Rail services are much the same as for Cantley. 'The Top House' is an excellent place for lunch and serves real ale. Sit at the right table and you can watch up the line!

13 - BRUNDALL. Actually just beyond the village is a road overbridge which offers very good views of trains on the Acle line. It is in the middle of a straight bit of line with semaphores in each direction. The bridge seems to act as a 'border' with different scenery on either side. Very good place to visit if you can put up with the smells! By car, go through Brundall and under the railway bridge then take the first left turning. This is a very narrow road - you have been warned! There is another road bridge further towards Yarmouth which looks to provide the same kind of views, but of which I do not actually have experience.

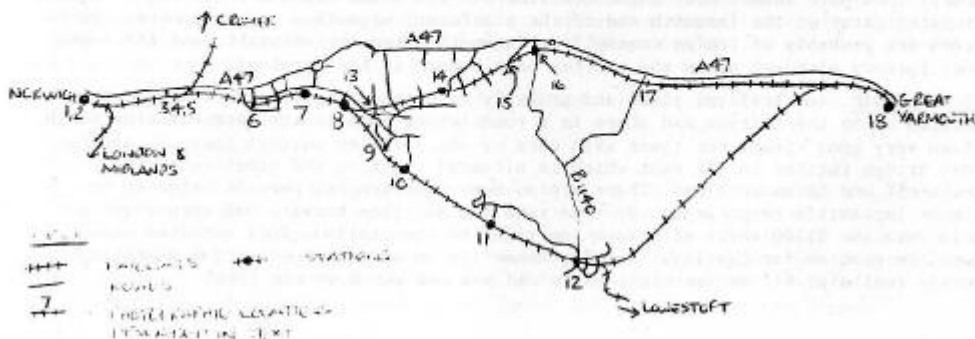
14 - LINGWOOD. Small, single platform station on the Acle route to Yarmouth. There is a level crossing at the Yarmouth end of the station. No spectacular views from here but some interesting photo's can be obtained if you work at it. By car travel towards Yarmouth on the A47 and look for the signs for Lingwood on the right after you come off the dual carriageway Blofield bypass. Train service is mainly hourly but there are some long 2 hour gaps during the day.

15 - BEIGHTON ROAD BRIDGE. About $\frac{1}{4}$ mile the Norwich side of Acle, perfect for the first field divert on 37140! Crosses over the line which is in a cutting at this point. From Acle station turn immediately left off the A47 dual carriageway in the Norwich direction and follow the road along. The bridge is after a sharp left hand bend. Probably just too far to walk from the station. Sun could be a problem.

16 - ACLE. Situated on the passing loop between Yarmouth and Brundall, there is a footbridge, signalbox on the Yarmouth platform and semaphores of course. Will probably need a telephoto to get good results of the 37 coming from Yarmouth as the sun, yet again causes problems. Can get good photo's of trains coming down the bank from Norwich. The station is almost adjacent to the 447 and can be well seen from the road. You will need to turn off the dual carriageway for Acle then cross the dual carriageway.

17 - STRACEY ARMS. Named after the pub I assume which is about the only building here. Proceed beyond Acle towards Yarmouth on the A47 along the infamous 'Acle straight'. There is one bend on this road and the railway bridge will be seen to the right as the line parallels the road. Turn right off the A47 and park near the bridge. Unfortunately the best views are of trains coming from Norwich, but the only direction the 37 travels along this line is from Yarmouth. Best to choose a dull day.

18 - YARMOUTH. We're there, after 17 photographic locations we have reached the terminus. A few years ago a bridge was built across the line as part of the Yarmouth by-pass, and this offers very good views of all movements between the station, carriage sidings and trains to Norwich. Most loco hauled workings reverse out on arrival and run round in the sidings but a few run round in the station, especially if late. There is also a new road alongside the station where the new Asda has been built, and there are also some footpaths to the West of the station near the carriage sidings. Breydon Water is to the left and the A47 to the right looking away from the town. A fair sized signalbox controls the area. The station is exclusively semaphore signalled still but it is colour lights to the West except for a shunt signal.



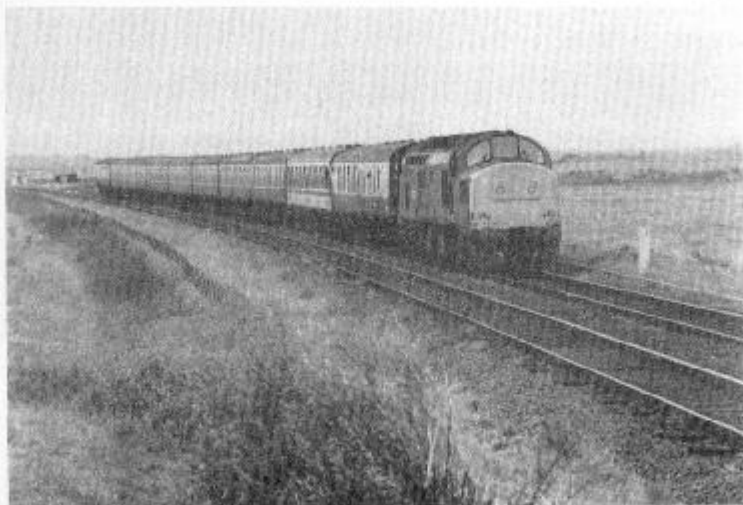


These two photographs go with the last feature about photographic locations between Yarmouth and Norwich.

ABOVE: 37038, then allocated to Stratford, roars through Acle with the 0920 Yarmouth-Leeds. This was the first summer Saturday of 1989 (20.5.89) and the driver obviously didn't realise that he was booked to stop here! This is location number 16 described opposite, looking towards Yarmouth from the new road bridge which virtually crosses the station. The signal box and footbridge can clearly be seen.

BELOW: 37242 approaches Yarmouth with the 0750 from Birmingham on 17.9.88. This photo was taken from a public footpath which runs alongside Freydon Water, access to which can be gained from the rear of the station.

Both photographs: Steve Potter (37116)





FRONT COVER: 37114 'Dunrobin Castle' at Dingwall on 23.4.86. During the last month this loco' has been reallocated to Eastfields Speedlink sector, returning south from Inverness. Andrew Harlott (37253).

THIS PAGE TOP: 37100 heads a Glazebrook-Haverton Hill tanks train into Horbury Cutting, Wakefield on 21.3.90. The modified front end that this loco' carries at one end only is leading. Standard 'splitboxes' are retained at the other end. Peter Fergie (37056).

THIS PAGE BOTTOM: 37708+37707 are seen heading Total tanks to Lindsey Oil Refinery during their very brief stay at Immingham. They are passing Hatfield Main Colliery, Stainforth, just to the east of Doncaster on 29.9.89. Peter Fergie (37056).

