

# SYPHON!

THE MAGAZINE OF  
THE CLASS 37 GROUP



AUG 1990

# 37



## THE CLASS 37 GROUP

SYPHON!

THE CLASS 37 GROUP

NUMBER 26 - AUGUST 1990

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### EDITORIAL

**LOTTERY TICKETS:** That's the first thing I want to say this month. After going to a lot of trouble to arrange the distribution of these with last month's newsheet I forgot to mention them in the Editorial! This is the third year now that we have run an annual draw, and I must thank Dean Warner for taking over the job of Promoter from myself. Please return all counterfoils and monies to Dean at 10 Surbiton Road, Ipswich, Suffolk IP1 4AX. If any of you do not want your tickets, please return them to us so we can sell them elsewhere. Likewise, if any of you want more tickets, either to buy personally or to sell to friends/relatives/colleagues please order them from Dean. From my own experience I find offices to be particularly fruitful hunting grounds. Please support us and help to raise money for the Preservation Fund.

**QUESTIONNAIRE:** This month's magazine includes a summary of the ideas raised by the recent questionnaire. There are 3 particular subjects that I would like to draw your attention to:

- (1) Regional sections. Are there any of you out there who would like to start a local group in your own area, or be a representative for the Group. This could include organising meetings, trips, fund raising activities, whatever you like basically as long as it does not bring the Group into disrepute.
  - (2) Trips/visits organiser. A number of trips have been run successfully in the past and it is something we would be interested in restarting.
  - (3) Group poster. This could be displayed at Railway stations, preserved railways, open days etc. If anybody would like to design one please put pen to paper and send us the finished item. It doesn't have to be of actual size, and if you're not a brilliant artist don't worry as we can finish it off one way or another. There's no prize, just the pleasure of seeing your masterpiece promote the Group.
- For all of the above please communicate with the Secretary. If you would like to discuss any of the above please give us a 'phone number and we can get in touch with you.

**OPEN MEETING:** Can any other railway group claim to have held a meeting within 500 yards of a major rock concert? Despite all the local publicity we still managed to arrange the Ipswich open meeting for the same evening as 24,000 people converged on the town for Tina Turner's concert! Thanks to those people that did turn up anyway, the next meeting/social gathering will be on Wednesday August 22nd.

**MONTHLY DRAW:** The June winner was Alan Pulford, and the winner for July, the first in the new series was Diane Saunders. If you would like to enter for the remainder of the current series, please send £5 with a brief note of explanation to the Membership Secretary at the address at the top of this page.

PRESERVATION FUND: The total on 26.7.90 was £2148:37. The recent increase is due to donations from Mr S.Sterland and Mr J.Mustard and interest credited to our two accounts totalling £118:56. Donations can be made at any time via the Treasurer.

NEW MEMBERS/RENEWALS: Many thanks to all of the following. A special mention should be made for June as we achieved a renewal rate of 95%, will you 'July lot' better this? Mr I.R.Mayoh (37024); M.G.Hayes (37033); I.Chandler (37044); Bob Upton (37047); A.P.Koolman (37084); D.Aislabie (37081); Mr S.Salter (37090); Mrs D.Salter (37091); Mr A.Louth (37093); David Hughes (37094); Geoff Fordham (37104); Mr T.Cotter (37159); Mr P.Westley (37160); Rob Fairhead (37161); Mr M.Warrick (37162); Andrew Mellors (37194); Mr S.Sterland (37195); Mr M.Whitcombe (37196); Mr P.Shipcott (37197); Mr A.Green (37198); Mike Hallam-Rudd (37199); Clive Penning (37216); N.Paine (37031).

ADVERTISING is available in "Syphon!" for a flat rate of £1. Cheques/postal orders should be made payable to 'The Class 37 Group' and sent to the Editor with the advert.

#### DIARY

- 19.8.90 SALES STAND. Barry depot.  
'The Barry Bucketeer'. Railtour from Crewe to Barry, 2 x class 37/7 involved.  
Details from: Growler Group, Railtour Organiser, 26 Risca Road, Newport NG9 4HZ.  
22.8.90 Open Meeting (Wednesday), Station Hotel, Ipswich (lounge side), from 2000.  
25.8.90 'Ffestiniog Flyer' railtour, Rose Grove-Llandudno or Ffestiniog. Details from:  
"The Thirtyseven Trust", Victoria Travel, Cigar Alley, Station Concourse,  
Victoria Station, Manchester, M3 1PB. Please enclose S.A.E.  
8.9.90 'The Tyne, Tees and Wear Man' railtour, The Class 37 Group. Details from and  
bookings to: Neil Murphy, 3 Shelton Place, Beccles, Suffolk NR34 9YB.  
29.9.90 SALES STAND. Cambridge rail day event.  
29.9.90 SALES STAND. Tinsley TMD open day.

DEADLINE for the September newssheet will be Tuesday 28th August.

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## 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

The only depot and sector reallocations for the period 29.6.90 - 30.7.90 were:

37035 ED-CF FPAE-PPEK

37077 TI-ML FDET-FMGM

Further news on a couple of items from last months 'Newsdesk' are as follows. 37156's RETB equipment obviously did not come from 37421 as 421 was still working on the Kyle line in July, despite being allocated to Eastfield and shown on TOPs as not having RETB equipment! 37077 has very quickly been removed from the hitlist, if it was ever on it, and is now at Doncaster Works undergoing an Intermediate overhaul. This is being sponsored by the 'Metals' sector following its reallocation to Motherwell as shown above, a surprising move perhaps in view of the dawning of class 60's in that area. Whilst on the subject of the 'hit list', another locomotive which should now have a reasonably secure future is 37229 which has gone to BRML Springburn for an Intermediate. Many people hoped this loco would work the Saturdays only 1040 Ayr to Carlisle relief passenger service whilst it was blue, something that will not now happen.

3752, the former 'British Steel Ravenscraig' is reported as having lost its names. 37156 however, despite its repaint to departmental grey livery is definitely still named as can be seen from the photo at the end of this months magazine. Its red 'British Steel Hunterston' plates make quite a sight!

37144 reappeared at Ipswich very briefly on 20/7, it soon disappeared back south. As well as triple tone grey livery it now has a complete set of aerials and radios. 37219 is expected to disappear to Works in the very near future and so it is reasonable to expect 144 to return to this area for working the East Suffolk line freights.

LIVERIES: I was hoping to run a full livery list this month but unfortunately this has had to be postponed due to the general lack of space this month. I'll try and get it in next months newssheet. Anyway, changes during the last month have included: 066/197 - departmental grey; 214/229/897 - triple tone Coal; 413/675 - triple tone Distribution; 894 - triple tone unspecified.

## WORKS/REPAIRS/OVERHAULS

DONCASTER: Details of 37 activity at 'the Plant' during June and July is as follows. Loco's present at the end of the period, 30/7, are denoted by \*: 053 (engine repairs \*); 058 (unscheduled bogie change); 066 (Intermediate); 077 (Intermediate \*); 092 (Intermediate \*); 098 (Intermediate); 100 (Intermediate \*); 158 (Intermediate \*); 197 (Intermediate); 214 (Intermediate); 254 (main generator); 514 (Light); 517 (Light \*); 674 (Light); 675 (Light \*); 682 (Light); 694 (engine repairs); 699 (Light); 801 (Light\*); 803 (Light); 897 (Light); 905 (Light); 906 (Light \*).

Withdrawn 37260 and 'stored unserviceable' 37096 were also present for the duration of this report. Including these two, there were 14 present on 12/6. The lowest total was 8 on 29/6. Longest term casualty is Tinsleys 053 which has been stopped since 8/2.

GLASGOW: 37's to have passed through during June & July include: 037 (Fire); 049 (Collision \*); 072 (Intermediate); 088 (Light); 137 (main generator); 145 (engine repairs \*); 190 (fire \*); 225 (engine repairs \*); 229 (Intermediate \*); 406 (bogie/underframe attention \*); 419 (Light); 424 (Light); 426 (Light \*).

Glasgow is getting quite busy now for 37's with the Intermediate overhaul programme now added to the light overhaul programme it has been undertaking on the refurbished 37's. There were a total of 7 present on both 29/6 and 30/7.

STRATFORD: I haven't got too much news from the DRS this month. 797 was the only example present on 9/6, for engine repairs. By 12/6 it had been joined by 898 which seems to be shuttling between the DRS and TMD. There were 4 present on 30/7 as follows: 032 (wheels/tyres/axles attention); 194 (main generator); 285 - as for 032; 797 (turbo-charger).

THANKYOU to the following for letters and information during the last two months: Rob Fairhead, Roger Parr, Colin Wilks, Daryl Slinn, Steven Evans, Jim Ramsay, Malcolm Hicks, Kevin Green, Henry Freyne, Michael Gibson, David Wilson, Keith Fransham, Dave Ruddick, Alan Pulford, Jerry Dickinson, Andrew Mellors, Dean Warner, John Forge, Paul Ivey, Carl Rosbrook, Julian Shields and anyone else. The more correspondence I get, the more information you get!

More mishaps, breakdowns, wrong sector workings etc are as follows.

- 107 failed at Berwick while working 4S64 (2045 Morris Cowley - Bathgate, 6/6) on 7/6. 47211 had helped it into the loop from the rear and 56091 worked the train forward. It had already been delayed for 2½ hours at Tyne Yard while 107 had gone to Gateshead for coolant and it is thought to have been this same problem which caused its subsequent failure. 4S64 finally arrived 485 minutes late.
- 110 failed at Blenkinsop with air problems while working 6M71 (1534 Lackenby to Workington) on 15/5. It was working in multiple with 37258.
- 131 was in trouble on 15/5 with a ruptured diesel line and burst reservoir pipe, the result of hitting a cow. It had been working 6S46 (1433 Doncaster - Gartcosh) and was assisted forward from Belford by 47114 over 3 hours late. After working the Double Gloucester railtour with 37235 on 1/7 it was back to more mundane duties on 2/7 when its next duty was a 6Z10 Greenford-West Ruislip special.
- 167 was sent to Reading TMD for attention after failing on 4/7.
- 198 which was travelling light to Ipswich to take up 4N43 (2215 Parkeston-Washwood Heath) on 6/6 was delayed when 31125 which it was travelling with failed. 47335 worked 4N43 instead and after some delay 37198 worked 6M83 (2250 Ipswich-Ditton) instead, leaving 160 minutes late. This is what 31125 should have worked.
- 213 was failed at Washwood Heath on 27/6 with a brake fault.
- 217 was also at Washwood Heath out of service, this time on 19/6. The problem was a seemingly simple one - a broken windscreen, but as the LMR did not have any spares it had to be worked back to Canton for repair. Incidentally, official records show that it managed to work from Ellesmere Port to Washwood Heath in 40 minutes (!?) with a train in tow. Back in service, it was in trouble again on 28/6, this time at Toton with an AWS fault. Could Toton repair it, you've guessed - NO, so again it was back to Canton for repair.
- 222 was out of service on the night of 20/6, undergoing repairs for its compressor.
- 235 a coal sector loco was on a metals sector Hardendale Quarry to Margam service on 3/7. It had run light from Canton to Cotton Hill to take this up.
- 239 was in trouble at Toton on 21/6 while working 6V24 Rufford to Toton. After being declared a failure, metals sector 37069 was used to work the train forward to Washwood Heath with 37239 dead in train. It is not known what worked from here. Coal sector returned the compliment on 2/7 by allowing metals to use 239 on a Wednesbury to Cardiff Tidal and return service.
- 244 was declared a failure at Tweedmouth on 5/6 while working 6S46 (1433 Doncaster to Gartcosh). This service does not seem to be faring too well - see 37131 above. 47210 assisted 244 from the rear to Grantshouse.
- 272 came to the rescue of 6E19 (1717 Spondon - Doncaster) on 7/6 after the failure of 47310 with low oil pressure.
- 274 suffered a burst air pipe at Killingworth while working 6E60 (1434 Millerhill to Doncaster) on 15/5. It was OK to work forward after repairs had been effected at Heaton. On 18/6 it failed at Reading West while working 6A05, a West Drayton to Didcot service. Not surprisingly, it was sent the short distance to Reading TMD.
- 430 was sent from Healey Mills to Milner Royd Junction via Engine Shed Junction and Bradford Interchange to assist 6Z19 Jarrow-Stanlow, on which 47233 had failed on 15/5. There was a delay of almost 2 hours.
- 521 was declared a failure at Prudhoe while working 6S81 (2140 Tees-Mossend) on 6/6. 37232 ran light diesel from Tyne Yard to assist.
- 671 was failed with flat batteries on 4/6 while in Scotland on the Burugallow to Irvine job. The result was that the return 6V41, 1630 from Irvine, was worked by 37414 on its own. Not missing an opportunity to give it some work, it was used to work 6S83 from Carlisle to Mossend but had to go to Motherwell TMD with more battery problems. It was 2 days later on 6/6 before it started to make the long journey south and the route itself is well worth a look. The first stage was down to Crewe via OS66 (2057 Motherwell-Carlisle) and OZ00 (2215 Carlisle-Crewe) light engine movements. It was then arranged to go light engine to Shrewsbury to work 6T71 and 6C19 to Bescot and then 6V70 onto Exeter, just leaving the final leg to St. Blazey. During this period the West Country was already short of loco's with 47016 on loan.
- 905 was in trouble while working the Doncaster Works test train on 20/6 with smoke being reported from the rear of the loco caused by traction motor problems.

## Questionnaire Suggestions

As you will probably remember a questionnaire was despatched with the April edition of "Syphon!". A healthy total of 36 were returned and all 'non magazine' issues were discussed at a subsequent Committee Meeting, an account of which follows. Some subjects were raised by more than one person and have been amalgamated under one common heading.

There are certain subjects that we would like to develop and these are marked below with an \* as well as being mentioned in this months Editorial.

Once again, thanks for all the ideas and remember, suggestions can be made at any time either in writing to the Secretary or direct to a Committee Member/Group Representative.

1. We should run a 'Class 37 Group' railtour.
  - This will be done with 'The Tyne, Tees and Wearman' on September 8th.
- \* 2. Introduction of regional sections/open meetings in various locations.
  - This has been tried and has largely been a failure. Area Representatives have come and gone for Midlands/Yorkshire, South West and Anglia. A number of open meetings were held at Ipswich which we hope to reintroduce on a regular basis shortly. Other meetings have been publicised at Sheffield, Nottingham, Derby and Bristol all of which had a zero response. A meeting in Edinburgh attracted 5 members, 2 of whom were on holiday, one is now abroad and one lives in London. Perhaps a mistake was putting all the responsibility on one individual. Are there any groups of people out there who would like to start something in their area which can be expanded? This could include local meetings, local newssheets etc, whatever you want. Please let us know if anybody is interested by writing to the Secretary.
3. Ask other Preservation Societies to sell "Syphon!" on their sites.
  - This was not felt feasible, firstly because of the problems keeping track of who had got what and collecting the money, and secondly because it is financially better to us that people subscribe rather than buy.
4. We should run a yearly raffle.
  - This is done and 1990's tickets should be with you by now.
5. Handout information about the Group on railtour and other passenger trains.
  - We have done a 'leaflet drop' twice before on railtours from which we were able to identify 1 new member. 'The Thirtysseven Trust' have kindly given us permission to hand out publicity on 'The Ffestiniog Flyer'. It was not felt wise to hand out membership forms aboard normal advertised passenger services.
- \* 6. Group visits to Railway depots, installations etc.
  - This is something we would like to do but need somebody to act as an organiser; the Committee members have each got enough to do already with their respective positions. We did run a number of trips by minibus from East Anglia to various events successfully, and it is a shame nobody was able to continue this. If you would be interested in planning and running trips for us, write to the Secretary.
7. Reciprocal advertising with other Groups.
  - This has been done with a number of other Groups, ie Class 20 Locomotive Society, BRC&W Type 3 Group. Other Groups have been written to but believe it or not they are not all interested! This is something we shall continue to work at.
- \* 8. Making a Group poster, and advertising on stations, at depots etc.
  - This is two subjects that can be inter-linked. Having a Group poster is a very good idea, especially as we have received offers to advertise one in the past. Advertising on railway stations is governed by a separate authority to British Rail in general. We decided to run a competition amongst the membership to design a suitable work of art that can be displayed at various locations.
9. Reduction in the membership fee for people able to generate new members.
  - This was not thought to be necessary. See also answer to question 10.
10. 'Freebies' or items of sales merchandise could be sent to new members.

- The general feeling here was that people joined the Group to get news and information about class 37's, not to receive Group giveaways, a view also expressed on one of the returned questionnaires. There is also the fact that everything produced costs money and so this would either reduce our profit margins or alternatively put the price of things up.
- 11. More advertising.
  - The Group should be able to feed adequately from the railtour advertising for some time which is quite extensive and aimed at the Group in general as well as the railtour. Advertising in the commercial rail press is expensive, for example a one off  $\frac{1}{2}$  page advert in "Rail" magazine is around £140. We therefore try to concentrate on the goodwill of Editors and our fellow locomotive Groups and Societies.
- 12. Share ownership.
  - This is an excellent idea, some investigations have already been made. There are a number of problems, for example how would we allocate the money generated from Group sales, subscriptions, lotteries etc, and smaller donations that have been made by members. For the time being at least the Preservation Fund will continue to operate as at present.
- 13. There were a number of suggestions relating to possible future sales items.
  - All will be investigated to find out what the costs would be. In addition a number of other ideas were made by the Committee and it is possible that a number of items previously rejected due to cost as well as some new ones will be advertised and produced on a 'one-off' basis rather than in production runs, although they will be more expensive this way.
- 14. Monthly magazine.
  - There are two main problems here, firstly and more importantly is the cost and secondly who is going to write it? To finance such a publication we would probably have to increase the subscription to about £7.50, ie 50%, and if this resulted in a drop in the membership total it might have to go higher. There is obviously the possibility that such a development might increase the membership total as we would be able to give more information for what I believe would still be a reasonable figure. As regards who would produce it, it takes myself and the Secretary about 3 weeks to produce and distribute "Syphon", and I'm sure I speak for us both when I say that we look forward to a rest in the intermediate month as "Syphon Extra" takes quite a bit less time.
- 15. What do British Rail intend to do with class 37's as and when?
  - Basically this is anybody's guess! There is a withdrawal programme but this is subject to frequent amendment. From the preservation point of view we want the money in the bank as soon as possible which is why we are running the railtour.
- 16. Stocking books published by the printing houses.
  - We have always tried to be individualistic, selling, and producing where possible, items that cannot be found on other sales stands or via other Groups. This policy would appear to be vindicated by our takings at open days where we often outsell other organisations which have much larger sales stands and what appears a wider range of goods. In addition we can usually make more profit by selling our own merchandise rather than other peoples.
- 17. Raffles.
  - We will continue with the annual lottery as mentioned in suggestion 4, and also the monthly draws. This is felt to be sufficient.
- 18. Space on the membership form for existing members to put their number on and distribute to other people to join. The existing members name would then go into a draw to win a voucher for the sales department.
  - Firstly, membership forms were distributed with the April magazine to all members - the second time this has been done. Secondly, and referring back to a couple of earlier points, we would hope that members do not need financial incentives, of whatever kind, to help our, and your Group. The more members we have, the more benefits YOU will get!

# ELECTRIC THEMES

This months status report shows the position at 0500 on Monday 30th July.

37401	ED	FETE	Eastfield TMD
37402	ED	FETE	Eastfield TMD. Allocated 7Y37, 0910 Mossend to Fort William.
37403	ED	FETE	Fort William. Allocated 7D19, 0951 Corpach to Mossend.
37404	ED	FETE	Eastfield TMD.
37405	ED	FETE	On route 1Y11, 0450 Glasgow Central to Fort William.
37406	ED	FETE	Out of service at Glasgow Works - bogie/underframe attention
37407	ED	FETE	Oban.
37408	IM	DCEA	Out of service at Tyne Yard with flat batteries, waiting transfer.
37409	ED	FDTE	Out of service at Eastfield TMD, fault not known.
37410	ED	FDTE	Millerhill, allocated on 1Z97, 'Queen of Scots'.
37411	TI	FABT	Buxton.
37412	LA	FCLL	Out of service at Laira TMD, traction motors.
37413	ED	FDTE	Shield EMD (Glasgow), out of service waiting transfer.
37414	LA	FCLL	St. Blazey.
37415	TE	FCY	Thornaby TMD.
37416	IS	PISA	Eastfield TMD, scheduled to enter Glasgow Works today for 'Light'.
37417	TE	FCY	Thornaby TMD.
37418	IS	PISA	Allocated 5H23 and 1H23, 0608 Stonehaven to Inverness.
37419	IS	PISA	Inverness TMD, allocated 1A44, 0610 Inverness to Stonehaven.
37420	TE	FCY	Thornaby TMD.
37421	ED	DCHA	Inverness TMD.
37422	TI	FABT	Buxton. Allocated on 6E17.
37423	ED	FDTE	Eastfield TMD. Allocated 7Y41, 0940 Mossend to Arrachar & Tarbet.
37424	ED	FDTE	Fort William. Allocated 1C63, 2025 to London Euston (to Glasgow C).
37425	TI	FABT	Buxton. Allocated on 6E79 and 6M67.
37426	IM	FPBC	Out of service at Glasgow Works, 'light' overhaul.
37427	CF	PCFA	Out of service at Canton TMD, cylinder liners and seals.
37428	CF	PCFA	Out of service at Canton TMD, 'B' exam.
37429	CF	PCFA	Nachynlleth. Allocated 2J11 - 0620 to Aberystwyth, and 1A33.
37430	IM	FPBC	Immingham TMD.
37431	CF	PCFA	Canton TMD.

The lack of 37/4's dedicated to passenger duties has begun to take its toll recently with 37/0's frequently acting as replacements in both the Cardiff and Inverness areas. The situation at Cardiff is typified above with both 427 and 428 out of service and the need for a 37 for both the 0803 Cardiff-Weymouth and 0503 Cardiff-Liverpool. 37213 was to find itself going to Weymouth! At Inverness 37419 spent most of July in Glasgow Works leaving only 416 and 418 to cover passenger work to Kyle of Lochalsh and Aberdeen. Eastfields 37421 spent most of the month helping out as did 37156 on the Kyle line. On 8/7, 37418 worked 1015 Inverness-Kyle, 1700 Kyle-Inverness and 2145 Inverness-Aberdeen. 416 was on the 1755 Inverness-Kyle. On 9/7, 418 was on 0608 Stonehaven-Inverness, 1015 Inverness-Kyle and 1700 return. 416 did the 2015 Inverness to Aberdeen while 421 worked an amazing 7 trips between Inverness and Aberdeen - 757 1/2 miles! On 10/7, 421 did the 0458 Inverness-Aberdeen where it was pinched for a ballast but returned to passenger work on the 1638 Aberdeen-Dyce and 1658 Dyce-Montrose. On 12/7, 416, 418 and 421 all went to Kyle with 416 doing the 1225 from Inverness, 418 on the 1015 and 421 on the 1755. As well as the trains on table 239, there are also a number of charters which traverse the Kyle and Far North Lines, this resulted in no less than 5 different 37's on passenger work on 14/7 - 156/410/416/418 and 421. On 11/7, 416 had failed at Kyle prior to working the 0700 to Inverness and Eastfields 407 which was on charter work double headed it to Inverness. It returned by double heading 418 on the 1015 from Inverness. 407 also worked the 1755 Glasgow-Inverness on 16/7, returning south on the overnight 0010 Inverness-Glasgow. 37421 spent most of the week commencing 2/7 on the 0915 Inverness-Elgin and 1018 Elgin-Inverness, a train better known for the use of 37707 and other 'NB' 37's. Finishing off in England, Imminghams 37430 worked the 0010 Euston-Manchester/Liverpool 'splitter' from Crewe on 1/7. As you have probably read elsewhere by now, the loco that works the 0803 Cardiff to Weymouth and 1658 return now also works a 1159 Weymouth to Westbury during its layover. This returns ECS to Weymouth. 37429 was on this diagram on 13/7.

# Over The Top!

When is the top not the top? You'll find the answer to this poser near the back of this month's "Syphon!" on the back cover with the 'photo captions.

In past issues we have taken a detailed look at a couple of lines which at the time were still frequented by 37 hauled passenger trains. These were the Far North (Oct. '88) and the North & West or Welsh Marches (May/June 1989). With the degree of 37 activity to be found on the Inverness - Aberdeen line at present, commonly referred to as 'across the top' or 'over the top', it seems appropriate to cover this line as well. As usual we will have a full route description, particularly for those of you who want to go and sample the action for yourself, but to start lets explain the reasons why 37's are being used at the present.

It's all down to the late delivery of the class 158 'sprinter' units and decisions taken some time ago for the dispersal of the Edinburgh - Glasgow push-pull 47/7 sets. In three different deals the carriages were needed by Inter City for Anglo-Scottish services, the locomotives were destined for Network South East and the driving trailers for refurbishment and then use on the Norwich - London service. These deals still had to take place despite the fact that Scotrail didn't have any 158's, so 156's were taken from certain internal Scottish services, including the entire compliment for the Inverness - Aberdeen service, and used for those services the 158's were supposed to be working.

On paper there are 7 diagrams involved in maintaining this line and the idea is that 47's are the mainstay with help from 37/4's where needed, however, as you may have noticed in 'Passenger Information' things don't always work out this way! As for the diagrams themselves, they are generally so short of locomotives that the service is made up as they go along including near minus turn arounds. For the record these diagrams are:

1. 0608 Stonehaven-Inverness (1H23) / 1015 Inverness-Kyle of Lochalsh (2H83) / 1700 Kyle of Lochalsh-Inverness (2H86).
2. 0458 Inverness-Aberdeen (1A42) / 0738 Aberdeen-Inverness (1H25) / 1030 Inverness-Aberdeen (1A48) / 1636 Aberdeen-Dyce (2A68) / 1658 Dyce-Montrose (2A69), ECS to Aberdeen then 1930 Aberdeen-Inverness (1H39).
3. 0915 Inverness-Elgin (1A62) / 1018 Elgin-Inverness (1H41) / 1217 Inverness to Glasgow (1T24) / 2350 Glasgow-Inverness (1H01).
4. 0635 Montrose-Dyce (2A66) / 0749 Dyce-Aberdeen (2A76) / 1310 Aberdeen-Inverness (1H31) / 1702 Inverness-Aberdeen (1A56).
5. 0610 Inverness-Stonehaven (1A44) / 0925 Stonehaven-Inverness (1H27) / 1423 Inverness-Aberdeen (1A52) / 1715 Aberdeen-Inverness (1H35) / 2012 Inverness to Aberdeen (1A60).
6. 0528 Aberdeen-Inverness (1H21) / 0815 Inverness-Aberdeen (1A46) / 1126 Aberdeen-Inverness (1H29) / 1526 Inverness-Aberdeen (1A54) / 1815 Aberdeen-Inverness (1H37) 2145 Inverness-Aberdeen (1A64).
7. 0010 Inverness-Glasgow (1T02) / 0755 Glasgow-Inverness (1H67) / 1207 Inverness to Aberdeen (1A50) / 1525 Aberdeen-Inverness (1H33) / 1835 Inverness-Edinburgh (1B44) 2330 Edinburgh-Glasgow (1C73).

This just leaves the 1758 Inverness-Aberdeen and 2142 Aberdeen-Inverness to be covered. One of the most noticeable differences to the above diagrams concerns number 3 where the Elgin is often an 'NB' 37, and usually 37707. It does not continue on the diagram. Other modifications frequently occur on the spur of the moment.

The route itself is single track throughout with passing loops at or adjacent to all intermediate stations, except for a stretch of double track for about 5 miles between Kennethmont and Inch. Because of the original, complex network of lines in this part of Scotland operated by the 'Highland Railway' and 'Great North of Scotland Railway', the line is 'down' between Inverness and Forres and Keith and Aberdeen, and 'up' between Forres and Keith. Mileposts are to the south on the 'down' sections and to the north on the 'up' section. The predominant line speed is 70mph although there are stretches where 75mph is permitted.

Although the route description starts from the Inverness end, to enable you to follow the guide in either direction features are referred to as being north (N) or south (S) of the line. Intermediate stations are in CAPITALS and underlined, while closed stations where platforms and/or buildings still exist are shown in CAPITALS with the appropriate mileage.

Our journey begins at Inverness, usually departing from platform 3 or 4, and almost immediately we separate from the line to Perth and beyond at Welsh's Bridge Junction, although we run alongside for a while before this line goes over us, along with the A9 road to the south. Before this there are a number of freight terminals and yards (N) and a freight depot (S) adjacent to the station. Leaving Inverness behind, the mudflats of the Moray Firth run alongside (N) with the hills of the Black Isle beyond. To the south there are much higher mountains which peak at over 2000 feet. After passing ALLANFEARN (140-53) we turn away from the Moray Firth at MP 140 into a landscape of gently rolling farmland. After a short cutting the rail served 'Highland Forest Products' factory (S) is at DALCROSS (137-19), followed shortly by Inverness (Dalcross) airport (N) at MP 136½. After the airport, the villages of Ardersier and Fort George can be seen in the distance (N) at MP 134½ and the platforms of GOLLANFIELD (134-38) are visible under an over bridge. This was formerly the junction for a line to the aforementioned Fort George.

At NAIRN there is a signal box at each end of the station and there will usually be some delay here when trains cross while 'Burt' pedals about between the boxes and the trains with the tokens! Nairn County football ground (S) is to the west of the station and there is a building proclaiming to be the 'Highland Railway Museum' on the Inverness bound platform. The River Nairn is crossed shortly after leaving the station and the Moray Firth reappears to the north. After passing BRODIE (122-61) we approach FORRES, passing a welcoming scrapyard (S). The track is lifted on the eastbound platform, the passing loop being to the east of the station. There are a mixture of old railway buildings including the old locomotive shed and a few sidings (N) and as we leave the station the A96 Inverness to Aberdeen road runs alongside; it is nearby for most of the journey. There is a football ground (S) and as we pass the signal box (S) note the fine display of plants and flowers! The village of Findhorn is visible (N) in the distance on the bay and we pass well preserved stations at KINLOSS (2-78) and ALVES (7-02). Just before Alves the freight line from Burghhead and Roscicle comes in from the north. The landscape is now very flat, although the Highland Mountains can still be seen in the distance (S).

ELGIN is approached through a short wooded cutting which opens out with the town either side. After slowing to give up the token at Elgin West box we enter the rebuilt station which has a modern building on the eastbound platform. Immediately to the east there is a yard (N) which includes a freightliner crane and is where the 0915 Inverness - Elgin takes its stock to run round. Beyond the truncation of the current yard there were originally three different branch lines of the Great North of Scotland Railway. After leaving Elgin and crossing the River Lossie there are old stations at LHANRYDE (15-48), ORBLISTON (18-40) and ORTON (21-70), all with station buildings still present on the northside platforms.

Flat, arable farmland has now given way to an area of more undulating forests and woods. At Orbliston it is possible to make out the trackbed of the old branch to Pochabers Town (N), while just to the east of Orton the line crosses the valley flood plain and iron bridge over the River Spey. Immediately we dive into a woodland area with the "Wood of Ordiequish" to the north and "Den Aigan" at 1546' to the south. The climb from Spey Bridge is the steepest on the line in either direction with 2½ miles at 1:60 up to MILLEREN (25-30) where the station building is visible (S). Entering KEITH the line runs between the whisky warehouses of the Chivas Strathisla Distillery and then crosses the River Isla. 'Strath' means 'the land along side', hence the land along side the River Isla. At the station the Dufftown branch joins from the south and there is another new station building on the platform here. Keith is at the end of both up and down sections, and is about half way between Inverness and Aberdeen. There is only one platform, the passing loop is to the east of the station. Leaving the station and heading east, we pass the Chivas whisky blending plant where there are usually a few whisky wagons (S), and further on a field contains many old whisky barrels (N) from the same source. The landscape flattens out again and we pass GRANGE (48-79) and ROTHIMAY (45-24) before crossing the River

Deveron which then runs alongside for a while (S). There is a golf course (S) just before Huntly, which is a 2 platform station and has a small yard on the north side. After a long passing loop we cross the River Bogle twice in quick succession and pass a pig field (N) at MP 37. We are used to seeing cows and sheep from the train, but pigs? The station building at GARTLY (35-65) is on the south side by a caravan site and KENNETHMONT (32-53) is just after the William Teachers Ardmore Distillery (both (S)). Kennethmont is the start of the double track section to Insch and also the end of an uphill climb for westbound trains which although broken runs nearly all the way from Aberdeen. INSCH is a small settlement and the station is guarded by a tall signal box at the west end of the north side platform beside the level crossing. Beyond Insch are the wooded mountains of the Bannachie Forest (S) which peak with Bannachie itself at 1733'. If you can take your eyes off the mountains you will notice more old stations at OYNE (24-47), PITCAPLE (21-28) and INVERAMEY (20-24). By Inveramsay the mountains have just about disappeared.

At INVERURIE there is a large, grand signal box (N) just to the west of the station which as the sidings have been lifted is now somewhat isolated. There is a CCE depot and the town itself is quite large. The platforms are quite wide apart and it is not advisable to try and leap between any trains timed to cross here. As we wind our way out of Inverurie and across the River Don, the oil sidings of Port Elphinstone are on the north side and there are more former stations at KINTORE (13-29) and KINALDIE (10-43). The landscape is now one of gentle undulations before we join the flat flood plain of the River Don, hemmed in against the valley side for a little while before crossing onto the flat land. At MP 7 the industrial estates of Dyce appear on the north (or east) side and shortly the air and heli port of Aberdeen (Dyce) appears to the south (west) side. There is a trident aeroplane beside the line which is used by the airport fire service. At DYCE station a tall, impressive signal box controls movements for the area. We are now 5½ miles from Aberdeen and there were once 9 intermediate stations. I'll list all of them, the ones shown with an \* are those that I was able to detect a trace of: STONEYWOOD (5-10); BANKHEAD (4-46); BUCKSBURN \* (4-03); PERSLEY (3-15); WOODSIDE \* (2-43); DON ST. (2-19); KITTYBREWSTER \* (1-31); HUTCHEON ST. \* (69 chains); SCHOOLHILL (28 chains). Most evidence is on the eastern side and the most obvious example is that of Kittybrewster where the disused line to the docks disappears behind the old southbound platform. We are now at Aberdeen where most trains which go 'across the top' terminate, although a couple on the current timetable go to and from Stonehaven. As the diagrams work mostly from Inverness, the loco' will usually run round and return on the next Inverness bound service, a situation no doubt compounded by the general shortage of motive power in Scotland. We have covered 108½ miles, and while this line is perhaps the least spectacular of those radiating from Inverness, its changing landscapes, large number of extant former station halts and existing stations, and frequency of service give it plenty of attractions. All of this is currently available to the class 37 enthusiast on most days.

As is the case with the North & West route between Cardiff and Crewe, the 37's are easily able to keep up with the 'Sprinter' timings. The following example relates to a particularly good run behind 37156 on the 1805 Aberdeen - Inverness on 13.7.90. The load in this case was load 4, although there are a number of 5 coach rakes in the area. Timings are shown for the intermediate stations with the scheduled time in brackets.

Aberdeen dep 1805:57 (1805), Dyce 1815:20 (1814), Inverurie 1827:15 (1826), Insch 1839:23 (1839), Huntly 1855:16 (1855), Keith 1911:50 (1909), Elgin 1933 (1929), Forres 1946:50 (1944), Nairn 1957:17 (2003), Inverness arrive 2014:30 (2022).

It would appear the timings are fairly relaxed towards the Inverness end in this particular case, a minus of 4 minutes at Elgin being turned into a plus of 7½ minutes at Inverness! I hope to be able to include more detailed timings of this run, as well as others throughout the country in future issues.

If you have any detailed timings logs showing the performance of 37's, why not send them to me together with an analysis and any other information of the run.

# Regional View

## ANGLIA

IPSWICH AREA: 37057+008 (large logo blue + red stripe railfreight) were on freight-liner duty on the morning of Saturday 16/6, 37239 (triple tone Coal) was on the Hythe-Toton coal working. The following Saturday morning all blue pair 37073+238 were on 'liner duty, along with 37242+068 (triple tone Speedlink + red stripe railfreight) - some colourful combinations among that lot! The best time to view freight-liner activity on a Saturday is probably in the morning between about 0900 and 1100. Working on the winter timetable, 'liners were booked to leave for Felixstowe at 0925, 0938, 1040 and 1108. The Hythe-Toton coal should leave about 1015. As with most freight services these times can be subject to large variations. There was no 37 to Yarmouth on passenger work on 23/6 as 37216+219 were coupled up and used on freight-liner services following the failure of the booked pair. 37140 towed a dead 86216 to Stratford on 20/7, the 86 having failed at Ipswich on 18/7. It returned in a convey of 37216+144+140 (in that order) with all engines running but only 216 powering. Later the same day 31306+308 failed at Manningtree with 4F85 Stratford-Parkeston via Ipswich 'liner and 37216 went to assist by pushing the train from the rear to Ipswich.

NORWICH: 37892 was at Norwich on 27/6 with the Ripple Lane-Norwich 'Charringtons' tanks. This is booked to run Tuesdays & Fridays (and Wednesdays & Thursdays as required) leaving Ripple Lane at 0205 and arriving at Norwich at 0547, returning at 1214 the same day.

STRATFORD TMD: Present on 28/5 (Whit Monday) at 1330 were 37057/065/107 and at least 3 others, while on 3/6 (Sunday) at 1600 there were 37015/031/065 and at least 5 others

## EASTERN

CHESTERFIELD: 37167 passed through with a s/b coal working at 1335 on 1/6 (Monday).

KIVERTON BRIDGE: Imminghams DCEA sector 37025 was here on 13/6 working Tinsley ballast trip T10, Beighton - Kiverton Bridge/Shireoaks. After offloading 2 wagon loads of sleepers it carried on with the remainder of the train which was ballast for Shireoaks. It was noted to retain West Highland style headlight, mini-ploughs and aerials, and was here between 1018 & 1024 at least.

ROTHERHAM PARKGATE: The following were observed between 1142 & 1450 on 13/6: 109 on n/b empty steel at 1148; 684+686 on n/b loaded stone at 1225; 520+521 on s/b loaded steel at 1233; 688 s/b light engine at 1324; 422 s/b empty cement at 1334; 518+516 n/b empty steel at 1335; 100 on s/b loaded steel at 1422 and finally 501+502 on a southbound loaded steel train at 1433.

TINSLEY TMD: Different visitors to the TMD on both the 23rd and 24th June list the following 37's stabled outside: 37013/025/059/069/116/252/505. It is believed that 37032 was the only 37 stabled inside the sheds that was visible.

## MIDLAND

COALVILLE: 37800 and 37411 were on display at the open day on Sunday 3/6, 37517+513 made a number of trips past the site with a train of modern air braked wagons alternating with 60010, 58049 and steam loco 46203. With the kind permission of the open day organisers 513+517 wore our Group headboard for the day.

CREWE: 37427 was right on time with the 0503 Cardiff-Liverpool at 0755 on 23/6.

NORTH LONDON LINE: A correspondent living near the line at Kilburn reports the presence of a number of regular workings as follows:

Westbound tanks	0600-0630	IM based 37/7 (pool FPR)
Eastbound tanks	1745-1845	IM based 37/7 (pool FPR)
Eastbound tanks	0540-0630	IM based 37/7 (pool FPR)
Eastbound light	0545-0630	IM based 37/7 (pool FPR)
Westbound light	0605-0635	IM based 37/7 (pool FPR)
Westbound light	0630 (approx)	2xTI based 37/0 (pool FDET) then
Eastbound freightliner	0700-0730	" " " " " "
Eastbound steel	0700-0715	CF based 37/7 or 37/9 - Saturdays only working.

There were a number of other petroleum sector workings that it was not possible to identify. It is also known there are a number of freightliner workings between the Stratford and Willesden terminals. All of the Immingham allocated, Ripple Lane out stationed FFR 37/7's were seen between 1/6 and 20/6, these being 37888/890-893 and 37705/706/709. On 16/7, 37055+013 were seen light engine on the a.c. lines at 1500 at Willesden Junction. Earlier 37128 had been seen heading e/b on the avoiding line with one Inter City mark 3 at 1228, and later 37892 was seen at the High Level station with e/b oil tanks. On 17/7 37009+116 were on an e/b freightliner at 0822.

#### SCOTLAND

ABERDEEN: Ex Stratford & Tinsley loco's 37128 (large logo blue) and 37154 (blue) were here on Friday 13/7. It is understood 128 was failed and had been here all week.

CARNOUSTIE: Now that summer is with us the 'Royal Scotsman' charter is running again (1298). Noted running through Carnoustie on a Sunday at 1315 on the Keith Junction to Edinburgh section have been 37403 (10/6) and 37404 (24/6).

KYLE LINE: 37418 was seen at Kyle on 17/6 prior to working the 1700 to Inverness, the 'Hebridean Heritage'. Eastfields 405 was seen at Kyle on 20/6 at about 1000 with the 'Queen of Scots' charter. 37421 was on the 'Hebridean' on 24/6, anybody thinking of doing this train on a Sunday might like to know that there is a crew change at Garve on the return working involving the 1755 from Inverness. There is more news on the Kyle line in this months 'Electric Themes'.

INVERNESS: 37707 and 37401 were stabled outside the depot on the morning of 25/6. On 27/6, 37416 was stabled on the depot and 37418 was on the 1015 to Kyle of Lochalsh. 37114 and 37401 spent most of the week commencing 8/7 in the depot area.

PERTH: 37402 was noted on Perth with the empty, northbound 'Royal Scotsman' charter at 1725 on 28/6. 4 minutes later 37087 was seen in Perth Down sidings, it had also been seen in Perth Yard earlier the same day. Our correspondent must have just missed 37175 which was working a number of passenger trains this day.

PITLOCHRY: 37154 passed through at 0845 on 28/6 with one departmental flat wagon.

#### SOUTHERN

EASTLEIGH: Firstly, lets start with an update of 37's used on 6045 (0250 Cardiff to Hamworthy) and 6V99 (1453 Hamworthy-Cardiff) return recently. Some of these were also seen at ASHURST by another correspondent: 883 (31/5); 886 (4/6); 293 (5/6 & 7/6); 883 (11/12/14 of June); 197 (25 & 26/6); 715 (29/6); 717 (2/7); 901 (4 & 5/7); 293 (6/7); 885 (9/7); 717 (10/7); 901 (11 & 12/7); 293 (16 & 17/7); 696 (19/7). Despite being allocated to Cardiffs Metals sector, 37197 was freshly repainted in departmental grey livery. On 16/7, the returning 6V99 called at Eastleigh to collect 37035+37078. Other 37 workings around the Eastleigh area are as follows. The Micheldever-Waterston tanks (6238/6249) have used 138+248 (4th and 11th June), 273+294 (6th, 13th & 14th June), 174+273 (14th July) and 035+078 on 16th July. On 15/6, 37892 worked Ripple lane to Micheldever and return tanks (6051/6L31) and 37212 was on Eastleigh to Didcot coal empties (6V26). On 16/6, 37705 worked a Ripple Lane to Eastleigh exhibition train (6263), and on 27/6 37294 worked an Eastleigh to Clydach butane train (6259). Finally, on 19/7 37890 was on Chichester-Eastleigh-Ripple Lane 'Shell' tanks (6242).

#### WESTERN

CHELTEMHAM: 37110 passed through with a n/b speedlink service at 1308 on 19/6.

WESTERN MAIN LINE: Seen at West Drayton Yard have been 37131 at 1625 on 25/6, 37141+37078 at 1635 on 29/6, and 37078+37248 at 1635 on 2/7. Seen in quick succession at Slough on 29/6 were 37222 at 1920 with w/b HAA's and 37705 at 1925 with w/b oil tanks. 37220+37294 were at Southall Yard with oil tanks on 10/7 at 1650, while on 13/7 37892 was seen with w/b oil tanks at Hayes & Harlington at 0645.

GLOUCESTER: As mentioned in last months newsheet, 37015/038/142/185/198/350/885/906 were on display at the open day on 1/7. 37131+235, 37074+100 and 37691+800 were on special passenger trains in association with this event.

# Passenger Information

Details of the latest 'no heat' passenger workings are as follows, what a month!

30.6.90	37298	1335 Paddington-Penzance (Par-Penzance)
	37707	1525 Aberdeen-Inverness (correction)
1.7.90	37074+100	0840 Birmingham NS-Gloucester /1640 Sharpness-Gloucester
		1828 Gloucester-Birmingham NS, all CHARTERS
	37131+235	0912 Paddington-Gloucester /1540 Gloucester-Sharpness
		1748 Gloucester-Paddington, all CHARTERS
	37691+800	1034 Gloucester-Bristol /1153 Bristol-Birmingham NS
		1450 Birmingham NS-Bristol /1725 Bristol-Gloucester, CHARTERS
2.7.90	37088	1712 Dundee-Montrose /1808 Montrose-Perth
3.7.90	37088	1712 Dundee-Montrose /1808 Montrose-Perth
	37113	1423 Inverness-Aberdeen /1715 Aberdeen-Inverness
4.7.90	37087	1712 Dundee-Montrose /1808 Montrose-Perth
	37156	1700 Kyle of Lochalsh-Inverness
	37184	1725 Liverpool-Newcastle (King Edward Bridge J-Newcastle stu)
5.7.90	37152	1525 Aberdeen-Inverness /1758 Inverness-Aberdeen
6.7.90	37074	1405 Glasgow-Euston (Lockerbie-Carlisle)
	37152	1310 Aberdeen-Inverness /1702 Inverness-Aberdeen
	37156	0655 Inverness-Kyle of Lochalsh (Garve-Kyle of Lochalsh)
		1135 Kyle of Lochalsh-Inverness /1530 Inverness-Wick
		1944 Wick-Inverness
7.7.90	37113	0915 Inverness-Elgin /1018 Elgin-Inverness
		1702 Inverness-Aberdeen
	37133	0752 Leeds-Tenby (Carmarthen-Tenby) /1638 Tenby-Swansea
	37165	1040 Ayr-Carlisle /1400 Carlisle-Ayr
	37219	0924 Yarmouth-Leeds (Yarmouth-Norwich)
		0752 Birmingham NS-Yarmouth (1205 Norwich-Yarmouth)
		1325 Yarmouth-Birmingham NS (Yarmouth-Norwich)
		0937 Leeds-Yarmouth (1430 Norwich-Yarmouth)
	37238	1310 Aberdeen-Inverness
	37672	0815 Newquay-Manchester P. (Par-Exeter)
8.7.90	37238	1010 Inverness-Aberdeen /1305 Aberdeen-Inverness
		1548 Inverness-Aberdeen
	37707	1236 Inverness-Aberdeen /1810 Aberdeen-Inverness
9.7.90	37113	0528 Aberdeen-Inverness /0815 Inverness-Aberdeen
		1126 Aberdeen-Inverness /1702 Inverness-Aberdeen
	37240	0722 Dundee-Edinburgh
	37707	0610 Inverness-Stonehaven /0925 Stonehaven-Inverness
10.7.90	37113	0610 Inverness-Stonehaven /0925 Stonehaven-Inverness
	37707	0915 Inverness-Elgin /1018 Elgin-Inverness
11.7.90	37113	0610 Inverness-Stonehaven /0925 Stonehaven-Inverness
	37699	1330 Cardiff-Liverpool /1715 Liverpool-Cardiff
	37707	0915 Inverness-Elgin /1018 Elgin-Inverness
12.7.90	37015	1000 Plymouth-Glasgow (Birmingham NS-Crewe)
	37699	0803 Cardiff-Weymouth /1159 Weymouth-Westbury
		1658 Weymouth-Cardiff
	37707	0915 Inverness-Elgin /1018 Elgin-Inverness
13.7.90	37156	1526 Inverness-Aberdeen /1805 Aberdeen-Inverness
14.7.90	37156	0655 Inverness-Kyle of Lochalsh /1135 Kyle of Lochalsh-Inverness
	37165	1040 Ayr-Carlisle /1400 Carlisle-Ayr
	37261	0915 Inverness-Elgin /1018 Elgin-Inverness
15.7.90	37156	1030 Kyle of Lochalsh-Inverness /1325 Inverness-Brora
		1554 Brora-Inverness
	37174	1612 Hereford-Paddington (Hereford-Oxford)
		1820 Paddington-Hereford (Reading-Hereford)
	37239	0745 Cardiff-Weymouth /1815 Weymouth-Cardiff
16.7.90	37088	1638 Aberdeen-Dyce /1658 Dyce-Montrose
	37162	0503 Cardiff-Liverpool /0914 Liverpool-Cardiff
	37240	2215 (15/7) Euston-Inverness (Perth-Inverness)
		1217 Inverness-Glasgow QS (Inverness-Perth)
		1712 Dundee-Montrose /1808 Montrose-Perth

16.7.90	37241	1217 Inverness-Glasgow QS (Perth-Glasgow QS)
17.7.90	37156	1225 Inverness-Kyle of Lochalsh /1530 Kyle of Lochalsh-Inverness
		2012 Inverness-Aberdeen
	37240	1712 Dundee-Montrose /1808 Montrose-Perth
	37697	0803 Cardiff-Weymouth (Cardiff-Pilning)
18.7.90	37087	1010 Inverness-Euston (Perth-Edinburgh)
		1712 Dundee-Montrose /1808 Montrose-Perth
	37142	0803 Cardiff-Weymouth /1159 Weymouth-Westbury
		1658 Weymouth-Westbury
	37156	0608 Stonehaven-Inverness /1755 Inverness-Kyle of Lochalsh
	37175	1310 Aberdeen-Inverness /1702 Inverness-Aberdeen
	37216	1800 Norwich-Liverpool St. (Ipswich-Liverpool St.)
	37707	0915 Inverness-Elgin /1018 Elgin-Inverness
19.7.90	37156	0700 Kyle of Lochalsh-Inverness /1225 Inverness-Kyle of Lochalsh
		1530 Kyle of Lochalsh-Inverness
	37175	1638 Aberdeen-Dyce /1658 Dyce-Montrose
	37240	1712 Dundee-Montrose /1808 Montrose-Dundee
		1915 Leuchars-Edinburgh (additional)
	37376	0730 Edinburgh-Leuchars /1042 Edinburgh-Leuchars
		1845 Leuchars-Edinburgh (all additional)
20.7.90	37099+145	0918 Brighton-Edinburgh (Penrith-Carlisle)
	37152	1300 Glasgow C-Edinburgh
	37170	1440 Edinburgh-Inverness
	37376	additional as for 19.7.90
21.7.90	37128	0750 Glasgow-Leuchars /1915 Leuchars-Glasgow (additional)
	37156	1015 Inverness-Kyle of Lochalsh /1700 Kyle of Lochalsh-Inverness
	37165	1040 Ayr-Carlisle /1400 Carlisle-Ayr
	37219	as for 7.7.90
22.7.90	37045+063	0900 Norwich-Liverpool St. (Colchester-Liverpool St.)
23.7.90	37128	2350 (22/7) Glasgow QS-Inverness (Perth-Inverness)
	37170	1712 Dundee-Montrose /1808 Montrose-Perth
	37213	0803 Cardiff-Weymouth /1159 Weymouth-Westbury
		1658 Weymouth-Cardiff
	37708	0915 Inverness-Elgin /1018 Elgin-Inverness
24.7.90	37223	0803 Cardiff-Weymouth /1159 Weymouth-Westbury
		1658 Weymouth-Cardiff
	37240	1712 Dundee-Montrose /1808 Montrose-Perth
	37262	0915 Inverness-Elgin /1018 Elgin-Inverness
	37718	0600 Manchester V.-Blackpool North
25.7.90	37167	0803 Cardiff-Weymouth /1159 Weymouth-Westbury
		1658 Weymouth-Cardiff
	37376	1150 Glasgow-Ayr (additional)
27.7.90	37113	2145 Inverness-Aberdeen
	37170	1712 Dundee-Montrose /1808 Montrose-Perth
	37223	0803 Cardiff-Weymouth /1159 Weymouth-Westbury
		1658 Weymouth-Cardiff
	37708	0915 Inverness-Elgin /1018 Elgin-Inverness
28.7.90	37113	1310 Aberdeen-Inverness
	37128	0915 Inverness-Elgin /1018 Elgin-Inverness
	37156	1755 Inverness-Kyle of Lochalsh
	37213	0503 Cardiff-Liverpool /0914 Liverpool-Cardiff
	37219	0445 Birmingham NS-Yarmouth (0842 Norwich-Yarmouth)
		1040 Yarmouth-Birmingham NS (Yarmouth-Norwich)
		0800 Liverpool-Yarmouth (1408 Norwich-Yarmouth)
		1607 Yarmouth-Liverpool (Yarmouth-Norwich)
	37278	1330 Cardiff-Liverpool /1715 Liverpool-Cardiff
	37376	1040 Ayr-Carlisle /1400 Carlisle-Ayr
	37709	0920 Yarmouth-Leeds (Yarmouth-Norwich)
		0930 Liverpool St-Yarmouth (1135 Norwich-Yarmouth)
		1325 Yarmouth-Birmingham NS (Yarmouth-Norwich)
		0937 Leeds-Yarmouth (1430 Norwich-Yarmouth)

Notes to some of the above and other gen where the exact working is not known are as follows. On 30/6 37154 worked a Glasgow-Aberdeen train forward from Gleneagles, and the same loco was working in Scotland on 1/7. On 4/7, 37184 pushed the 1725 Liverpool to Newcastle into the station at the end of its journey after 47443 failed at King Edward Bridge Junction. The same day 37087 worked the Dundee-Montrose although 37088 had been allocated. As many as possible of the workings listed are as reported from people who were there as TOPs is known to be fairly unreliable in Scotland in particular. On 6/7, 37156 took over from 37416 and dragged it from Garve to Kyle of Lochalsh and then back to Inverness. 37074 worked the 1405 Glasgow-Euston from Lockerbie to Carlisle after 90009 failed. On 7/7, 37133 worked forward to Tenby after 47833 derailed while running round at Carmarthen. 37238 worked the 1310 Aberdeen-Inverness and was then failed, its place being taken by 37113, and the 1137 Carlisle-Dumfries sprinter failed to connect with the 1040 Ayr-Carlisle. Sundays are usually a day of rest for the 'WB' 37's in Scotland, however, on 8/7 there were 3 allocated to work off Inverness! 37238 and 37707 went 'across the top' and 37156 was allocated to work the 1755 Inverness to Kyle although in the end 37416 returned from a ballast to do the latter. 37025 is thought to have worked on 9/7, although there are conflicting reports of what on. Some reports suggest it was dragging around the Leeds/Liverpool area while others refer to it working between Ayr and Glasgow. On 11/7, 37240 worked the 1200 Kings Cross to Inverness either to or from Perth, the same day 37699 worked the 1330 Cardiff-Liverpool and return - 37139 had originally been released by 'Coal' sector to work this train but was stopped at Canton. 37156 made an unplanned trip 'across the top' on 13/7, one assumes due to the failure of a 47. The next day it went to Kyle although there was a riot at Garve on the return when a number of bashers ran along the line in their haste to catch this beast after 37418 had stopped short for some reason on the 1225 from Inverness. The guard was at the least 'not pleased'. On Sunday 15/7, 37174 ran light from Newport to work the 1612 to Paddington from Hereford after the failure of the booked 47. 37712 was the standby at Hereford but this was found to have flat batteries when attempts were made to start it. 174 came off at Oxford and then the 47 working towards Hereford failed at Reading. Off went 174 to rescue it, eventually arriving back at Hereford after midnight (booked 2130!). Glasgow-Ayr additional were worked by 37058 on 16/7 and 37165 on 17/7. Also on 17/7, 37697 failed at Pilning on the outward leg of the Cardiff-Weymouth diagram and was replaced by ... an ETH 47 (47524). On 18/7, 37216 worked into Liverpool Street from Ipswich on the 1800 from Norwich. 86216 had overheated at Sproughton, just to the north of Ipswich, and 31190+191 pushed the train into Ipswich. Also on 18/7, 37717 was dragging between Wigan and Warrington. A number of extra trains were run in conjunction with the Open golf championship at St Andrews between 19/7 and 22/7, many of which were hauled by no heat 37's. On 19/7, 37240 worked the 1808 Montrose-Perth which was capped at Dundee. It then worked ECS to Leuchars and formed the 1915 additional to Edinburgh complete with SRPS stock! On 20/7, 37152 worked the 1300 Glasgow-Edinburgh and then should have gone forward on the 1440 to Inverness. A broken speedo prevented this and 37170 worked the latter instead. To add insult to injury of those who missed 152 on 20/7, the next day it worked the stock ECS into Glasgow Queen Street for the 0750 additional to Leuchars, 37128 being the train engine. The 0900 Norwich-Liverpool Street was the victim of a failed suicide attempt on 22/7, the 86 was unable to go forward from Colchester and 37043+063 were attached. 37213 started a good week on the 'Weymouths' on 23/7, a week which also witnessed 37167 and 37223 (twice) visit the resort. 37156 made another trip to Kyle on 23/7 but 37419 was back on the scene by this time having been released from Glasgow Works. 37718 worked as shown on 24/7 and is also thought to have continued back to Manchester, round the Oldham loop and then on to Blackburn. 37376 was on a controlled relief to Ayr on 25/7.

For some time now, I have been intending to start a 'working of the month' to go with the gen. Basically this will be the most unusual working, or perhaps unusual train for a 37 to be on. From this month's gen I think it was a choice between 37298 to Penzance on 30/6, 170 on the Edinburgh-Inverness on 20/7 and 128 on the Scottish internal overnight on 23/7. Right up to the end of the month I think my vote was with 128 but the amount of 37 activity in Scotland this summer and the lack of variety 37 wise in Anglia just tipped the scales in favour of 709 on 28/7. And then 217 went to Skegness! What do you think?

## ON TOUR 'THE DOUBLE GLOUCESTER'

If you want a surprise when your railtour arrives Paddington is not the place to be. The departure board, probably most peoples first destination displayed: 0912 GLOUCESTER 37131 + 37235. This is what had been expected from the gen merchants as they were the only 2 37's at Didcot on Saturday.

As usual the stock did not arrive until the last minute and this probably contributed to a departure 4 minutes late at 0916. 37131, still in rail blue, was leading with 37235 "THE COAL MERCHANTS' OF SCOTLAND" in triple tone livery in tow. It was all heads to the windows at the front but the departure was largely disappointing. I suppose that it's so unusual to find 2 37's on the front of a train nowadays that it's easy to forget how little a train like this is for 3500hp. Although cloudy it was reasonably bright and a variety of interesting trains were passed as we headed west towards Didcot, including 47536 and 47568 on CCE trains near Paddington, 47714 on a ballast just past Old Oak, and a 31 hauling underground stock near West Ealing. After staggering a bit and stopping for PW work near West Ealing we managed to get up to 81mph through West Drayton before picking up at Slough. We left Reading at 1001½ (-34) but then had a 28 minute fester (1019-1047) at Didcot to view the Sunday market. Quite why this was I don't know, however, there was a claim (well - the day wouldn't be the same without them) that this was to allow a tram (HST) to pass which was carrying passengers to Swindon who had missed us at Paddington. I find this hard to understand as we had left late anyway, and you can bet it wouldn't happen for you or I if we missed a train.

We finally left the Sunday Market (-27) and after a much shorter pause stopped at Swindon for a crew change and where some people certainly got on. The platform screen showed us as the '0000 GLOUCESTER', and we left at 1119 (-33). After finally getting a good, fast run along Brunels' main line we came to a stand at MP 106¼ in the park at Bath for another 3 minutes before tottering to Bath itself for a further stand of 5 minutes. The weather was now very dull and quite cold - must be the onset of winter with these funny seasons we have now - and we finally got on the move again at 1157 (-38). Our route took us down towards Bristol and round the freight only curve between North Somerset Junction and Dr Days Junction - rare Syphon mileage indeed. The power was wound open for the journey north out through Bristol and the pair made a fine noise passing a scattering of photographers. At Filton we turned East and headed back towards London through Parkway (-31) for a short distance before turning north at Westerleigh (as in 37220?) Junction. 20170+20048 were passed heading south towards Bristol on one of 'Pathfinders' special trains during our run to Gloucester where we finally arrived 25 minutes late.

After whiling away a couple of hours, including a trip down the CCE sidings with kettle 6024 'King Edward I' and gronk D8795 top 'n' tailing the chocolate & cream DMU, it was all aboard again for the trip to Sharpness. 37100+37074 were attached to the rear of the train for more top 'n' tailing and thus we had a train with 2 37's at each end! 235+131 led us down to the docks leaving at 1559 (-19). The photo stop was dangerously close to a radioactive source, Berkeley nuclear power, so will anybody's photo's come out? 3 flasks were viewed in the siding which must be quite a stockpile. 37100+074 took us back to Gloucester where we stood at Horton Road Junction for 8 minutes and viewed a race up the new road between a JCB and some kind of tractor contraption. The tinings for the branch were obviously somewhat conservative and we arrived back at Gloucester about 5 minutes late. The sun was out now and it seemed quite a nice day.

Our third late departure of the day was at 1758 (-10), leaving Gloucester for the return to London, this time routed via Kemble. Remember this, because the signaller didn't! 235+131 were at the helm with 235 now leading, and after a brisk departure we came to a stand at Standish Junction (appropriately named) at 1807, just as 37800+37691 stormed past in the opposite direction with another 'Pathfinder' train. The road had been wrongly set, sending us straight on towards Bristol but fortunately the driver realised. Having got the right road we were on the move again at 1811 (-14) and made for Swindon via the delightful Cotswold countryside. At Swindon the old north yard has now been completely lifted and mostly dug up, although this is perhaps preferable to the lines of scrap loco's that used to adorn it. We stood at Swindon for 3 minutes for a crew change and to allow two trams to proceed ahead of us, leaving at 1845 (-6). This had been reduced to -2 at Reading (dep. 1923) and we were now enjoying perhaps the best running of the day. Just as we left Reading 50023 drifted in with the 1900 Oxford-Paddington and we were away on the fast lines. We had been going a few minutes

when those at the rear of the train suddenly became aware of 50023 creeping up on the inside on the slow line. Gradually it started to overhaul us, which as you can imagine the few 50 bashers on board took some delight in. However, as it approached the front our driver must have realised what was happening and gave the Syphons a bit of extra wellie. Slowly the mph increased and we started to get the upper hand, you can imagine the reaction from our train as the 50 was passed and left to wish it hadn't bothered! It was back on the slow for Slough, and after stopping to set down and allow a couple more trans past some of the best signalling ever was noted as we were routed back onto the fast line just in front of the 50 which was once again put on the slow. And that was the last we saw of it, arriving back at Paddington at 2014 (-9).

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SATURDAY SEPTEMBER 8th 1990

A CLASS 37 HAULED FREIGHT LINE TOUR FROM SHEFFIELD (0800), LEEDS (0845) and YORK (0915), TO THE NORTH EAST, INCLUDING THE LEAMSIDE DIVERSION VIA FERRYHILL, THE COAST LINE VIA HARTLEPOOL, FREIGHT LINE TO EASTGATE AND RARE FREIGHT LINE TO BOULBY.

ALL PROCEEDS WILL GO TO THE EVENTUAL PRESERVATION OF OUR CLASS 37.

BOOKINGS VIA: NEIL MURPHY, 3 SHELTON PLACE, BECCLES, SUFFOLK, NR34 9YB. THANKYOU.

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'THE THIRTYSEVEN TRUST' PRESENTS - THE PENZANCE PROWLER

FRIDAY/SATURDAY 5/6th OCTOBER 1990

ROUTE, Outward: Blackburn depart 2230, Bolton (2300), Manchester Victoria (2320), Stockport (2345), Crewe (0015), Birmingham New Street (0120), Cheltenham, Bristol, Exeter, Plymouth, Penzance arrive 0800.  
Return: Penzance depart 1200, Plymouth, Exeter, Taunton, Westbury, Swindon, Oxford, Worcester, Lickey bank, Birmingham New Street (1940), Wolverhampton, Crewe (2045), Stockport (2115), Manchester Victoria (2140), Bolton (2200), Blackburn arrive 2230.

Note: Return route from Penzance awaiting final confirmation from British Rail.

MOTIVE POWER: Class 37 throughout, confirmed by Railfreight (subject to availability on the day).

FARFS: £37.50 all stations. STANDARD CLASS ONLY. Under 16's £5 off if accompanied by adult.

For further details please send an S.A.R. 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 Saturday August 25th from Rose Grove to Llandudno and Ffestiniog with 37 motive power. Details from the same address as above

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LATE GEN: Brief details of some very late passenger information is as follows. On 29/7 37278 worked the Sunday version of the Cardiff-Weymouth diagram. On 30/7, 37213 went to Weymouth, 37170 was the Dundee-Montrose, 37128 and 114 at least were out in Scotland, but perhaps the best of the month (?), 37217 worked the 1000 Derby-Skegness and 1800 Skegness-Derby vice the usual pair of class 20's. 37170 was the 'Montrose' on 31/7.

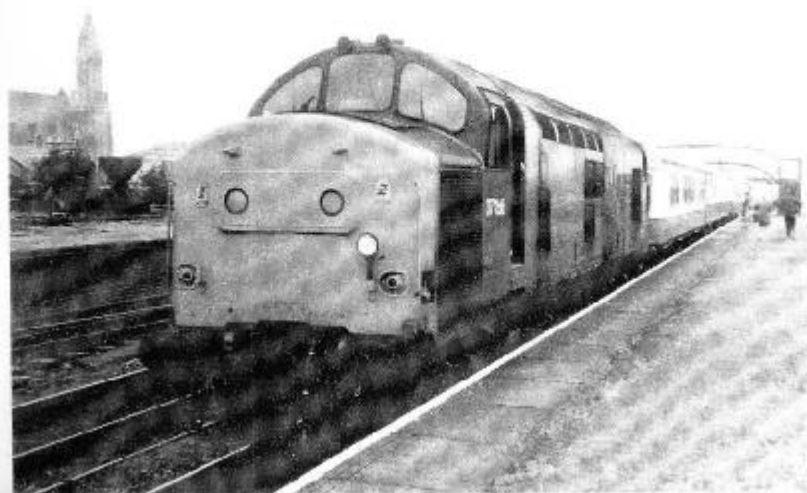


These two photographs illustrate unusual, and what has become very usual trains in Scotland this summer.

ABOVE: 37285 is in the process of being detached from the 0750 Inverness to Kings Cross HST at Perth on 29.5.90. The previous day the 1200 Kings Cross to Inverness had been dragged between Perth and Pitlochry by 37175 where this too gave up. 37285 looks rather bare in triple tone grey with no sector markings.

BELOW: 37156 at Dingwall on 16.6.90 with the 1700 return Hebridean Heritage from Kyle of Lochalsh to Inverness. This is formed of the green and cream Mark II's, the former class 101 DMU car, now an observation coach is coupled next to 156. This is thought to have been its first passenger outing on the Kyle/Far North lines after the fitting of RETB equipment. Livery is departmental grey and it retains its red nameplate.

Both photographs: Julian Shields (37100)





FRONT COVER: 37212, in triple tone coal sector livery, leaves Ipswich to head north with the Hythe (Colchester) to Toton speedlink coal service on 9.6.90. The photo is taken from Eadleigh Road bridge. I don't know how well it will reproduce but there is a rather interesting item of graffiti to the left of the loco'.  
Jerry Dickinson (37038).

THIS PAGE TOP: On 20.5.89, the first summer Saturday, 37038 heads the 0800 Birmingham-Yarmouth through Reedham. This photo was taken from the road bridge above the signal box.  
Steve Potter (37116).

THIS PAGE BOTTOM: A reminder of summers past as 37501, in original Rail-freight grey, is seen at Aberystwyth at the head of the 1110 to Euston on 21.6.85.  
Jason Hawkins (37011).

The top is not the top when the middle goes over the top. The 'top' is a term commonly used to describe the Inverness-Aberdeen line and the 'middle' to describe the Inverness-Perth line. The middle goes over the top just after leaving Inverness. Thanks to Dave Ruddick for this witticism.

