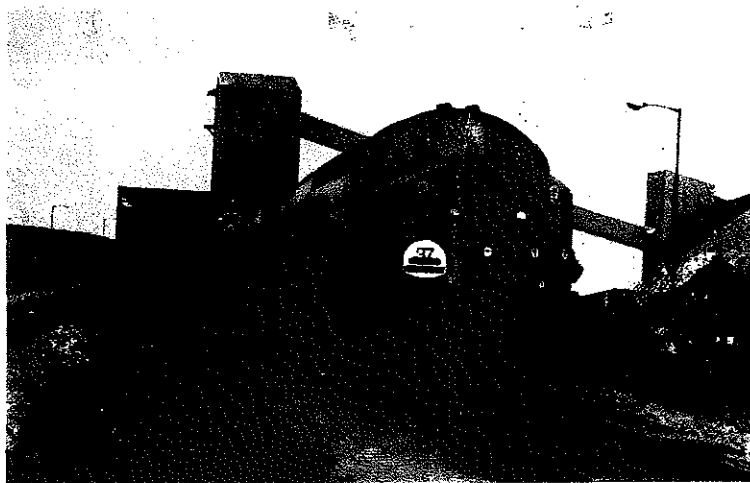


SYPHON!

THE MAGAZINE OF
THE CLASS 37 GROUP



OCT 1990

37



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NUMBER 28 - OCTOBER 1990

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EDITORIAL

Firstly, I must apologise for the later than usual arrival of your magazine this month. This is because I had my holiday at the end of September as mentioned in last month's newssheet. The magazine is just as up to date, however, as I have collected my info' in later than usual. I hope the late arrival is compensated for by the monster 32 page issue that you are about to read, the aim of which was to clear my backlog of features and articles although so much has happened in the last month that I've still had to carry things over! This issue includes 2 features on the railtour, one a personal account of my own, describing the hassles of organising the thing, and another from Michael Gibson written from a passengers perspective. I would not normally include a full timing list but as it's our train I felt it worthy of exception. We also have an interesting article about the do's and don'ts of tape recording, and continuing the series of freight features we look at the Carlisle area - thanks to Colin Wilks and Stephen Brown respectively for these. Right up to date there are also reviews of the 'West Anglia Gala Day' and possibly the last week of regular locomotive hauled trains on the Inverness to Aberdeen line. Before finishing, I'd like to thank Dean Warner for his help with the production of last month's newssheet.

RAILTOUR: This was a great day and as far as I know everybody concerned had a good time. From an organisational point of view everything went really well once the train turned up, and financially we even managed to end up in the black! Thanks to everybody who came along and I hope we get the chance to see you all again.

OPEN MEETING: These will continue to be held at Ipswich but in future we will visit different locations in, around or near the town, with perhaps some other activities included. They are still open to anybody as we will leave by car (or bus!) from the Railway Station at Ipswich to wherever the meeting is. Just turn up and join in.

LOTTERY: Winners, with ticket numbers in brackets were: 1st - Richard Morgan (322); 2nd - Andrew Garten (680); 3rd - Mr I.Vanderveil (1832); Decanter - A.P.Koolman (1404); Bottle of Port - Mrs K.J.Jones (1232); Bottle of Sherry - J.Collins (1670); Book Token - Ian Sharman (1301); Boots Token - Ms L.Williams (868); WH Smiths - Roger Parr (961); Video cases - Mr J.Lisle (1522). Prizes have either been sent or will be on their way shortly. Thankyou to everybody who supported us this year, a profit of approximately £70 will be transferred to the Preservation Fund.

AGM: A reminder that our 4th Annual General Meeting will be held at The Great Northern Hotel, Peterborough, on Saturday 10th November 1990 commencing at 1400, although the room is booked from 1300. Any nominations for Committee, proposed and seconded, and any resolutions to be put before the AGM, must be recieved by the Secretary no later than 14 days before the date of the meeting. Please attend if you can.

CHRISTMAS STORIES & MESSAGES: Believe it or not it's almost that time of year again, and these are two things that have become tradition. Firstly, why not put your imagination to work and think of a suitable tale, fact or fiction, for our December edition of "Syphon!". Secondly, we again offer the facility of sending a message, festive or otherwise, via the pages of the magazine for the sum of £1 which goes into the Preservation Fund. Please send all stories and messages to the Editor by 24.11.90.

SALES: New items included in this month's 'Sales' are bonded leather keyfobs, the few remaining Railtour teeshirts and back issues of "Syphon!" magazine. We have also purchased an excellent new sales stand which made its debut at Tinsley open day. If anybody has any old railway magazines, especially 'Rail' or 'Rail Enthusiast', could we please have them for the sales stand. Also any photographs you may have that you do not want, of whatever class. Please communicate with the Sales Officer at the address shown or Dear Warner at 10 Surbiton Road, Ipswich, IP1 4AX.

MONTHLY DRAW: September's winner, keeping it in the family was Nathan Saunders. £3 to the Membership Secretary will get you enrolled for the rest of the current series.

PRESERVATION FUND: On 10.10.90 the total stood at £2199:76. The increase since the last report is thanks to contributions from J.Paine, T.Scott, J.Scott, Mr Ebsworth, Maurice Barber, Chris Leggett, Roger Parr, the Ireland Brothers and a collection at one of the last Ipswich Open Meetings. Donations can be made at any time to the Treasurer or you can even ask us for a standing order form to make regular donations.

NEW MEMBERS/RENEWALS: Thankyou to the following for your support: Craig Nicholson(37029); G.Sansom (37049); Dean Warner (37105); Mark Rigby (37217); Mr R.Pittard (37218); Mr C.Park (37220); Mr M.Wigley (37221); Mr S.Coupe (37222); Mr J.Welsby (37223); Mrs S.Barnes-Evans (37501). Renumberings are Maurice Barber (37030 to 37156), Miss J. Scott (37064 to 37414) and Steve Fennell (37151 to 37088). We had a 100% renewal rate during August - excellent. I'll print another list of available numbers next month.

DIARY, THANKS, and DEADLINE can be found at the end of 'Passenger Information'

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, in black or white with split and centre headcode 37's on front: £6:00
 White - Medium, Large or Extra Large, Black - Large £5:00
 RAILTOUR TEESHIRST, a few left in large size only £2:00
 'SYPHONS' - our first audio tape (as reviewed in 'Rail' issue 93) £3:50
 'SYPHONS - THE SECOND EDITION' audio tape £3:50
 MUGS, same design as Group teeshirts, £2:00
 PRESERVED BR DIESEL & ELECTRIC LOCO'S book/register, by Andrew Garten £1:00
 CLASS 37 RENUMBERING LIST by Mike Millward £1:00
 PHOTO'S, 7" x 5" colour enlargements, card framed - 37036; 37116; 37178; 37263; 37285/012; 37263; 37405; 37427; £1:75
 KEYFOBS, * NEW * - bonded leather in red/blue/white/green/black/white/tan 50p
 BADGES & PENS - 30p NOTEPADS - 20p
 PHOTOSTICKERS - 37011/012/026/055/081/107/116/159/187/350/673/691/698 35p
 "SYPHON!" back issues, Feb/April/June/Dec 1988, Feb/April/June/Aug/Oct/Dec 1989
 Feb/April/Aug 1990 35p

VIDEO's - produced by Modern Traction Video's available for the following classes:
 (1) Deltics (2) 37's (3) 45/46's (4) 40's £18:00
 (5) 47's (6) 50's Volume 1 (7) 50's Volume 2 (8) 27's £22:50
 All run for 60 minutes except class 27's which is 45 minutes. Please state VHS or Beta.

Please include the following for postage and packing:

Photostickers, Badges, Pens, Notepads, Books, Magazines, Keyfobs, Photo's - 22p.

Audio tapes - 50p per tape.

Teeshirts, Sweatshirts, Video's, Mugs - £1 per item.

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.

The following depot and sector changes are for the period 28.8.90 - 7.10.90.

37013	TI-TE	FDET-FMTY	37285	TI-ML	FDET-FMGM	37518	TE-ML	FMTY-FMGM
37042	TE-ML	FMTY-FMGM	37293	CF-ML	FMAK-FMGM	37519	TE-ML	FMTY-FMGM
37057	TI-ML	FDET-FMGM	37298	TI-TE	FDET-FMTY	37520	TE-ML	FMTY-FMGM
37073	TI-TE	FDET-FMTY	37354	SF-TE	FAGS-FALY	37521	TE-ML	FMTY-FMGM
37116	TI-ML	FDET-FMGM	37358	TI-TE	PGET-FCYI	37667	TE-ML	FMTY-FMGM
37144	SF-IM	FAGS-FABI	37359	ED-TE	FPAE-FCYI	37668	TE-ML	FMTY-FMGM
37178	TI-TE	FDET-FMTY	37370	ML-TE	FACM-FALY	37676	TI-IM	FABT-FABI
37184	IM-ED	DCEA-FPAE	37373	ML-TE	FACM-FALY	37677	TI-IM	FABT-FABI
37191	ED-CF	FPAE-DCWA	37379	ML-TE	FACM-FALY	37678	TI-IM	FABT-FABI
37209	TI-ML	FDET-FMGM	37408	IM-CF	DCEA-PCFA	37679	TI-IM	FABT-FABI
37211	SF-TI	FAGS-FABI	37411	TI-LA	FABT-FCLL	37680	TI-IM	FABT-FABI
then	TI-IM		37414	LA-IM	FCLL-FABI	37681	TI-IM	FABT-FABI
37214	CF-TE	FQCK-FALY	37418	IS-IM	PISA-FPBC	37682	TI-IM	FABT-FABI
37218	SF-TI	FAGS-FABI	37421	ED-IM	DCHA-FPBC	37683	TI-IM	FABT-FABI
then	TI-IM		37422	TI-IM	FABT-FABI	37684	TI-IM	FABT-FABI
37219	SF-TI	FAGS-FABI	37425	TI-IM	FABT-FABI	37685	TI-IM	FABT-FABI
then	TI-IM		37426	IM-CF	FPBC-PCFA	37686	TI-IM	FABT-FABI
37222	CF-ED	FQCK-FEPE	37427	CF-TE	PCFA-FALY	37687	TI-IM	FABT-FABI
37232	IM-CF	DCEA-DCWA	37429	CF-TE	PCFA-FALY	37688	TI-IM	FABT-FABI
37238	TI-TE	FDET-FMTY	37430	IM-CF	FPBC-PCFA	37692	CF-ED	FHBK-FEPE
37278	CF-ML	FMAK-FMGM						

I would imagine many of the above reallocations are part of the plan to base as many sector loco's as possible at the same depot, ie the transfer for former FABT and FAGS loco's Imminghams FABI pool. There is also the fact that FABI is a better acronym than FABT of course! FABI stands for: Railfreight (Construction) Immingham, classes 31, 37 and 47. Much of the switch round between Tinsley, Thornaby and Motherwell will be as a result of the changes introduced with the winter timetable. The vast majority of Speedlink services (freightliners) that are routed to Ipswich and Harwich via London and previously hauled by pairs of Tinsley (FDET) 37's are now electric hauled. In turn, services between Ravenscraig and Dee Marsh/Shotton on the West Coast are now 37 hauled vice electric, hence the need for Motherwells allocation to be increased. 37013/073/178/238 are on long term loan to Metals at Thornaby. Having struggled through the summer with four 37/4's allocated to Provincial services at Cardiff, they now find themselves with 5 and only 2 diagrams to cover! There are still lingering rumours of Manchester-Barrow services being transferred to 37/4, these could be interchanged with that on the North & West. I believe 37411 is fitted with 'swivelling' bogies, hence its swop with 37414 at Laira. The above changes leave the situation at the 37 depots as follows, this can be compared with the list in the August 1989 "Syphon".

CF = 012/035/038/072/078/131/133/138/139/141/142/146/158/162/167/174/191/197/207/212/213/215/217/220/221/223/230/232/235/239/244/248/254/263/264/273/274/280/294/350/371/372/408/426/428/430/431/689/690/691/695-699/701-704/710-719/796-803/883-887/889/894-899/901-906. Total = 95.

ED = 025/080/087/088/113/114/128/152/153/154/156/165/170/175/184/188/196/222/229/240/245/261/262/375/376/380/401-407/409/410/413/423/424/692-694/707/708. Total = 43

IM = 003/066/071/095/104/106/144/211/218/219/225/251/275/351/377/381/414/418/421/422/425/676-688/705/706/709/888/890-893. Total = 42.

IS = 416/419. Total = 2.

LA = 411/412/669-675. Total = 9.

ML = 010/026/037/040/042/049/051/057/077/092/097/099/108/111/116/137/145/190/201/209/278/285/293/518/519/520/521/667/668. Total = 29.

SF = 140/216. Total = 2.

TE = 004/013/023/046/048/054/058/069/070/073/075/083/098/100/109/110/178/202/203/214/227/238/241/250/255/258/298/354/358/359/370/373/379/415/417/420/427/429/501-517/Total = 56.

TI = 008/009/015/019/029/031/032/045/047/053/055/059/063/065/068/074/079/101/107/185/194/198/242/252/271/272. Total = 26.

NAMES: 37194 was named "British International Freight Association" at Glasgow Central on 9.9.90. At the other end of the scale, 37667 (Wensleydale) and 37668 (Leyburn) have been denamed, these two having been reallocated to Motherwell.

LIVERIES: More repaints are to: 158/196 - civil engineers; 087/098 - departmental; 416*/419 - Mainline; 222*/798/894* - triple tone Coal; 669 - triple tone Distribution; 293 - triple tone, markings not known.

Those denoted by * are not included in this months livery list. Those loco's that have had a yellow band added to their Departmental grey livery are in a livery known as 'Civil Engineers', not 'Civil Link'. Whilst on the subject of liveries, 37408 (still in large logo blue) is reported as having a red scottie dog!

GENERAL: 37675 failed while working the Doncaster Works test train (1D21) on 17/8 after its 'F' exam. It was hauled back by 47231 which also moved it back into the BRML establishment. 37100 also failed on the test train, this time on 5/9, and was assisted by 37242. 37679+683 were derailed at Northwich at 0300 on Monday 3rd September. Apart from ending on their side and blocking the up and down goods lines and down reception lines, they also damaged signalling equipment. They had been working 7F48 (0036 Tunstead-Oakleigh) and were not expected to be rerailled for 24 hours. 679 was seen at Tinsley on 23/9 and did not look any the worse for wear after this mishap.

WEST COUNTRY PROBLEMS: Although there are 9 37's allocated to the FCLL pool, it seems unusual to have more than 50% of them in service. On 7/8, 412/414/669/670 and 675 were all out of service. 47019 and 47156 were on loan to help out but 47156 joined the failures during the evening, being replaced by 47323. On 10/7, 47019/287/313 were all on loan and to make matters even worse 47019 and 47287 collided with each other at St Blazey! 47051 returned to its correct sector after a loan period to FCLL on 20/8 and 37675 was due back from Doncaster Works after an 'F' exam. 37671 was failed during the day with traction motor problems. On 21/8 there were only 4 of the FCLL 37's available, 47051 (still) and 47313 were on loan but both preassigned Tinsley. 47051 was later used to tow 37675 (which was ex-Works and had failed at Cardiff!)/47457 and 47451 to Bescot. Worse was to come, however, and the next day 37673 joined 669 and 675 at Doncaster, all for 'F' exams and only 3 syphons (412/672/674) plus on loan 47205 were available! Despite all these problems, life goes on and 670+671 were paired on the Burngullow-Irvine working on 15/8. 414 was parked outside Laira where it had been for almost a month. Things were not always this bad, 6 different members of the pool were seen in service on 27/6 as follows: 671+673 on 6S55 (Burngullow to Irvine), 675 on Moorswater ECC Speedlink, 412 (morning) and 672 (afternoon) on Goonbarrow to Fowey ECC trips and 414+675 on 6B43 (St Blazey to Gloucester). 37298 was also about with a Tavistock Junction to Lostwithial ECC speedlink service.

WORKS/REPAIRS/OVERHAULS

DONCASTER: The following details activity during August and September. 37's present on 7/10 at the end of the reporting period are denoted by an *: 012 (Intermediate *); 051 (engine repairs); 053 (engine repairs); 077 (Intermediate); 100 (Intermediate); 158/196/254 (Intermediate); 255 (Intermediate *); 278 (engine repairs); 378 (main generator *); 512 (Light *); 513 (Light); 517 (Light *); 669 (light); 673 (light *); 675 (light); 678 (alternator); 679 (light *); 705 (collision); 798 (light); 799 (light *); 801 (light); 903 (light *); 904 (light *); 906 (light). Including withdrawn 096 and 260 there were 18 present on 22/9. Longest out of service is likely to be 37517, which is not due for release until 3/11.

GLASGOW: Activity during the same period as for Doncaster has been: 049 (collision); 145 (Intermediate); 190 (fire); 222 (Intermediate *); 232 (Intermediate *); 229 (Intermediate); 406 (underframes); 416 (light *); 426 (light *); 431 (light *). Since the last report Intermediate overhauls have been completed on 145 and 229, although 229's health on 15th and 22nd September leaves one to wonder if it was not in better health before it went in. Most recent arrival for the Intermediate programme is 37232 which has just been reallocated to Cardiff.

More news of mishaps, breakdowns, wrong sector workings etc is as follows:

- 032 worked 6M64 (1250 Aberdeen-Willesden) from Arbroath to Stirling on 20/8 after 47446 had been taken to assist a failure. It was at the other end of the land on 27/8, running light from Doncaster to Kings Cross before running back to Finsbury Park to work a special 6283 back to Doncaster in multiple with another.
- 046 was only 10 minutes into its journey on 6J60 from Tees Yard when it was declared a failure. It returned to Tees Yard for attention and replacement, the date 26/7.
- 065 was failed at Maryland with suspected flashover on 5/9 while working 4M87, 2045 Felixstowe-Lawley Street freightliner. 271 got the train to Temple Mills where they were replaced by the usual pairing of 37238+90034 to Willesden.
- 071 failed at Thirsk on 5/9 while in charge of 8N38 (1650 Healey Mills-Tyne Yard). Assistance eventually arrived from York in the form of 37232.
- 100 failed at Doncaster Bridge Junction on 5/9 while working ID21, the Doncaster Works test train which is the 1110 from Tyne Yard. 37242 assisted.
- 101 had one bogie derailed at Hull Saltend on 10/8. It should have worked 6D93 (1438 Hull-Doncaster) which was instead worked by 37238 with 101 inside DIT, leaving 173 minutes late. There was obviously not much damage, if any, to 101 as later the same day it was used to work 6B96 (1943 Doncaster-Biggleswade), leaving 105 minutes late after the failure of, 37238!
- 131 failed at East Usk after working 6B09 from Coed Bach on 11/7 and was replaced by DCWA allocated 37141. On 20/7 it failed at Fenny Compton working 6V31 to Didcot, 47449 assisted. Obviously repaired by 24/7, it was used to haul a dead 47 from Oxford to Bristol, returning light to Didcot. Back in the wars by 1/8 it was reported to be a failure at Ipswich while working 6M09 coal trips.
- 139 was used to move some unfitted coaching stock from Oxford to Reading on 27/7. It then went to Didcot to haul 37239 to Reading, 239 had flat batteries. On 24/8 it was used to work a failed Petroleum train from Fenny Compton to Eastleigh, returning light to Didcot then onto Washwood Heath.
- 140 DCAA allocated, was used to work 6L74 (0535 Willesden-Stratford) on 10/8 with a 78 minute late start following the failure of 31164.
- 141 another Departmental machine, was borrowed for a number of coal sector workings starting on 11/7 following the failure of 37131.
- 167 failed at Slough on 31/7 while working 6041, 37235 assisted. On 14/8 it had failed again, this time at Toton. Bearing its record in mind it is perhaps surprising that it was earmarked to attend Drakelow power station open day on 25/8 - did it get there?
- 191 failed with low coolant at Tweedmouth while working 6E58 (1956 Grangemouth-Tyne Yard) on 3/8. 31184+37232 were sent to assist.
- 198 sustained a damaged windscreen while working 6S66 (1912 Tees-Falkland Junction) on 10/8 and was replaced at Carlisle with 47355.
- 209 by coincidence also suffered a damaged windscreen on 10/8. It was working 4M87 (2045 Felixstowe-Lawley Street) in multiple with 37079 and the pair were swapped at Temple Mills for 31155+31209.
- 212 a Coal sector loco' was on an engineers service in the Doncaster area on 14/8. On 3/9 it was failed at Didcot with a faulty speedo.
- 213 was used to work a Metals service from Toton to Boston on 20/8 following a failure. It was then stranded there for the night as the line is not a 24 hour operation!
- 214 was used to work 6S46 and 6E60 between Doncaster and Tyne Yard following the failure of 37212 at Millerhill on 27/7, a class 56 working the northern legs. On 31/7 it was used to haul a pair of dead 20's from Toton to Crewe, but on 16/8 it went to Reading for coolant and ended up being failed with a defective door. It failed again on 24/8, at Severn Tunnel Junction. On 5/9 it was used on Metals service 6S49 between Washwood Heath and Warrington.
- 216 was involved in an incident at Leiston on 30/7 while shunting 6Y60, 0450 from Ipswich, damaging bufferstops and some trackwork. 37219 was sent from Ipswich and the return 6Y61 (0926 Leiston-Ipswich) left 2 hours late.
- 217 failed at Claydon, north of Ipswich, on 26/7, its coal service being worked forward by Departmental allocated 37216. Its route to Toton for repair was a curious one, light to March, Leicester, then Crewe and back to Toton. By 31/7

it was back in service but failed again, this time at Trent while working 6V24 Toton-Didcot. 37244 was sent to assist. On 29/8 it worked parcels service 3012 from Hutton to Reading but was in trouble again on 31/8. It limped into Peterborough with traction motor problems while on route with 6M03 (0340 Temple Mills-Toton) where it was assisted forward by 56005.

218 derailed at Middleton Towers on 4/9. It is thought to have still been there the next day.

222 failed at Ely on 21/8 while working 6L26, Toton to Ipswich. 37058 assisted to Ipswich where 222 was fit again by the next day. By the end of the month plans were being made to get it to Glasgow Works for Intermediate overhaul.

223 worked a Metals service from Scunthorpe to Cardiff on 23/7. It also spent time during August away from its coal sector trains in Scotland.

225 ex-Works failed at Hartwood on 9/8 while working 6E60 and was assisted to Millerhill.

235 was used to haul 278 and a Metals service from Willesden to Swindon on 17/7, returning light to Didcot after. On 31/7 it worked 6B01 with 37167 DIT.

239 was used to work a Didcot-Oxley ECS on 30/7, while on 2/8 it was used to work a Preston-Deepdale special freight. On 6/8 it failed with the 0545 Washwood Heath-Ellesmere Port (6F46) and on 21/8 was used to haul a pair of 20's that had been displayed at the Barry Depot open day.

244 was failed at Didcot on 6/8 with a defective speedo and smashed axlebox cover. It was sent dead within another service for repair. On 14/8 it worked 6M05 in multiple with 37222 and returned on 6A04 DIT class 47 hauled.

271 caused a delay of nearly an hour to 4L97 (2054 Coatbridge-Felixstowe) on 30/8 as it had a DSD defect. It was working in multiple with 37198 and the pair were replaced with 56070.

272 was yet another loco with a cracked windscreen, this time on 30/8. This caused a delay to 4M45 (1215 Ipswich-Trafford Park), it was paired with 37029.

274 was 'Hereford standby' loco on the weekend of 21/22 July, and it's a good job it was as it was required to assist a failed Metals service on 21st. The next weekend it was exhibited at an Open Day at Drax power station. Shortly after, on 31/7 it was failed at Doncaster after arriving with 6E60 and was towed forward by a class 56. Having worked 6F46 to Ellesmere Port on Friday 17/8 it was decided to leave it there as Birkenhead Depot were on holiday. It did not find itself unemployed as planned, however, and by the next day had worked a number of local trips and two oil trains!

285 in multiple with 37101 left Ipswich an hour late on 7M90 (1350 Parkeston-Bescot) on 4/9 after needing repairs to a defective speedo. The previous day it was late leaving Parkeston itself with 4Y85 (2002 Parkeston-Ipswich) after needing attention to its tyres.

510 was slightly damaged at Tees Yard on 26/7 after colliding with a wagon. It was replaced by 37202 on 6S66, on which it should have worked.

511 attended a photo session at the Cargo Fleet premises of Stockton Haulage on 30/7.

514 was found to have a defective speedo while working a Metals service from Lackenby on 26/7 in multiple with 37515.

706 had unusual work on 14/8 when 31421, heading the 0409 Kings Cross-Leeds parcels (1D13) failed with low water at Grantham. 706 was summonsed from Doncaster and after running light to Grantham worked the train forward 77 minutes late.

712 was very unusual motive power for the normally electric hauled 6M79 (2025 Mossend to Bescot) on 13/8. 85102 took over from Carlisle.

801 was moved from Stratford TRS to Peterborough by 47366 overnight on 26/6, on route to Doncaster Works.

901 failed at Altofts on 20/8 while moving dead loco's 47553/599/627. 47599 was started and cleared the line before 31319 arrived to work the convoy forward.

PAIRS: 015+285 were unable to work 4M53 (2214 Felixstowe-Trafford Park) forward on 3/9 and had to go to Ipswich for repair. 31165+196 worked to Ipswich where 015+285 continued after repair. 107+358 were replacement power when 47188 failed at March on 5/9 working 4E50 (1815 Felixstowe-Leeds), going forward after a delay of 2 hours. There were more delays at March on 10/9 with the failure of 37068+074 while working 4S80 (1943 Felixstowe-Coatbridge).

ELECTRIC THEMES

This months report shows the situation at 0545 on Monday 8th October, after the reallocations listed this month which will have had time to be effected.

37401	ED	FDTE	Eastfield TMD. Allocated 7Y37, 0910 Mossend to Fort William.
37402	ED	FDTE	Eastfield TMD. Out of service - C exam. Expected OK 9/10.
37403	ED	FDTE	Eastfield TMD. Out of service - camshaft. Expected OK 12/10.
37404	ED	FDTE	Eastfield TMD. Allocated AN21 trip.
37405	ED	FDTE	Millerhill. Out of service - brake blocks.
37406	ED	FDTE	Fort William. Allocated 1C63, 2025 to London Euston (to Glasgow C)
37407	ED	FDTE	Fort William. Allocated 7D19, 0951 Corpach to Mossend.
37408	CF	PCFA	On route 1M00, 0503 Cardiff to Liverpool Lime Street.
37409	ED	FDTE	Eastfield TMD. Allocated 7Y41, 0940 Mossend to Oban.
37410	ED	FDTE	Eastfield TMD.
37411	LA	FCLL	St. Blazey.
37412	LA	FCLL	St. Blazey.
37413	ED	FDTE	Eastfield TMD.
37414	IM	FABI	Immingham TMD. Out of service - exhaust system. Expected OK 12/10.
37415	TE	FCTY	Immingham TMD.
37416	IS	PISA	Glasgow Works. Out of service - light overhaul. Expected OK 10/10.
37417	TE	FCTY	Immingham TMD. Allocated 6D87 and 6S32.
37418	IM	FPBC	On route 6J26 (Stanlow to Whittington).
37419	IS	PISA	Inverness TMD.
37420	TE	FCTY	On route Tees Dock to Thornaby (6P69).
37421	IM	FPBC	Crewe Diesel MD. Out of service awaiting inspection after derailment.
37422	IM	FABI	On route 7J18 (Tunstead to Thorpe Bridge).
37423	ED	FDTE	Oban. Allocated 7D21, 1705 Oban to Mossend.
37424	ED	FDTE	On route Carstairs to Fort William on 1Y11. Then allocated 6D04.
37425	IM	FABI	Peak Forest. Allocated BX88 and BX83.
37426	CF	PCFA	Glasgow Works. Out of service - light overhaul. Expected OK 12/10.
37427	TE	FALY	Machynlleth. Allocated 2J11 (0620 to Aberystwyth) and 1A33.
37428	CF	PCFA	Canton TMD. Out of service - tyre turning. Expect OK 12/10.
37429	TE	FALY	Thornaby TMD. Allocated 6N24.
37430	CF	PCFA	On route 1M00, 0503 Cardiff to Liverpool to Shrewsbury, then 1J33.
37431	CF	PCFA	Glasgow Works. Out of service - light overhaul. Expected OK 12/10.

With the exception of 427 it appears that all the 4's were in the right place. 430 appeared to be travelling north with 408 as far as Shrewsbury where it would presumably relieve 427 of the Cambrian so that 427 could head for its new depot. It is rather ironic that 427 should be reallocated having spent so much of the summer (along with 431) out of service. Indeed, the poor availability of the 4's meant that the Cardiff to Weymouth turn since August only actually had an EH machine on 1/2(431)/3/5/7(431) 14(428)/15(428)/16/17 August, 6/7/25-28(427) September.

Inverness have also been hopelessly short of 4's during the summer. Eastfields 37421 has spent most of the summer on loan and other Eastfield 37's have appeared there frequently, not just on the charters. On 12/8, 405 worked 1015 Inverness-Kyle, 1700 Kyle-Inverness and 2045 Inverness-Aberdeen and then south on 0510 Aberdeen-Glasgow (1T06) the next day. On 30/8, 401 worked 1725 Glasgow-Aberdeen and 2142 Aberdeen to Inverness, continuing on 31/8 with 0458 Inverness-Aberdeen and 0738 return. 423 visited on 15/9, working 1755 Inverness-Kyle in a pair with 37418, then 1600 Inverness-Glasgow on 16/9. On 18/9, 401 worked 0722 Glasgow-Edinburgh, 1000 Edinburgh-Glasgow, 1300 Glasgow-Edinburgh, 1440 Edinburgh-Inverness and 2015 Inverness-Aberdeen returning with 0510 Aberdeen-Glasgow on 19/9. 423 worked north on a Glasgow-Inverness on 19/9 then continued with 1702 Inverness-Aberdeen, 1930 Aberdeen-Inverness, 0010 (20/9) Inverness-Glasgow, 0755 Glasgow-Inverness and 1217 Inverness-Glasgow to Perth where it was replaced by 37170. Also on 20/9, 402 worked 1210 Edinburgh-Inverness and 1702 Inverness-Aberdeen. On 21/9, 413 did what 401 had done on 18/9 while on 22/9, 407 was found on 1755 Glasgow-Inverness, returning with the 0010 (23/9) Inverness-Glasgow with 423 attached to the front at Perth and the pair storming off in multiple. Of the 22 weekday trips 'across the top', 37's worked 14 of them on 29/8, 421 doing 6, 261 doing 5, 419 doing 2 and 418 doing 1. 418 and 419 also did trips to Kyle. The 0503 Cardiff-Liverpool is expected to remain loco' hauled until at least May 1991.

The Inside Story

"THE TYNE, TEES & WEARMAN"

I'll start the saga from Friday evening, as this is when the day really started for me. The plan was to leave Ipswich by 6pm to be in Sheffield by 10pm for an overnight stop. However, it proved too much to pick up a car, shop for raffle prizes, load the car with the sales stuff and make some last minute 'phone calls in an hour and we finally left about 40 minutes late. There was a steady drizzle but despite the traffic being heavy there were no major hold ups and we were in Sheffield by 9:45pm.

Just before bed a few 'phone calls were made to check the information (gen) on the loco's. It really is amazing that to some people the only thing that seemed to matter was the number on the side of the cab, especially so as we were running a train over a highly unusual route mainly for the benefit of 'line bashers'. I have to say though that this was a bit of a sore point. BR had originally quoted Metals sector loco's, one to run light to Toton to start the tour at Sheffield, one to bring the train back, and another to 'top' the train between Boulby and Eastgate. This is what we had based our publicity on but assumed that whatever loco' worked up would also work back, thus we would require two Metals 37's - good news because many of them have become very rare on passenger trains. The first setback came about three weeks before the tour when I learnt that Metals had changed their mind and were not now prepared to release their loco's. Fortunately Buxton were prepared to release one of their stone engines and at this point the 'topping' engine still seemed to be on. It was not until Tuesday 4th that the diagrams finally emerged, and the news was not good. We were now booked for one "FABT" allocated loco' throughout, with no assisting engine required. I must emphasise that this still meant we were 37 hauled, although there would be some sweating as to if it would be 'NB' or 'EH'. Things had gone from bad to worse, and at about 2330 Friday night the situation was that Buxton had 4 special freights on Saturday, all booked for pairs of 37's and were on the floor for power. Unless 676+687 got back from Washwood Heath on time we would have 422+425 which were the only two on depot on Friday evening. Despite this, I still managed a good 6-7 hours sleep, waking at about 6:30am - the big day had arrived at last.

We planned to get to the station about 7:15am so that we were there in plenty of time, the ECS being booked to arrive from Edge Hill at 0750. Departure time for the tour had been amended to 0810. Our arrival at the station was at about the same time as the coach we had arranged from Anglia, Bedford and Northampton, sadly not well patronised. We found a BRUTE and unloaded the car, as expected we were scheduled to depart from one of the island platforms so everything was loaded into the lift, pushed across the bridge and then taken down in the other lift. Right, here we were all ready to go, all we needed was a train. Fortunately 676+687 had got back on time and were already at the station when we got there. There was two locomotives for "operational reasons". The time soon passed and people began to arrive. As the stewards arrived we handed out the orange vests which they were to wear throughout the day for ease of identification. Just as all seemed to be starting to happen - disaster. At about 0740 there was a muffled announcement over the station PA that our train had only just left Edge Hill carriage sidings and would be about an hour late at Sheffield. From here on things got worse and after a few visits to the Station Managers office it turned out the stock did not actually leave Edge Hill until about 0810, the time we were supposed to leave Sheffield, and was seen passing through Warrington at about 0830. At this point I wanted to get in the car and go home, all sorts of things were going through my mind but I consoled myself with the thought that after having something like this happen on our first tour we should be able to cope with anything? I was determined we would appear organised even now in the middle of a crisis, and it was important that people could identify stewards so they knew who to ask for help, although it was best we only gave limited information so as not to cause undue alarm which might (and did) prove unnecessary. The only reason we had for the stock leaving late at this time was that there had been "an incident at Edge Hill sidings", although this became a horrific incident which we later found out was between two sets of stock travelling in opposite directions which had collided, pinning a driver in his cab with a coach on top of him. This blocked our stock in, but if it had left as scheduled it would actually have been one of the rakes

involved and in which case we would have had no train at all. Making what use of the time we could, we sold as many tickets as possible to those who did not already have them. This would save time when the on train inspection was administered. It was now about 0900 and as time passed by I had to start thinking about our possibilities. The bottom line was that we had to do the whole route as planned, even if it meant not returning until after midnight, and this had to be made clear to the Eastern who could take things into their own hands and alter, amend or even curtail our itinerary. We also wanted to investigate the possibility of running direct to York with passengers transferred by BR services from Leeds - it was after all a British Rail problem. This proved impossible due to pathing problems, and as things got later there was also becoming problems with train crews. At about 0910 I was called back to the Station Managers office. A path had been found for us via Doncaster and up the East Coast Main Line which could save up to 30 minutes. In addition BR were able to run a special additional service to York for our passengers only, from Leeds. This option was accepted, although I got the impression BR had gone ahead and done it anyway!

The 0919 Sheffield-Skegness left on time and at some point 676+687 had moved along to the end of the station, engines running all the time. We informed passengers who enquired to what was happening and stood and waited. Just before the stock arrived the inevitable happened and we were replatformed back across the bridge. A quick charge ensued into the lift and it was back up and over with the sales merchandise, headboards and buffet equipment, arriving on the platform simultaneously with the stock. It was about 0940 and the train rolled into the platform behind 47442 which had bought it across ECS. We quickly got everything onto the train and all the passengers aboard. This done and guess what? That's right, a look towards the front out of the window revealed that the 47 was still on the front of the train. After what seemed to be one of the slowest engine changes of all time we finally left about 0955, 105 minutes late, but it was a huge relief that we were finally on the move at all with our first tour. The stewards all disappeared to their allocated carriages where they would stay until after York to help with any problems and check who got on. Neil and Martin disappeared to the back of the train to start the first ticket inspection.

The first problem encountered was that we had not got our two first class CK's, both of which were almost fully booked and therefore something had to be done. We had three spare seats in the other CK which were offered to anybody who wanted them with refunds for the rest. As we approached Doncaster it was obvious the grip (ticket inspection) would not be finished in time, despite a convenient signal check, so I went and did the front coach as we did not know if we would be stopping in the station or not. We wouldn't want people leaping off without having made a financial contribution would we? In the event we did stop on a platform and a few "leapers" alighted. Nobody boarded and we were soon off onto the East Coast and the fast line to York. Upon arrival at this fine old station I made a quick check that the Leeds passengers had actually arrived - well you never know! This was confirmed, a class 101 unit had been laid on specially. It had been discovered there were problems with the water supply to the toilets in coach B and a message was sent on to Newcastle, although I'm not sure if there was a positive outcome to this problem. Our fast run up the East Coast was spoilt by us being held to allow the late running 1058 Edinburgh (0900 ex Kings Cross) out in front, and after standing for about 10 minutes we left behind it. We had made up about 15 minutes of the delay by the time we left York, and my aim optimistically was for us to be at Newcastle within one hour (and Railtour Standard Time) of schedule which meant we should in theory be able to get a clear run down the Durham Coast Line. The driver was making a fine effort and gradually clawing back time. Once clear of Northallerton Martin and Neil did the grip for those people who had joined at York. Our Senior Conductor was most friendly (as all BR staff we came into contact with were) and pointed out some local landmarks, as well as how much drinking time he was forfeiting. By the time we reached Pelaw we were just within the magical hour, having made up over 50 minutes of the deficit, and unbelievably the signal showed an aspect directing us onto the lines into Newcastle. Not knowing whether things would get better, worse or stay the same, we had been working on contingency plans to put to BR management at Newcastle. These were to run the ECS as a service train from Sheffield to Manchester, to hold the 2214 Sheffield to Nottingham, and state that we must return via Leeds. These plans were only to be

effected if our arrival at Sheffield was significantly later than scheduled. The crew change was done quickly at Newcastle and I thanked the driver for a good run as he walked past, his reply was that the pair would not go above 85 (they are 80mph loco's). We had decided to sell the raffle tickets down the Coast as by this time people should have recovered from the grips. Jane and Neil set off from the back and gradually worked their way forward, reaching the front of the train just as we turned off for Boulby at Saltburn West Junction. There had been another crew change at Thornaby and the guard was heard to remark that he didn't know where Boulby was! It was now decision time again as we had to decide what to do about possible photo stops. Although passengers were not officially allowed to detain at either of the terminals, we were hoping to swing something on the day with permission from the footplate traction inspector and the line owners. The main priority, however, was to get the train back to Sheffield as near to time as possible, and if this meant caping photo stops so be it. We decided to try for one photo stop and after much deliberating decided on Boulby as the light might be dubious by Eastgate. We could also see how quickly it could be done and possibly go for Eastgate as well, conditions permitting. This decided, we had to inform passengers what would happen. It was especially complicated as we wouldn't get confirmation until after arrival at Boulby. I gave a detailed message to each of the stewards to spread the word to their respective coaches, at the same time they could oversee our safe passage through Grinkle Tunnel. This done, we arrived at Boulby and the headboard party disembarked to look after these priceless objects and see what the gen was. We got the OK provided that people stayed on the non run-round side of the train. Unfortunately this instruction was ignored at one end, although I can sympathise given the useless position of the sun and the train in relation to the surrounding wagons which were on each of the adjacent run round lines. However, instructions are just that, and this flaunting of them might have jeopardised our chances of getting a photo stop at Eastgate, especially as the same traction inspector would be on board. This said, the run round was completed successfully and everybody quickly reboarded the train. I would like to thank David Grey for locking some of the middle doors as an added safety precaution, there being no steps down from the centre doors to the ground. We were ready to go and the whole episode had been accomplished in under 20 minutes - and I did enjoy blowing the whistle! Between us, the guard and I checked everything was OK and we left and it was now off to Eastgate - still about one hour late. At Eastgate we had a 40 minute allowance for run round and pathing on the branch back to Darlington, something we were to be very glad of in the end. Everything seemed to be well under control now and I wandered to the end of the train where the loco's now were, able to appreciate them properly for the first time in the day. I saw somebody standing on his shed at Saltburn to get a picture of our colourful combination as it passed. We were platformed at Darlington and a few people alighted early having already done the piece of line they wanted. The Heritage Line people boarded who we had agreed could give out literature promoting the line. It appears they had done some valuable publicity for us and "The Tyne Tees & Wearman" had been featured on Radio Cleveland and in the local newspapers! We had to wait at Shildon for a Saltburn bound unit to pass and a few of the locals had turned out to picture us. While on route we decided to try for another photo stop at Eastgate as more time had been recovered and the light was still quite good. We arrived at Eastgate about 1830 - the time that we were supposed to leave, a very respectable performance. Again we were successful in getting permission for a photo stop and people to get off the train, and this time everybody stayed on the correct side of the line. The loco's were off within a minute or two of arrival and reversed down to the cement works to run round. I oversaw that people did not go into the works itself, you have to remember that as well as being on private property these places are working factories even at weekends, and you cannot just go wandering in. The other stewards supervised activities at the other end of the train. Incredibly the run round was completed and everybody reboarded within 15 minutes, is this the fastest ever? At 1845 we were ready to go, only 15 minutes late, but there was a flap as there was a question about whether somebody had got back on or not. I gave the go ahead to leave on the condition that we could use the emergency brake if somebody was seen rushing towards the train. All was well and they soon turned up safely already on the train.

We were now on the run home and had a fairly clear passage through to Darlington. There was a raffle draw to be done, and we thought it best that this was not done by people connected with the Group. The winning numbers were stuck to the prize board and four of us proceeded to the front of the train with the prizes, winners board and remaining tour tee shirts which we would try and clear. This was done successfully with nearly all sold (without any discounts), most of the remainder are spoken for anyway so this has been a most successful venture. There was another crew change at Darlington and the Heritage Line people departed. The driver who took over was a furer, storming out of the train shed of the station, we must have been doing about 30 mph off the end of the platform and into the night - brilliant stuff ! It was tempting to wind down now but there was still work to be done. It was expected there would be some 'leapers' at York wanting to go to Leeds, I say some but we didn't know how many. Bearing in mind the number of people who had been reported at Leeds in the morning wanting to do the opposite move it could have been anything upto 60! Stewards were positioned in the carriages but in the event only about a dozen people were waiting. By the time we reached Leeds we were only 13 minutes down on schedule and everything was going too well. A top speed of 96mph was recorded on the speedo coming down the East Coast. As we were now so close to time we asked for a message to be passed onto Sheffield requesting the 2214 be held if necessary.

The road was set at 'C' with an amber route indicator, however, with another crew change the driver got straight into the loco', straight out again and wandered off back down the platform. I watched and waited and sure enough we lost the road. After about 5 minutes the driver returned and we obtained a green and route 'D'. I assume, therefore, we had the wrong route set. We were now on the final leg and the sales items were packed away ready to leave the train at Sheffield. We rolled in 23 minutes late, who would have thought that this was possible at 0955 with the whole route completed and two unscheduled photo stops?!

There was no sign of anything that resembled the 2214 to Nottingham so I went to the Station Managers office and sure enough it had already left, supposedly with a good load of drunken yobs meaning that it was in the majorities interest that it got away on time. Back at the train, an extensive search of the station finally resulted in a BRUTE being found and everything was loaded into it. We piled into the lift, across the bridge and back down the other side. The BRUTE was one of those that is completely caged in, and guess what - the door was accidentally closed and nobody had a key to open it. It was hard to find the situation funny after all we had been through but I bit my lip and remained patient. We eventually found a member of the platform staff who could get into it and everything was hurriedly unloaded into the boots of our three cars. All that was left was a few goodbyes, the long drive back to Ipswich, and a lot of good memories.

There are many people who I would like to thank for helping to make the day a success. Perhaps most important were the guarantors, whose money enabled us to plan and run the train in the first place. For this we need to thank Neil Murphy, Andrew Harlott, Keiron Lewis, Dean Warner, Maurice Barber, Julian Shields, Keith Fransham, Michael Gibson and Andrew Garten.

I would also like to thank the following for helping and stewarding on the railtour itself: Neil Murphy, Martin Reeve, Andrew Garten, Jane Garten, Dean Warner, Jerry Dickinson, Maurice Barber, Michael Gibson, David Harlott, Richard Page, Carl Rosbrook, Julian Shields, Alan Pulford, Jonathan Bagge and Mark Rigby.

There are a plethora of other people who deserve a mention. These include Martin, Alan and Peter, and all at Train Tours for their help on the day; Peter Watts (Pathfinder Tours), Chris Stephenson (Class 20 Locomotive Society) and various members of the Growler Group for their advice in the planning stage; and the following for helping us advertise and promote the tour: Railway World, Railway Magazine, Class 20 Loco' Society, Ipswich Transport Society, The Growler Group, Branch Line Society, Deltic Preservation Society, BRC & W Type 3 Group, Rail and Midland Railtours.

Date 8.9.90: At last it was the day we'd all been waiting for. It was about 0645 when I first arrived at Sheffield Midland, and hadn't been there long when a pair of Syphons appeared from East Bank Tunnel. 687 and 676 they were, and came to a standstill in the station, adding speculation that these may be the two railtour loco's. Shortly after this, there were two freights, 37677 on southbound cement tanks and 37686 on a northbound stone train.

It was at least another hour before we heard any announcements for our train, and each time we did get an announcement the stock was getting further and further behind schedule. The sight of 47332 with the 0919 Sheffield to Skegness on platform 2 didn't give much encouragement either, as this was the 'railtour' platform. It was 0940 when we got the announcement that we were going to be diverted via Doncaster and that we would be departing from platform 1. At this point I thought the railtour was heading for disaster.

At last, at about 0945 our stock arrived behind 47442 and thanks to a quick loco' change and a well organised gang of Class 37 Group stewards we were on the move at 0955. As predicted we went first to Doncaster via the new 'Legoland' complex at Meadowhall, Rotherham Mashborough and Swinton where we got a clear run as far as Hexthorpe Yard (just outside Doncaster) for the benefit of any M.G.R. spotters on board. After a 6 minute signal stop it was time to say goodbye to the M.G.R. wagons, and into Doncaster for another pause of 2 minutes. This was followed by a high speed run to York, where a lot of the good work (time wise) was undone. Our stop here was 14 minutes to let two 'trams' go in front of us. Nevertheless, when we did get going again we shot up the main line, to Longlands Jct then the Eaglescliffe line which has only one advertised passenger working per day (a tram). The first opportunities for photo's came after passing Stockton station (or what's left of it). We re-joined the E.C.M.L. briefly at Ferryhill before taking the original main line to Pelaw Jct and proceeded to do the loop at Newcastle in a clockwise direction. We had made up 33 minutes of lost time between York and Newcastle, a record I don't think many Deltics or H.S.T.'s could boast!

After a crew change at Newcastle we completed the loop and went down the coast line at a considerably slower pace than before, and lost 11 minutes by the time we reached Seaham. We paused briefly at Thornaby station. As usual the depot had several 37's stabled, 501, 502, and 906 among them. There was also a large number of condemned loco's from other classes. The next few miles through Middlesbrough and Redcar are probably the most industrialised part of the country and contrasts sharply to the Boulby branch which is an interesting mix of sharp curves, steep gradients and a pair of struggling syphons up front. Among the features of the Boulby branch are a horse shoe curve on a 400 ft cliff and Grinkle Tunnel (where those who put their heads out the window are likely to get beheaded). We had a quick photo-stop at Boulby (very quick), and after only 17 minutes we were on our way back.

Passing Thornaby 37048/420/515/518/668 had appeared since we passed the depot earlier, after which we took the line to Darlington. We stopped just outside Darlington to let a tram go past on the main line. Once we had the green signal we went into Darlington for a crew change and off we went up the Bishop Auckland line. The only stop we had on the way was just outside Shildon, next to the site of what was the busy wagon works, to let a 'bendy-bus' (class 143 unit) pass with the 1719 Bishop Auckland to Saltburn. Onto the Eastgate branch it seemed as though everybody within a 30 mile radius of Eastgate had come to greet us (perhaps we ought to run railtours up here more often), and there were two manually operated crossings on the way to add a bit of interest. The photo-stop at Eastgate was even shorter than the one at Boulby (only 14 minutes this time), and we left Eastgate only 16 minutes down. The nearest we got to being on time was at Heighington where we arrived 10 minutes 50 seconds down but unfortunately we had to wait for a 'bendy-bus' coming the other way and left 15 minutes down. We had another high speed run down the E.C.M.L. between Darlington and York (this stretch of track appropriately named the 'race-track') where we stopped briefly to set down some of the passengers. Away we went again to Leeds, our next set down point, where we were held up for 10 minutes due to signal problems. Now for the final leg of the railtour, which was the return to Sheffield via Wakefield Westgate, Moorthorpe and Rotherham Central. Into Sheffield at 2227 (23 minutes late) it was time to say goodbye to 37687 and 37676 which had done us all proud throughout the day, and rounded off what had been a very enjoyable day. Let us hope this is the first of many!

The following timings, provided by Michael Gibson, show how the Railtour clawed back the time throughout the day. There are no scheduled timings for the outward section between Aldwarke South Jct and Colton Jct as we were diverted over a more direct route via Doncaster.

	SCHEDULED		ACTUAL		
LOCATION	ARR/PASS/DEP		ARR /PASS/DEP		LATE
SHEFFIELD MIDLAND		0810		0955:20	1.45
Wincobank Station Jct	0815		1001:00		1.46
Holmes Jct	0817		1003:40		1.47
Aldwarke South Jct	0829		1008:15		1.39
SWINTON			1010:15		
MEXBOROUGH			1012:15		
CONISBOROUGH			1014:25		
Hexthorpe Jct			1017:25		
Signal D272 (Hexthorpe Yard)			1020:10	1026:50	
DONCASTER			1030:00	1032:20	
Shaftholme Jct			1038:55		
Templehirst Jct			1047:25		
Colton Jct	0940		1059:00		1.19
Holgate Jct			1103:55		
YORK	0946	0950	1104:50	1118:30	1.28
Skelton Jct	0953		1121:45		1.29
THIRSK	1010		1136:55		1.27
Longlands Jct	1021		1142:00		1.21
Boroughbridge Rd Jct	1023		1143:30		1.20
EAGLESCLIFFE	1050		1202:30		1.12
Hartburn Jct	1053		1205:20		1.12
Norton South Jct	1058		1210:20		1.12
Norton West Jct	1059		1211:15		1.12
Ferryhill South Jct	1119		1225:00		1.06
Tursdale Jct			1228:00		
Pelaw Jct	1156		1252:30		0.56
King Edward Bridge East Jct	1205		1259:00		0.54
NEWCASTLE CENTRAL	1207	1209	1302:20	1304:10	0.55
High Level Bridge Jct	1211		1307:05		0.56
Pelaw Jct	1214		1312:25		0.58
SUNDERLAND	1224		1323:20		0.59
SEAHAM	1228		1334:00		1.06
HARTLEPOOL	1247		1351:35		1.05
SEATON CAREW			1355:30		
GREATHAM			1357:20		
STOCKTON	1304		1407:25		1.03
Bowesfield Jct	1308		1411:00		1.03
THORNABY	1311	1312	1413:50	1414:20	1.02
MIDDLESBOROUGH	1319		1424:05		1.05
REDCAR CENTRAL	1330		1439:25	1442:25	1.12
Saltburn West Jct	1342		1450:00		1.08
Crag Hall	1404		1507:30		1.03
Boulby	1429	1449	1522:30	1539:35	0.50
Crag Hall	1510		1556:25	1556:55	0.46
Saltburn West Jct	1532		1614:15		0.42
REDCAR CENTRAL	1544		1621:15		0.37
MIDDLESBOROUGH	1551		1631:10		0.40
Bowesfield Jct	1603		1637:25		0.34
EAGLESCLIFFE	1608		1640:20		0.32
Signal 941 (Darlington Sth J)			1652:10	1655:20	
DARLINGTON	1623	1625	1658:45	1700:05	0.35
NORTH ROAD	1631		1703:50		0.33
HEIGHINGTON	1640		1712:20		0.32
SHILDON	1646		1719:55	1721:10	0.35

	SCHEDULED		ACTUAL	
LOCATION	ARR/PASS/DEP		ARR /PASS/DEP	LATE
BISHOP AUCKLAND		1652	1729:05	0.37
Eastgate	1750	1830	1831:00 1845:30	0.16
BISHOP AUCKLAND		1935	1946:50	0.12
SHILDON		1941	1952:00	0.11
HEIGHTON		1948	1958:50 2003:45	0.15
NORTH ROAD		1955	2015:40	0.21
DARLINGTON		2002	2019:15 2020:15	0.18
NORTHALLERTON		2013	2032:20	0.19
THIRSK		2018	2037:20	0.19
Skelton Jct		2035	2050:50	0.16
YORK	2038	2040	2054:45 2056:45	0.17
Colton Jct		2046	2102:30	0.16
CHURCH FENTON		2050	2106:15	0.16
MICKLEFIELD		2055	2110:50	0.16
CROSS GATES		2100	2115:25	0.16
LEEDS	2109	2111	2122:45 2132:20	0.21
Holbeck West Jct		2114	2135:10	0.21
WAKEFIELD WESTGATE		2126	2145:30	0.19
Hare Park Jct		2131	2149:45	0.19
South Kirby Jct		2138	2155:20	0.17
MOORTHORPE		2139	2156:20	0.19
Holmes Jct		2154	2218:10	0.24
Wincobank Station Jct		2200	2222:35	0.23
SHEFFIELD	2205		2227:55	0.23

The ammended Railtour mileage is not easy to calculate as the only reference books available that quote in miles and chains use the old curve between Swinton and Mexborough, and we traversed the new route between Swinton Junction and Mexborough East Junction. On the old route, the mileage between Sheffield and York is 48 miles 78 chains, therefore a total railtour mileage of 416 miles 16 chains. The BR time table shows the new route between Sheffield and Doncaster as being $18\frac{3}{4}$ miles, a difference of $\frac{1}{4}$ of a mile more. The timetable only quotes to the nearest quarter mile, so you will have decide for yourself whether you want 416 miles 16 chains, 416 $\frac{1}{4}$ miles or 416 $\frac{3}{4}$ miles!



This view is at Eastgate after the pair had run round. 687, showing its livery to good effect in this picture, is now leading. The cement works is to the right of the picture out of view.

Photo:
Jonathan Bagge
(37039)

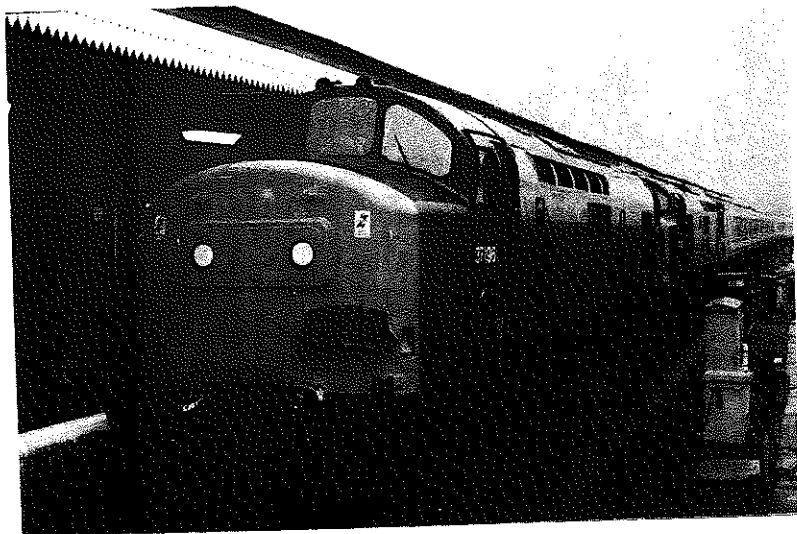
West Anglia Gala Day

The following 37 hauled special trains were run in conjunction with the West Anglia Line Gala Day on Saturday September 29th 1990.

37218+196	ECS	0800 Cambridge - Kings Lynn
37354	2G31	0908 Cambridge - Kings Lynn
37218	2G36	1215 Cambridge - Kings Lynn
37196+218	2G42	1618 Cambridge - Kings Lynn
37218	2G33	1040 Kings Lynn - Cambridge
37218+196	2G40	1443 Kings Lynn - Cambridge
37196+218+354	2G45	1820 Kings Lynn - Cambridge

37196	2G47	1030 Kings Lynn - Middleton Towers
37354	2G47	1100 Middleton Towers - Kings Lynn
37196	2G48	1130 Kings Lynn - Middleton Towers
37354	2G48	1200 Middleton Towers - Kings Lynn
37196	2G49	1230 Kings Lynn - Middleton Towers
37354	2G49	1300 Middleton Towers - Kings Lynn
37196	2G50	1330 Kings Lynn - Middleton Towers
37354	2G50	1400 Middleton Towers - Kings Lynn
37711	2G51	1430 Kings Lynn - Middleton Towers
37354	2G51	1500 Middleton Towers - Kings Lynn
37711	2G52	1545 Kings Lynn - Middleton Towers
37354	2G52	1615 Middleton Towers - Kings Lynn
37711	2G53	1655 Kings Lynn - Middleton Towers
37354	2G53	1725 Middleton Towers - Kings Lynn

In addition, 37140 worked a special service between Stratford and Enfield Town calling at Seven Sisters. Departures were from Stratford at 0917/1051/1217/1351/1517 and 1651, and from Enfield at 1023/1150/1323/1450/1623/1746. The stock for all services based from Kings Lynn and Cambridge was class 310 EMU's, with 4 car formations providing the stock for the Middleton Towers and Fen Drayton branches and one of the Kings Lynn to Cambridge shuttles, and an 8 car formation for the other Kings Lynn to Cambridge shuttle. For timekeeping, the day got off to a bad start and things got worse although delays did seem to be back to about 20 minutes by the end of the day. 37218+196 did not pass Ely with the 0800 Cambridge-Kings Lynn ECS until about 0850, this then had to be split at Kings Lynn with one half doing the 0903 back to Cambridge. 37711 unexpectedly replaced 37196 at Kings Lynn on the Middleton Towers shuttle instead of 31541, and some interesting combinations were formed during the afternoon.



37196 (in the new Civil Engineers livery) and 37218 at Kings Lynn, having arrived with the 1618 from Cambridge. 196 has white numbers and embossed silver logo.

Photo:
Alan Pulford
(37109)

O.T.T. - The End ?

Although it was thought that locomotive hauled trains on the Inverness-Aberdeen line would continue into the Winter timetable, albeit with more class 47 diagrams, the appearance of class 156 sprinters on the line towards the end of the last week of the summer timetable indicated that this might not be so. As much information as possible was gathered and the following trains at least were 37 hauled.

23.9.90 (Sunday)

152 1548 Inverness-Aberdeen

24.9.90 (Monday)

152 1638 Aberdeen-Dyce /1658 Dyce-Montrose

402 1526 Inverness-Aberdeen /1805 Aberdeen-Inverness /2145 Inverness-Aberdeen

418 0815 Inverness-Aberdeen /1126 Aberdeen-Inverness /1423 Inverness-Aberdeen
1715 Aberdeen-Inverness

419 0458 Inverness-Aberdeen /0738 Aberdeen-Inverness

421 0608 Stonehaven-Inverness /2012 Inverness-Aberdeen

708 0915 Inverness-Elgin /1018 Elgin-Inverness

25.9.90 (Tuesday)

113 0528 Aberdeen-Inverness

152 1638 Aberdeen-Dyce /1658 Dyce-Montrose

402 1526 Inverness-Aberdeen /1805 Aberdeen-Inverness /2145 Inverness-Aberdeen

418 0458 Inverness-Aberdeen /0738 Aberdeen-Inverness /1030 Inverness-Aberdeen
1310 Aberdeen-Inverness

421 0608 Stonehaven-Inverness

708 0915 Inverness-Elgin /1018 Elgin-Inverness

26.9.90 (Wednesday)

156 1526 Inverness-Aberdeen /1805 Aberdeen-Inverness

402 0528 Aberdeen-Inverness /0815 Inverness-Aberdeen /1126 Aberdeen-Inverness

1758 Inverness-Aberdeen /2142 Aberdeen-Inverness

418 0458 Inverness-Aberdeen /0738 Aberdeen-Inverness /1030 Inverness-Aberdeen

1310 Aberdeen-Inverness /1702 Inverness-Aberdeen

421 0608 Stonehaven-Inverness /2012 Inverness-Aberdeen

708 0915 Inverness-Elgin /1018 Elgin-Inverness

27.9.90 (Thursday)

152 1525 Aberdeen-Inverness

402 0610 Inverness-Stonehaven /0925 Stonehaven-Inverness /1423 Inverness-Aberdeen

1715 Aberdeen-Inverness /2012 Inverness-Aberdeen

421+418 0608 Stonehaven-Inverness

421 0915 Inverness-Elgin /1018 Elgin-Inverness

28.9.90 (Friday)

402 1638 Aberdeen-Dyce /1658 Dyce-Montrose

419 0610 Inverness-Stonehaven /0925 Stonehaven-Inverness

On Tuesday the first class 158's appeared in service between Edinburgh and Glasgow in the evening, with more entering service as the week went on. This displaced 156's and on Wednesday 156485 worked the 1930 Aberdeen-Inverness and 2145 Inverness to Aberdeen. Up until now all other trains on the line had been class 47 hauled, but this was to prove the turning point. On Thursday the 0458 Inverness-Aberdeen and 0528 Aberdeen-Inverness were both plastic (sprinter) and they continued on the diagrams throughout the day. Although there were only 2 loco hauled diagrams 37152 still managed to get in on the act, replacing 47595 at Aberdeen for a single run over.

By Friday there were even more sprinters resulting in only one loco' hauled diagram. Even the 0915 Inverness-Elgin was plastic although there was some respite with 419 handling the first round trip with the stock before being replaced by a 47, and 402 working the 1638 Aberdeen-Dyce/1658 Dyce-Montrose, this having been plastic the previous 2 days.

Tape Recording

Colin Wilks (37010)

Whilst recording one of the Western Locomotive Association's Class 52 diesel hydraulics on the Severn Valley Railway (my other big love besides Class 37's) I over heard a fellow enthusiast moaning about the lack of motive power worth sound recording on BR nowadays. On the W.L.A.'s "Western Days" on the Severn Valley the first coach of the train is the place to be. This is usually full of members of the W.L.A. and as both myself and this other enthusiast were wearing W.L.A. sweatshirts I felt able to take him to task on his statement. I told him that I take a lot of audio recordings and that I find plenty worth recording on British Rail. He answered by saying that he remembered the "good old days", Class 52's, Class 40's etc, etc; all locomotives that made their own noise and all well worth the time and trouble to record on audio tape. I agreed with him. I myself took many hours of recordings of Class 52's all over the Western Region and am now very glad that I did. I had to admit, however, that I did not take any recordings of Class 40's and so I have to purchase commercial recordings to remember the days of the Whistlers. But, I told him, what about a pair of 37's attacking the Lickey incline with a loaded steel train, or the heavy iron ore trains that run between Port Talbot and Newport?

I have been taking audio recordings of railways for many years now and have noticed a trend in the past year or so of more people joining this side of the hobby. OK, so it will never replace photography and I also take photographs as well, but I would argue that sounds have a greater effect on the memory. I can put on a recording I took many years ago of Class 52's on the South Devon main line at Dawlish, close my eyes and I'm back there again, magic stuff!

There really is not a lot to taking good quality audio recordings for your own use, if however, you want to start up as a commercial venture that is a different ball game altogether. You could do a lot worse than to read a book called "Sounds of Railways and their Recording" by Peter Handford, published by David and Charles. Peter Handford was the founder of "Argo-Transacord", whose railway recordings are still the ones against which all others are judged.

If, however, like me you just want to use your recordings for your own use, here are a few tips on how to go about it. First of all, buy yourself a good quality tape recorder. Radio/cassette recorders with built in microphones tend to give very poor quality recordings with a great deal of motor noise from the cassette recorder being recorded on the tape! You will find it quite difficult to find a shop that sells plain tape recorders that use outside microphones. Here in the Worcester area I use my local Tandy store. How much you spend will be up to you, a top quality stereo cassette recorder will set you back anything from £120 to £200, but my own mono set up cost just over £40. I have never got round to recording in stereo, I don't know why, I have just never got round to it. As I said before, I use a very simple, straight forward machine, a "Realistic Compact Cassette Recorder" model number CTR-85. I would recommend that you use a directional microphone rather than a multi directional dynamic one, remember that "Sod's Law" follows the sound recorder round and you will find that it helps to be able to point the microphone at the train and away from the chain saws, motor bikes, cars, jet planes, children etc, etc. Also, get good quality cassette tapes. You will find low price ones produce a very poor quality finished product.

When you set up your recorder make sure that you position your microphone out of the wind. We seem to be getting more windy weather in this country nowadays and it will ruin your recordings. A wind cover on your microphone is a must and is even more vital if you are to attempt on train recordings. It is also an idea to get as far away from children, dogs etc as you can. Railway photographers also seem to be unaware that you will go on recording a train long after they have taken their photographs. So come on you members of the camera brigade, if you can shout at the rest of us to get out of your way it can't be too much to ask for you to give us a chance and wait until the train has gone before you all start shouting at each other, can it?

Now, you're all set and ready to go, where to take those recordings? An incline is always a good spot. Half way up the Lickey bank, just north of Bromsgrove in Worcestershire, is a spot called Pike's Pool. For many years it has been a favourite spot to take photographs of northbound trains climbing the bank and it is one of the best places I know for recording 37's. Most of the freight workings going north take the Lickey avoiding route via Worcester and Kidderminster to the Birmingham area, but the 6E47 steel working from Cardiff still pounds up the bank behind 2 Thornaby 37/5's around 1315, Tuesday to Saturday, great stuff!

Stations are also good places to make for, being full of just the right atmosphere to capture on tape. My personal favourite is Newport in Gwent. This must be the Mecca for Class 37 fanatics like myself, 90% of the almost never ending stream of freight traffic through this station is 37 hauled. Newport is a good place to record those iron ore trains I mentioned earlier.

Another favourite spot of mine is Cheltenham station. The station car park extends down past the southern edge of the station and must have been laid out with the railway enthusiast in mind. It is one of the few places I know where you can sit in your car and record and watch trains at the same time.

So, what have I got to show for all the hundreds of hours of audio recordings I have taken over the years? Well, a lot of very happy memories that get helped along by the sounds of the events themselves. Don't fall into the trap with the Class 37's that I did with the Class 40's. Record the 37's now while there are plenty around, don't wait until 37 workings are rare.

Livery Line Up

Here is the delayed livery list, showing the situation at the beginning of October.

BR BLUE: 003/009/010/013/023/038/046/073/083/096/097/106/107/108/131/139/140/141/145
154/170/178/185/216/217/218/219/221/222/225/230/238/244/245/254/298 (36)

CIVIL ENGINEER: 158/196 (2)

DEPARTMENTAL GREY: 025/066/071/072/087/088/095/098/104/133/142/156/162/197/207/240
251/258/262/263 (20)

INTER CITY/MAINLINE: 401/402/404/405/406/407/409/410/415/417/419/423/424/430 (14)

LARGE LOGO BLUE: 012/026/057/116/128/152/153/174/175/191/209/260/261/264/408/413/416
418/420/421/426-429/431 (25)

RAILFREIGHT GREY: 504/512/690/691/692/695/696/697/701/703/704/796/797/799/802/894/896
898/899/901 (20)

RED STRIPE GREY: 008/032/068/250/351/370/371/372/373/376/377/378/379/515/516/517/518
520/671/672/676/677/678/679/680/685/686 (27)

TRIPLE TONE: Coal: 049/167/212/213/223/229/235/239/274/278/375/380/689/693/694/698/699
702/798/800/801/803/897 (23)

Construction : 080/144/211/354/411/422/425/681/682/684/687/688 (12)

Metals : 004/037/040/042/048/051/054/069/077/092/099/100/109/110/111/137/190
201/202/203/227/241/275/381/501/502/503/505/506/507/508/509/510/511
512/513/514/519/521/667/668/711-719/883-886/903/905/906 (57)

None applied : 075/285/683/902/904 (5)

Petroleum : 035/078/138/184/188/215/220/232/248/273/280/294/359/705-710/887-893
(26)

Distribution : 015/019/029/031/047/053/055/058/059/063/065/070/074/101/113/114/194
198/242/252/255/271/272/355/357/403/412/414/669/670/673-675 (33)

Unknown : 165/214/293 (3) Triple Tone Total (159)

OTHERS: Green - 350; Blue with wrapround yellow ends - 146; Blue with silver roof
and large logo's - 358.

Name that Syphon

Including those with painted names as applied by Tinsley TMD recently, there are now no less than 90 syphons adorned with names. With the Christmas issue of "Syphon!" getting rather close, the following list of those names provides plenty of material for any of you who want to devise a crossword, wordsearch, quiz etc for possible inclusion in the magazine.

I have also included the depot allocations as reallocations have left some amusing combinations, although these allocations do not take into account those changes shown in this months "Newsdesk". Furthermore, it has since been reported that 37667 and 37668 have been denamed. Don't forget there have also been a number of other 37's which have carried names in the past but are not shown below as they are no longer named.

37003	(IM)	TIGERMOTH	37406	(ED)	THE SALTIRE SOCIETY
37009	(TI)	TYPHOON	37407	(ED)	LOCH LONG
37012	(CF)	DERWENT	37408	(IM)	LOCH RANNOCH
37013	(TI)	VAMPIRE	37409	(ED)	LOCH AWE
37026	(ML)	SHAP FELL	37410	(ED)	ALUMINIUM 100
37037	(ML)	GARTCOSH	37411	(TI)	INSTITUTION OF RAILWAY SIGNAL ENGINEERS
37049	(ML)	IMPERIAL	37413	(ED)	LOCH EIL OUTWARD BOUND
37057	(TI)	VIKING	37417	(TE)	HIGHLAND REGION
37059	(TI)	PORT OF TILBURY	37418	(IS)	AN COMUNN GAIDHEALACH
37066	(IM)	VALIANT	37420	(TE)	THE SCOTTISH HOSTELLER
37068	(TI)	GRAINFLOW	37423	(ED)	SIR MURRAY MORRISON (1874-1948)
37069	(TE)	THORNABY TMD	37424	(ED)	ISLE OF MULL
37072	(CF)	VENOM	37425	(TI)	SIR ROBERT MACALPINE/CONCRETE BOB
37073	(TI)	TORNADO	37426	(IM)	Y LEIN FACH/VALE OF RHEIDOL
37077	(ML)	HURRICANE	37427	(CF)	BONT Y BERMIO
37087	(ED)	VULCAN	37428	(CF)	DAVID LLOYD GEORGE
37088	(ED)	CLYDESDALE	37429	(CF)	EISTEDDFOD GENEDLAETHOL
37096	(HQ)	SPITFIRE	37430	(IM)	CWMBRAN
37099	(ML)	CLYDE BRIDGE	37431	(CF)	SIR POWYS/COUNTY OF POWYS
37107	(TI)	FURY	37501	(TE)	TEESSIDE STEELMASTER
37111	(ML)	GLENGARNOCK	37502	(TE)	BRITISH STEEL TEESSIDE
37113	(ED)	RADIO HIGHLAND	37503	(TE)	BRITISH STEEL SHELTON
37114	(ED)	DUNROBIN CASTLE	37504	(TE)	BRITISH STEEL CORBY
37116	(TI)	COMET	37505	(TE)	BRITISH STEEL WORKINGTON
37137	(ML)	CLYDE IRON	37506	(TE)	BRITISH STEEL SKINNINGROVE
37156	(ED)	BRITISH STEEL HUNTERSTON	37507	(TE)	HARTLEPOOL PIPE MILL
37178	(TI)	METEOR	37511	(TE)	STOCKTON HAULAGE
37185	(TI)	BUCCANEER	37512	(TE)	THORNABY DEMON
37190	(ML)	DALZELL	37667	(TE)	WENSLEYDALE
37194	(TI)	BRITISH INTERNATIONAL FREIGHT ASSOCIATION	37668	(TE)	LEYBURN
37209	(TI)	PHANTOM	37671	(LA)	TRE POL AND PEN
37220	(CF)	WESTERLEIGH	37672	(LA)	FREIGHT TRANSPORT ASSOCIATION
37235	(CF)	SCOTTISH COAL MERCHANTS ASSOCIATION	37675	(LA)	WILLIAM COOKWORTHY
37238	(TI)	SPITFIRE MK II	37688	(TI)	GREAT ROCKS
37251	(IM)	GLADIATOR	37693	(ED)	SIR WILLIAM ARROL
37261	(ED)	CAITHNESS	37698	(CF)	COEDBACH
37262	(ED)	DOWNREAY	37711	(CF)	TREMORFA STEEL WORKS
37275	(IM)	STAINLESS PIONEER	37712	(CF)	CARDIFF ROD MILL
37298	(TI)	VICTOR	37799	(CF)	SIR DYFED/COUNTY OF DYFED
37358	(TI)	P & O CONTAINERS	37800	(CF)	GLO CYMRU
37401	(ED)	MARY QUEEN OF SCOTS	37801	(CF)	ABERTHAW/ABERDDAWAN
37402	(ED)	OOD WULLIE	37888	(IM)	PETROLEA
37403	(ED)	GLENDARROCH	37892	(IM)	RIPPLE LANE
37404	(ED)	BEN CRAUCHAN	37901	(CF)	MIRRELES PIONEER
37405	(ED)	STRATHCLYDE REGION	37905	(CF)	VULCAN ENTERPRISE

Regional View

ANGLIA

IPSWICH: Highly unusual for the area was the visit of 37415+378 (both TE/FCTY) on freightliner duties on 3/8. Another rare combination was that of 37421 (now IM/FPBC) and 37271 (TI/FDET) noted on freightliners on 2/10. Only 6 days earlier, 37421 had been at Kyle of Lochalsh on passenger duties! On 18/8, 029/055/219 were stabled at Ipswich, 079+209 were on freightliner work. From the start of the winter 1990 timetable most of the remainder of freightliner services between Ipswich and Stratford/Willesden are set to become electric hauled vice 37/47.

MARCH: Some evening reports from here are as follows. On 10/7 37714 arrived from Ely at 1910 with 14 loaded scrap wagons. 068+065 moved off the depot about 1920 and after going to Whitmoor Yard they departed towards Peterborough at 1940 with 4 chemical tankers. 219 arrived at 1930 from Ely and after running round 3 cement wagons disappeared towards Peterborough at 1951. 211 was stabled on shed throughout. On 20/7 714 was again on the Ipswich-Cardiff 'Metals' service, arriving at 1750 from Ely and leaving at 1855 after running round its 8 scrap wagons that come from Meyer Newmans Snailwell establishment. 219 passed through the station and towards Peterborough at 1850 with cement wagons, avoiding Whitmoor, and 031+107 moved from the depot to Whitmoor Yard at 1905. They left for Peterborough at 1930 with a single steel wagon although 107 was not running. On 2/8, 271 left towards Peterborough at 1830 with two VTG Ferrywagons and two chemical tankers. 068+065 followed at 1834 with a northbound Speedlink and at 1849, 883 left with the Metals trip with 9 steel wagons. 144 bypassed Whitmoor at 1950 with two cement wagons heading towards Peterborough and at 2010, 238 left Whitmoor with 4 Ciba-Geigy bogie tanks heading towards Ely. 37211+354/209/713/298+063/065 were all noted at the depot on Saturday 15/9/90. It was noticed that 063 had a broken centre cab window coupled inside to 298.

EASTERN

BARNETBY: Situated on the line between Scunthorpe and Immingham, class 37 hauled trains were seen at the following times over a 4 day period back in sunny July: Tuesday 17/7 - 1600/1630/1720/1850/2100/2114, and included 37004/106+275/109/351+377; 18/7 - 0845/0855 0905/1018/1025/1510/1712/2125/2129, loco's involved were 106+275 (4 times), 184, and 351+377 (4 times). On 19/7 - 1632/2114/2132 with 37275+381 and 37351+377 (twice), and 20/7 - 0754/0814/0910/0914/0928/1245/1457/1520/1526/1621/1705/1734/1828/1937/2026/2044 2104, the loco's being 37073 (twice), 184 (twice), 275+381 (5 times), 351+377 (6 times) and 37509 (twice). With very few exceptions all were on iron ore trains.

CHESTERFIELD: Another fruitful location for 37 sightings as the following 2 reports prove. On 30/8 the following activity was recorded between 0800-0845 and 1500-1735: 110 n/b loaded steel & scrap at 0833 returning light engine at 1459 and then n/b again at 1537; 502 n/b loaded steel at 1526 being piloted by 60013; 515+518 on n/b loaded steel at 1541; 679+680 on s/b cement at 1607 and 519 heading south light engine at 1722. On 25/9 the following were seen between 0915-1655: 506 s/b steel at 1043; 227 at 1108 also on s/b steel; 672 at 1144 being hauled dead s/b by 56103; 514+518 (1155) and 110 (1204) both n/b empty steel; 241 (1211), 715 (1355) and 519+511 (1423), all s/b loaded steel; and 023 (1534-7) and 516+521 (1628) both n/b loaded steel. Other locomotives seen were 2 x 20, 2 x 31, 5 x 47/3, 6 x 47/8, 3 x 56 and 8 x 58.

DONCASTER: Seen passing through the station on 20/7 were: 223 at 1430 on coal containers, 354 at 1427 and 211 at 1433 both on sand trains, 063 light engine at 1455 to stable on the TMD, and 066 at 1541 heading south on a construction train. Seen from Cherry Tree Road on 17/8 were: 354 at 1411 on Middleton Towers-Monk Bretton sand, 675 at 1415 on test train (see 'Newsdesk'), 218 at 1424 (as per 354), 888 at 1430 on s/b Kilnhurst-Ripple Lane oil empties and 223 at 1445 on n/b Doncaster-Gartcosh speedlink coal. From the same place on 21/9, 354 and 211 were on the sand trains described above at 1418 and 1421, 251 left Wood Yard with a departmental working down the Sheffield line at 1452. 37057 (FDET) was unusually on the Doncaster-Gartcosh coal, leaving at 1459 (booked 1440), this usually being a FOCK turn, and 298 passed through light engine heading south at 1519 after being held for 9 minutes.

PETERBOROUGH: 37013+055 were heading a n/b freightliner at 1558 on 19/7.

SHEFFIELD: Seen passing through the station on 20/7 were 686 at 1150 on a northbound stone train and 684 at 1232 with a southbound cement service.

SWINTON: The following activity was reported from 29/6 between 1035-1453: 046 (1039) s/b steel, 095 (1100) s/b departmental, 004 (1210) e/b steel empties, 901 (1227) s/b loaded steel, 888 (1227-8) s/b light engine, 504 (1230) n/b steel, 502+501 (1248) n/b steel empties, 678 (1309) s/b light engine, 057 (1335) n/b light engine, 888 (1343) e/b empty petroleum, 515+503 s/b steel.

TINSLEY TMD: All loco's were at their home depot unless shown otherwise. On Sunday 26/8, 37019/032/075(TE)/110(TE)/178/185/251(IM)/298/414(LA) were present. The following Saturday (1/9), 37178/251(IM)/414(LA)/680 were viewed, while at 1900 on Friday 7/9, 37104(IM)/251(IM)/258(TE)/272/414(LA)/519(TE)/683 were all stabled and 677 on stone and 058 on steel were both in Tinsley Yard. Finally on Sunday 23/9, 37070(TE)/074/075(TE) 107/178/251(IM)/414(LA)/672 and 679 were all present. It is not known why 414 was here or how it got here, especially with the problems in the West Country, although it was due to be transferred to Immingham at the end of October.

YORK: Stabled on 8/9 were Thornaby duo 100+255, seen from "The Tyne, Tees and Wearman".

MIDLAND

BRONDESBURY PARK: 37008+055 were seen with an e/b freightliner service at 0721 on 4/8. On 14/8 37209 was on a similar working with another unidentified member of the class.

CARLISLE: Where train details are given in this months feature about freight in this area, only the headcode is shown. On 1/8, 37083(TE) was on 6E53 arriving early at 1040 and leaving at 1135. 37047(TI) was stabled and 37080(ED) was at Dalston at 1215 shunting 6S36. 098(TE) was stabled on 2/8 at 1830. The following were seen on 3/8: 504(TE) light engine at 1128 then s/b steel coils at 1350, 023(TE) on 6E53 at 1134, 715 on 6S49 at 1220, returning south light engine at 1945, 080(ED) again on 6S36 at 1235, 098(TE) heading south at 1335 and 075(TE) on the Blyth-Fort William at 1355. On 6/8, 042(TE) was on 6E53 (1155), 075(TE) on 6S49 (1235), 025(ED) on the Blyth-Fort William (1307), 359(ED) on 6S36 (1320), 010(ML) on 6M73 (2020) and 023(TE) on 6E43 at 2030. 715 was also seen on an unknown freight s/b at 1345. 203(TE) was on s/b Metals working at 1435 on 7/8, 010(ML) was on 6M73 again on 8/8 at 2000, 505(TE) was on s/b Metals at 1304 on 9/8 and 712(CF) was on 6M73 at 2000 on 10/8. Laura's 670+673 were on 6V41 on 13/8, 075(TE) was on s/b alluminium wagons at 1115 on 16/8 and 097(ML) was on 6M73 at 1930 on 20/8. 079(TI) and 508(TE) were both stabled at 1900 on 22/8, 137(ML) was on 6M73 at 2015 on 17/8 and 046(TE) was on 6E53 at 1145 on 29/8. 370+373 passed through with a n/b cement at 1513 on Saturday 15/9, 293(CF) was stabled to the south of the station. Finally, 520(TE) was on the Blyth-Fort William at 1340 on 21/9, shortly before its reallocation to Motherwell.

DERBY: At about 1000 on 28/7, 47572+37682 arrived from the Stoke-on-Trent direction, 682 in ex-Works condition. The two loco's were seperated and both moved onto the depot under their own power. 511 arrived at 1110 and also moved onto the depot, while at 1152, 521 arrived from the Burton-on-Trent direction with loaded BDA steel wagons. On 7/9, 511+509 passed through the station at 1000 on n/b steel.

SHREWSBURY: There were a lot of 37's present on Saturday 1/9. 37045/139/214/711 were stabled south of the station on the Hereford line, 209 was stabled adjacent to the station, 429 arrived from Wolverhampton having worked the 0932 from Pwllheli, 230 was on the 1330 Liverpool-Cardiff and 710 arrived on s/b steel coils simultaneously with the departure of 230, thus at 1526 there were 8 syphons all present around the station! In addition, 213 was to arrive about 1645 on vans from Crewe and 431 was the other Cambrian loco.

TOTON: 058/504+508 were stabled on 11/8. On Thursday 6/9, 213 passed through on a s/b coal service at 1900 with 212 going in the opposite direction at 1930, also on coal.

WARRINGTON: 213 was noted on s/b coal at 1110 on 9/8. The following activity was noted at Bank Quay station between 1015 and 1300 on 30/8: 714 moved off the station at 1034 having been stabled, to take over a s/b steel service from 90041. This was a Ravenscraig to Dee Marsh working and it left at 1042. 031 passed through light s/b and then onto Arpley stabling point, 408 was on a n/b departmental service at 1037, and 197 was on a Hardendale-Margam stone service at 1225 heading south.

WILLESDEN: Finishing where we started, in the south of the region, 057+059 were on an e/b freightliner on 18/7 at 0822, travelling on the avoiding lines. 358+271 headed west

light engine at 1200 on 20/7, returning east with a 'liner at 1423. 065+068 were on another e/b 'liner at 0840 on 1/8 while 209+079 headed east light at 1434 on 8/8. By 15/8, 065 was paired with 019 heading south on the ac electric lines at 1444, 055+045 seen heading north 2 minutes later. On 16/8, 059+116 were on an e/b 'liner at 0728 while 065 had obviously swapped partners again by 20/8 as 019 was now with 178. The next day 178 was now with 015, on an e/b 'liner at 1442. On 23/8, 706 was seen on e/b oil tanks at 1846 at the High Level station while by 11/9 116 had chosen 009 and by 14/9 015 was now with 252. Also on 14/9, 047+008 passed through s/b light engine at 1447.

SCOTLAND

MOTHERWELL: 152 and 175 (both ED) were seen from a passing passenger train on 24/8, 715(CF) was a stranger at the depot on 11/8, present for crew training.

PERTH: 170 was present at 1455 on 24/8 with the ECS for the 1712 Dundee-Montrose.

SOUTHERN

EASTLEIGH: Further loco's used on the 6045 (0250 Cardiff Tidal-Hamworthy)/6V99 (1453 Hamworthy-Cardiff) service are: 884 (23/7), 714 (24/7), 884 (25 and 26/7), 719 (6-8/8), 718 (9-10/8), 901 (13-14/8), 697 (16/8), 197 (20/8), 712 (23-24/8), 903 (30/8 & 5-7/9), 714 (10-11/9), 713 (13/9), 902 (21/9), 886 (24-25/9), and 883 on 27/9. On 20/8, 37197 failed with the return 6V99 and a 47 took the train to Eastleigh. The next day 47326 conveyed 197 as part of 6V62 Eastleigh-Tavistock Junction while 6V99's traffic did not go forward until 2 days later via the Test Valley and with 37138 as motive power. Other 37 workings have included: 6238/6Z49 (Micheldever-Waterston tanks) 273+294 (23/7), 220+350 (27/7), 012+248 (20/8), 035+138 (22/8), 035 working back alone, 215+350 (28/8), 294+350 (24/9), 138+220 (26/9) and 078+280 on 1st and 3rd September. 37891 was on 6051 (Ripple Lane-Micheldever) tanks on 24/7, 078 was on 6286 Gloucester-Eastleigh 'Moda' flats on 25/7, 350 worked 6058 (Britton Ferry-Fawley) and 6V08 (Fawley-Clydach) on 20/8 and 139 worked 6032 (Longport-Eastleigh tanks) on 24/8. On 7/9, 893 worked 4Z58 Stratford-Southampton Maritime then 6Z49 Micheldever-Waterston and on 25/9 6Z63 Ripple Lane-Eastleigh. On 27/9, 706 also worked 6Z63, this time Ripple Lane-Portfield. 035 and 138 were both stabled at Eastleigh at 1020 on 1/8.

MICHELDEVER: 706 was seen at the oil terminal at 0908 on 8/8 with oil tanks (of course).

WESTERN

ABBOTSWOOD JUNCTION: 515+514 headed north with 6E47 at 1347 on 24/7. 504 passed n/b light engine at 1214 on 4/8 while on 14/8 37197 was on the 6M12 steel service heading north at 1558. Back to 6E47, this was hauled by 514+518 at 1250 on 17/8 and 514+517 at 1305 on 25/8. The Thornaby 5's do seem to swap around frequently.

BARRY: For the occasion of the open day on Sunday August 19th, 37235/689/697/799/887 895/896 were all used on special passenger services, along with 33064. 37350, now with a very worn looking green livery was on display throughout the day as were 37689/896 and 887 at the beginning. 898 passed through with HAA coal hoppers at 1000 and 692 was on an engineers train at 1516.

CARDIFF: Nocturnal activity on 28/7 was as follows: 903 w/b light (0220), 372 e/b light (0245), 294+273 e/b tanks (0345), 802 e/b coal (0400), 220+350 e/b tanks (0405), 897 w/b light (0420), 695 and 698 separate light engine movements (0440), 213 with stock for the 0503 to Liverpool (0450), 712 w/b steel (0500). At Canton depot at 0520 were: 035/038/254/697/701/711/714/717/719/799/896/905. Further details of this day can be found in 'Out & About'. A visitor to the area between 28/7 and 4/8 noted 71 different 37's. For the record they were: 012/035/038/048/078/109/116/131/138/142/162/207/213/215 217/222/223/230/235/244/248/254/263/264/271/273/278/280/293/294/372/428/431/689-692/695 696/697/701-704/710-714/717-719/796/798-800/802/803/884-887/889/894/896-898-901-903/905. On 2/8, 263 was noted towing units 51140+51153 into Canton at 1955, and on 4/8 235 was performing a similar operation with 53616+54209.

DIDCOT: 239 was stabled at 0045 on 28/8, 706 was the same on 16/8.

NEWPORT: Activity witnessed from the station platform during the Rail day fete on 28/7 was: 505+519 headed west with a mixed load at 0840, they later returned light e/b;

372 arrived at 0927 with 43167 and a barrier vehicle. After 802 had moved around behind platform 1, 223 passed through e/b towing 47482. 038 was on a w/b freightliner at 1150, 213 passed through with the 0914 Liverpool-Cardiff at 1220 and 719 appeared light from the west at 1253. 278 passed at 1345 with the 1330 Cardiff-Liverpool and 350+220 were on w/b tanks at 1525. At 1655, 894 arrived to tow 55015 and D7017 to Canton, the complete loco' line up being: 5080(steam)/37207/D7017/55015/37897/60014 and 43167. Stabled at Godfrey Road at 1400 were: 37142/162/230/264/887 and 904.

SLOUGH (and London area): 350+220 were in the loop at Slough at 0915 on 28/7 with tanks bound for Langley. 138 was stabled in West Drayton Yard on both 7th and 8th August, and on 15th 709 was on w/b oil tanks at Acton Yard at 0626. On 20/8, 035+138 were on oil tanks in Southall Yard at 1729 and on 22/8 37278 was on w/b steel wagons at Slough at 0602. On 23/8, 012+248 were at Hayes with w/b oil tanks at 0727, the next day 035+138 were at Slough on e/b oil tanks at 0710. 890+709 were on e/b oil tanks at West Ealing at 1600 on 12/9 while 350+138 were at Langley at 1635 on 19/9. Finally, 220+138 were seen heading west light engine at 0906 on 22/9 at Slough.

WORCESTER: 174 and 901 were noted in the station yard at 1021 on 3/8. On 15/8, 207 was on a n/b speedlink working at 1125, and on 16/8 230 and 174 were both on engineers trains in the yard. Signalling work has come to a halt and semaphores remain at present.

Out & About

This is a new feature that will include those reports, that because of their diversity of locations, do not easily fit into 'Regional View'.

21/7 - SOUTH WALES: Following on from the nocturnal report in 'Regional View', more observations made in the area included: 37899 passed through CARDIFF CENTRAL at 0550 with an e/b coal train. 887 was seen with another e/b coal service at Water St. Junction near Margam at 0625, while MARGAM itself was host to 202/215/280/713/716 and 897. 37712 was seen at Llandeilo Junction, LLANELLI at 0820 and by the time our reporter had returned to Cardiff 012/278/699/703/798 and 886 had joined those mentioned earlier. 897 passed through CARDIFF at 1050 hauling 60014 to Newport for display, 690/692 were at RADYR at 1115 and 704/798/799/800 and 803 were at BARRY.

AUGUST - MIDLAND REGION: 37705 was at STAFFORD at 0915 on 30/7 with n/b oil tanks. 680+684 were at RUGBY at 1725 with s/b stone hoppers on 2/8, while on 7/8, 370+373 were seen between Oxenhope and Penrith with n/b cement tanks at 1508. 185 was at CREWE at 1634 with a s/b speedlink on 9/8 and on the 17th 37431 was seen stabled at the TMD at 1142. On 16/8, 250 was at WOLVERHAMPTON steel terminal at 1355, and the following day 682+685 were seen at BLETCHLEY with a stone train at 1510. 209 plus another unidentified example had been seen earlier in the day at PRIMROSE HILL with a 'liner.

AUGUST - SOUTH YORKSHIRE: 37706 was seen passing RANSKILL CROSSING at 1432 on 31/7 with the s/b Kilnhurst-Ripple Lane empties. The same train was seen at the same place on 16/8 at 1440 hauled by 37888, and had been preceded by 37354+218 at 1350 on the Middleton Towers-Doncaster sand. 37255 passed BEIGHTON at 1953 on 14/8 with a n/b steel working, while at THURNSCOPE on 17/8 37110 passed with a n/b scrap train at 1025 and 408 went through heading north light engine at 1109. 408 has a red Scottie dog! Also at Thurnscoe, 719 was in charge of a Tees Yard-Cardiff steel service at 1250 on 21/8 and 676 passed through heading south light engine 10 minutes later.

25/8 - MIDLAND REGION: 37358 was seen towing a dead 86236 south through BIRMINGHAM INTERNATIONAL at 1205. 37428 was passed as it headed through to Wolverhampton with the 0932 from Pwllheli and then 37691 (3769 according to the cabside) passed SHREWSBURY with the 1330 Cardiff-Liverpool. 37239+713 backed onto a parcels service at CREWE about 1700 which was doing a good job of blocking platform 5 and they were later seen arriving at SHREWSBURY at 1745. By now 37428 was stabled at the station along with 37886.

The 'gen' from this years summer timetable is concluded with the following 'NB' workings.

24.7.90	37718	0600 Manchester V.-Blackpool N /0745 Blackpool N.-Manchester V.
		0910 Manchester V.-Rochdale /0933 Rochdale-Manchester V.
		1013 Manchester V.-Blackburn /1120 Blackburn-Manchester V.
3.8.90	37213	1525 Liverpool-Newcastle (Tyne Yard-Newcastle)
15.8.90	37152	0608 Stonehaven-Inverness (Aberdeen-Inverness)
	37240	1910 Edinburgh-Inverness (Perth-Inverness)
25.8.90	37505	1613 Newcastle-Alnmouth (Pegswood-Alnmouth)
2.9.90	37156	1755 Inverness-Kyle
4.9.90	37087	1712 Dundee-Montrose /1808 Montrose-Perth
	37142	0715 Cardiff-Cheltenham
	37207	0803 Cardiff-Weymouth (Westbury-Weymouth)/1658 Weymouth-Cardiff
	37230	0803 Cardiff-Weymouth (Cardiff-Westbury)
5.9.90	37087	1712 Dundee-Montrose /1808 Montrose-Perth
6.9.90	37088	1712 Dundee-Montrose /1808 Montrose-Perth
7.9.90	37087	1712 Dundee-Montrose /1808 Montrose-Perth
	37372	0503 Cardiff-Liverpool /0914 Liverpool-Cardiff
		1330 Cardiff-Liverpool /1715 Liverpool-Cardiff
8.9.90	37087	0925 Glasgow QS-Pitlochry
	37139	0503 Cardiff-Liverpool /0914 Liverpool-Cardiff
		1330 Cardiff-Liverpool /1715 Liverpool-Cardiff
	37156	1755 Inverness-Kyle
	37372	0903 Euston-Pwllheli (Wolverhampton-Shrewsbury)
	37687+676	0810 Sheffield-Newcastle-Boulby-Eastgate-Sheffield CHARTER
	37693	1040 Ayr-Carlisle /1400 Carlisle-Ayr
	37708	1010 Inverness-Euston (Dalwhinnie-Edinburgh)
9.9.90	37068	1530 Liverpool St.-Norwich (Ilford-Norwich)
	37216	1010 Ipswich-Lowestoft (2Y04)/1205 Lowestoft-Ipswich (2Y13)
		1420 Ipswich-Lowestoft (2Y18)/1705 Lowestoft-Ipswich (2Y29)
	37141	0745 Cardiff-Weymouth /1815 Weymouth-Cardiff
10.9.90	37087	1712 Dundee-Montrose /1808 Montrose-Perth
	37128	0608 Stonehaven-Inverness
	37141	0803 Cardiff-Weymouth /1658 Weymouth-Cardiff
11.9.90	37087	1712 Dundee-Montrose /1808 Montrose-Perth
	37141	0803 Cardiff-Weymouth /1658 Weymouth-Cardiff
	37219	2330 (10/9) Liverpool St.-Norwich (Romford-Norwich)
	37708	0915 Inverness-Elgin /1018 Elgin-Inverness
12.9.90	37088	1712 Dundee-Montrose /1808 Montrose-Perth
	37141	0803 Cardiff-Weymouth /1658 Weymouth-Cardiff
13.9.90	37088	2215 (12/9) 2215 Euston-Inverness (Perth-Inverness)
		1712 Dundee-Montrose /1808 Montrose-Perth
	37128	1030 Inverness-Aberdeen /1310 Aberdeen-Inverness
	37158	0803 Cardiff-Weymouth /1658 Weymouth-Cardiff
	37708	0915 Inverness-Elgin /1018 Elgin-Inverness
14.9.90	37087	1910 Edinburgh-Inverness (Perth-Inverness)
	37088	1712 Dundee-Montrose /1808 Montrose-Perth
	37146	0658 Worcester-Bristol (Gloucester-Bristol)
	37154	0915 Inverness-Elgin /1018 Elgin-Inverness
	37158	0803 Cardiff-Weymouth /1658 Weymouth-Cardiff
	37240	1638 Aberdeen-Dyce /1658 Dyce-Montrose
	37714	0745 Blackpool N-Manchester V. (Lostock Jct-Manchester V.)
15.9.90	37141	1330 Cardiff-Liverpool /1715 Liverpool-Cardiff
	37154	0915 Inverness-Elgin /1018 Elgin-Inverness
		1702 Inverness-Aberdeen /2142 Aberdeen-Inverness
	37219	0924 Yarmouth-Leeds (Yarmouth-Norwich)
		0752 Birmingham-Yarmouth (1205 Norwich-Yarmouth)
		1325 Yarmouth-Birmingham (Yarmouth-Norwich)
		0937 Leeds-Yarmouth (1430 Norwich-Yarmouth)

15.9.90	37229	1040 Ayr-Carlisle
	37235	0855 Swansea-York (Swansea-Gloucester)
16.9.90	37154	1010 Inverness-Aberdeen /1305 Aberdeen-Inverness
	37274	0745 Cardiff-Weymouth /1815 Weymouth-Cardiff
17.9.90	37170	1712 Dundee-Montrose /1808 Montrose-Perth
	37274	0803 Cardiff-Weymouth /1658 Weymouth-Cardiff
	37708	0915 Inverness-Elgin /1018 Elgin-Inverness
18.9.90	37072	0803 Cardiff-Weymouth /1658 Weymouth-Cardiff
	37087	0450 Carstairs-Edinburgh
	37152	0608 Stonehaven-Inverness
	37156	1355 Glasgow QS-Inverness
	37170	1210 Edinburgh-Inverness (Perth-Inverness)
19.9.90	37072	0803 Cardiff-Weymouth /1658 Weymouth-Cardiff
	37088	1440 Edinburgh-Inverness (Edinburgh-Perth)
	37152	0608 Stonehaven-Inverness /2012 Inverness-Aberdeen
	37156	1030 Inverness-Aberdeen /1310 Aberdeen-Inverness
	37170	1712 Dundee-Montrose /1808 Montrose-Perth
	37708	0915 Inverness-Elgin /1018 Elgin-Inverness
20.9.90	37072	0803 Cardiff-Weymouth /1658 Weymouth-Cardiff
	37156	1225 Inverness-Kyle /1530 Kyle-Inverness
	37170	1217 Inverness-Glasgow QS (Perth-Glasgow QS)
		1755 Glasgow QS-Inverness
	37708	0915 Inverness-Elgin /1018 Elgin-Inverness
21.9.90	37072	0803 Cardiff-Weymouth /1658 Weymouth-Cardiff
	37156	1525 Aberdeen-Inverness
	37170	1712 Dundee-Montrose /1808 Montrose-Perth
	37209	1526 Inverness-Aberdeen (Elgin-Aberdeen) /1805 Aberdeen-Inverness
	37708	0915 Inverness-Elgin /1018 Elgin-Inverness
22.9.90	37029	0503 Cardiff-Liverpool /0914 Liverpool-Cardiff
		1330 Cardiff-Liverpool /1715 Liverpool-Cardiff
	37113	0915 Inverness-Elgin /1018 Elgin-Inverness
		1207 Inverness-Aberdeen /1525 Aberdeen-Inverness
		1758 Inverness-Aberdeen
	37114	0922 Edinburgh-Paignton (Edinburgh-Carstairs)
		0657 Coventry-Edinburgh (Carstairs-Edinburgh)
		1440 Edinburgh-Inverness
	37156	1225 Inverness-Kyle /1530 Kyle-Inverness /1755 Inverness-Kyle
	37152	1930 Aberdeen-Inverness
	37219	0924 Yarmouth-Leeds (Yarmouth-Norwich)
		0752 Birmingham-Yarmouth (1205 Norwich-Yarmouth)
		1325 Yarmouth-Birmingham (Yarmouth-Norwich)
		1720 Yarmouth-Liverpool St. (Yarmouth-Norwich)
	37229	1040 Ayr-Carlisle /1040 Carlisle-Ayr
	37261	1310 Aberdeen-Inverness /1526 Inverness-Aberdeen
	37511	0908 Carlisle-Dumfries /1007 Dumfries-Carlisle
		0956 Whitehaven-Newcastle (1115 Carlisle-Newcastle)
23.9.90	37691+696	0653 Swansea-Paddington (Port Talbot-Cardiff)
	37045	0850 Euston-Holyhead (Chester-Holyhead)
		1535 Holyhead-Euston (Holyhead-Llandudno Junction)
	37152	1548 Inverness-Aberdeen
	37156	1030 Kyle-Inverness /1755 Inverness-Kyle
	37690/699	0830 Paddington-Maesteg (Newport-Uskmouth-Machen-Maesteg-Newport) CHARTER
24.9.90	37072	0803 Cardiff-Weymouth /1658 Weymouth-Cardiff
	37152	1638 Aberdeen-Dyce /1658 Dyce-Montrose
	37156	0700 Kyle-Inverness
	37170	1712 Dundee-Montrose /1808 Montrose-Perth
	37227	0800 Liverpool St.-Ipswich /0920 Ipswich-Liverpool St.
	37708	0915 Inverness-Elgin /1018 Elgin-Inverness

25.9.90	37113	0528 Aberdeen-Inverness
	37152	1638 Aberdeen-Dyce /1658 Dyce-Montrose
	37170	0740 Edinburgh-Glasgow QS
	37175	1712 Dundee-Montrose /1808 Montrose-Perth
	37263	1330 Cardiff-Liverpool /1715 Liverpool-Cardiff
	37708	0915 Inverness-Elgin /1018 Elgin-Inverness
26.9.90	37141	1330 Cardiff-Liverpool /1715 Liverpool-Cardiff
	37156	1526 Inverness-Aberdeen /1805 Aberdeen-Inverness
	37175	1712 Dundee-Montrose /1808 Montrose-Perth
	37708	0915 Inverness-Elgin /1018 Elgin-Inverness
27.9.90	37152	1525 Aberdeen-Inverness /1835 Inverness-Edinburgh (Inverness-Perth)
28.9.90	37152	1712 Dundee-Montrose /1808 Montrose-Perth
	37213	1330 Cardiff-Liverpool /1715 Liverpool-Cardiff
29.9.90	37219	as for 15.9.90.
6.10.90	37194	1955 Aberdeen-Euston (Montrose-Perth)
	37212	1410 Skegness-Sheffield (Alfreton & Mansfield Parkway-Sheffield)
	37240	1900 Inverness-Euston (Perth-Carlisle)
7.10.90	37197	1612 Hereford-Paddington (Hereford-Oxford)
8.10.90	37167	1715 Liverpool-Cardiff

This months narrative gives further details of a selection of the workings reported in this months "Syphon" as well as last months "Syphon Extra". Starting on 27/7, a most unusual working was that of 37153 on the 0608 Edinburgh 'circular' service (2G11). On 28/7, 37213 performed the first round trip on the 'North & West' but was found to have problems with a cab door on arrival back at Cardiff. 37278 took over on the 1330 to Liverpool. On Monday 30th 37217 was used on the Derby-Skegness relief instead of the booked pair of 20's. This was possible because its diagram does not include any work during the day on Mondays, 37213 was also allocated to work this train on 20/8 but did not actually work. Also on the 30th, the 0632 Swansea-Paddington tram (HST) was rescued at Magor by 37230 and dragged to Severn Tunnel Junction (2½ miles) where the train was capped (terminated) and passengers transferred to a class 47 hauled service. On 2/8, the unusual combination of 31553+37203 worked the 1325 Liverpool-Newcastle forward from Skelton Junction following the failure of 31428. The 31 itself is very unusual motive power on this route and presumably already taken over from a 47 at some point? The extreme summer heat (remember?) caused chaos on the Great Eastern Norwich-Liverpool St. line. From about mid afternoon on 3/8 all services to Norwich were either capped or diesel hauled as the heat was affecting the weights with the result that they could not maintain tension in the overhead wires. Fresh out of Stratford DRS, permission was obtained from Coal sector to use 37797 on the 2230 Liverpool St.-Norwich. Earlier in the day 37144 had worked the 1530 Liverpool St. to Norwich as ECS. Also on 3/8, 37213 assisted the 1525 ex Liverpool into Newcastle, arriving 111 minutes late. If this was bad timekeeping the failure caused further delay to the 1500 Kings Cross-Edinburgh which was already 2 hours late and finally arrived at Newcastle 193 minutes late! In Scotland, 37375 worked a Glasgow-Ayr relief (1Z07), and 26010 worked the 1712 Dundee-Montrose and return although 37240 had earlier been allocated. On Saturday 4th August, 37240 was allocated to work an 'SRPS' charter to Kyle of Lochalsh between Ayr and Inverness. With one problem after another, the train actually started from Paisley Gilmour Street as the stock had been heavily delayed on route from Perth, passengers from Ayr being transferred forward on a class 318 EMU. The next delay was at Polmadie behind a failed Hunterston-Ravenscraig working and then a knackered coupling caused further delay at Coatbridge Central. The charter was reported running 3 hours 20 minutes late through Cumbernauld on the return journey. Also on the 4th, 37797 continued its foray on passenger work and became the second 37/7 in successive weeks to arrive at Great Yarmouth.

On 7/8, 37175 worked the 1658 Dyce-Montrose to Aberdeen where it was replaced by 47644. The same day 37708 worked the 2215 Euston-Inverness forward from Aviemore following the failure of 47641. The next morning 37240 worked the same train from Perth after the failure of 47642. On 9/8, 37274 failed at Westbury with the 1159 from Weymouth. It was replaced by 47063. After running round the stock at Townhead carriage sidings (Ayr) in preparation to work the 1040 to Carlisle on 11/8, 37375's compressor decided to expire and it was replaced by 26005. This was also the day that "The Clyde and Tyne Limited" railtour should have run, and for which 37212 had been arranged as motive power. On Sunday 12/8, 37222 expired at Yeovil Pen Mill while working the 1815

Weymouth-Cardiff, a class 47 working forward. 222 returned to Weymouth the next day with the ECS of the 1159 Weymouth-Westbury and worked back to Cardiff with the 1658, 37072 having worked the first part of the diagram. 37222 was also allocated to work the Weymouth on 14/8, however, a number of failures on coal sector trains meant that it had to be used on those instead. With no freight sector loco's spare you'll never guess what was found for the 0803 Cardiff-Weymouth, 37428! On 15/8, 37152 worked the 0608 Stonehaven-Inverness forward from Aberdeen after 37419 failed, and 37240 worked the 1910 Edinburgh-Inverness from Perth after 47717 failed. The 0503 Cardiff to Liverpool was reported to be a sprinter (a first?), 37239 working the second part of the diagram, and 37113 piloted the tram to Perth on the 0750 Inverness-Kings Cross. On 16/8, 37240 became one of a select group of 'NB' loco's to have worked the Scottish internal overnight, travelling south to Perth on the 0010 from Inverness. There were 10 'NB' 37's involved with charter work on Sunday 19/8, 37235/689/697/799 887/895/896 on trains associated with the Barry Depot open day, 37501+502 on Pathfinders "Tees-Maid" railtour to Boulby, and 37708 which was used on the "Flying Scotsman" (1298) mega-ching, or 'Yanxex'. In addition, 37144 went into Liverpool Street, 37156 went to Kyle (for a change), 37239 went to Weymouth, and 37883 worked the 1410 Cardiff to Liverpool and 1919 return at short notice after the failure of 47580. 37240 worked the 2203 Euston-Aberdeen (1579) from Carstairs to Edinburgh on 21/8, although another report suggests its use on the same train the previous night from Stonehaven to Aberdeen following the failure of 47643. Both are reliable sources and it could of course done both. On 22/8, 37214 piloted 47596 from Didcot on the 1200 Paddington to Oxford, returning to Didcot on the 1400 ex Oxford where it was replaced by 47315. Also on 22/8, 37252 was allocated to work the 0950 Norwich-Lowestoft and 1050 return but in the event did not go - this would have been one for 'working of the month' I think. On 24/8, 37372 replaced 47557 at Cardiff on the 1427 Fishguard-Paddington. It was another busy Saturday on 25/8. 37376 worked the Ayr-Carlisle relief, the return leg of which was retimed to 1420 to run in the path of the late running 1254 Newcastle-Stranraer Harbour. 376 failed at Annan and was replaced by 47146. 37156 worked the 1700 Kyle-Inverness and was then sent to Carrbridge to rescue the 1755 Glasgow-Inverness as 47644 had failed. 37262 piloted 47578 on the 0640 Inverness to Edinburgh as far as Perth, and 37886 worked the 1656 Pwllheli-Euston from Shrewsbury to Wolverhampton following the failure of 37429. Finally, 37505 worked the 1613 Newcastle-Alnmouth (2K18) forward from Pegswood where unit number 53956 had failed with 4 broken drive belts; 505 had been on a nearby PW train at Widdrington sidings. On 28/8, 37128 worked the 0608 Stonehaven-Inverness and was then dragged back across dead in train (DIT) on the 1030 Inverness-Aberdeen. 37128 worked the 0750 Inverness-Kings Cross tram as far as Perth on 29/8, while on 30/8 the first 4 departures from Inverness to Aberdeen/Elgin where all 'NB' 37's! For the record, they were 37156/113/261/707. On 31/8, 37156 worked the 0925 Stonehaven-Inverness forward from Aberdeen, dragging 37421 DIT. On 3/9 the 1330 Liverpool Street-Norwich failed south of the tunnel at Ipswich. 47281 pushed it into the station where 37216 worked forward to Norwich. The return leg of the diagram, the 1600 Norwich-Liverpool Street was entrusted to 47366. 37152 worked the 1712 Dundee-Montrose and return although 37063 was originally allocated. On 8/9, 37087 worked a 0925 Glasgow-Pitlochry, I believe there was an amended timetable this day because of engineering work. It was a busy Sunday in Anglia on 9/9. Already short of RETB fitted DMU's, set 100 had worked the 0805 Lowestoft-Ipswich but was unable to return with the 1010 as it would not reverse. 37216 was utilised, dragging the unit for 2 round trips and leaving about 30 minutes late on the 1010. 86221, working the 1530 Liverpool Street-Norwich (1P40) was a complete failure on the London side of Ilford. No electricians were available at Ilford and 47105 was requested from Stratford. This had flat batteries, however, hence 37068 ended up on the train, moving the failure 62 minutes late and arriving at Norwich 69 minutes late. There were further problems on the Great Eastern on the night of Tuesday 11th. 86207, operating in push-pull mode failed at Romford in charge of the 2330 (11/9) Liverpool Street-Norwich. It had already had problems at Liverpool Street but was allowed to proceed. A loco' was requested from Stratford and 37219 finally appeared and went forward on the failure at 0138, 14 minutes after it should have arrived at Norwich! There was a further delay after the brakes applied themselves on route, and then it was found the pantograph hadn't been lowered. This was rectified at Colchester and the train finally arrived at Norwich at 0409, 2 hours 45 minutes late.

On 10/9 there were very dubious reports of 37904 having worked the 1545 Manchester Victoria-Oldham-Manchester Victoria service, confirmation is needed on this one. On 14/9, 37714 was utilised to rescue the 0745 Blackpool North-Manchester Victoria from Lostock Junction. This ran via Moses Gate and arrived about 1 hour late. On Saturday 15th September, 37229, fresh from its Intermediate overhaul, finally appeared on the 1040 Ayr-Carlisle relief. All was not well, however, with reports of dragging brakes and engine shut downs on the outward leg it did not work the 1400 return Carlisle-Ayr as the fitters were unable to rectify these problems. The 1400 was worked by 31412 of all things, itself very unusual motive power over the route. 37235 worked the 0855 Swansea-York to Gloucester where it was booked to be replaced by 47290. 37141 worked the 1330 Cardiff-Liverpool and return after 47463 had worked the first trip. The following day, 37274 worked the last Sunday 'Weymouth'. The 1712 Dundee-Montrose had a variety of motive power the week commencing 17/9, being 37170 on Monday, Wednesday and Friday, a sprinter on Tuesday and 26024 on Thursday. On 20/9 37170 replaced 37423 on the 1217 Inverness-Glasgow at Perth and worked throughout on the return 1755 Glasgow-Inverness. On Saturday 22nd there were widespread delays and cancellations after a cross-country sprinter struck a herd of cows. As a result 37219 was too late returning from Yarmouth on the 1325 to Birmingham to work the 1430 Leeds portion to Yarmouth. However, later in the day 31410 failed and Yarmouth and 219 ran light from Norwich to work the 1720 Yarmouth-Norwich. Incidentally, anybody who has had problems with the TI's at Yarmouth on the 0924 Yarmouth-Birmingham this summer will be 'pleased' to know that as a result of introduction of the DBSO's, the 0915 Yarmouth-Liverpool Street was altered to start from Norwich and ticket restrictions lifted on the 0924 from 15/9. It was also retimed to call at Acle and Lingwood! Back to 22/9, 37511 worked the 0956 Whitehaven-Newcastle forward from Carlisle, supposedly to save a light engine movement. It was seen waiting time at Hexham. Prior to working the 1225 Inverness-Kyle, 37156 had worked an unknown train between Aberdeen and Inverness, piloting 47541. 37229 managed to work both the 1040 Ayr-Carlisle and 1400 return although it was unable to execute its second field divert. The remainder of this months report does not include any information from the last week of the Inverness-Aberdeen workings, this can be found elsewhere in this months "Syphon". On Sunday 23/9, 37045 replaced failed 47483 at Chester on the 0850 Euston-Holyhead. The same day, 37690 and 37699 replaced 47830 at Newport to top and tail Hertfordshire Railtours "Ilynffi Merryman" on various lines in South Wales. 37072 was the last 'NB' to work the 0803 Cardiff-Weymouth this year on 24/9, it is understood somebody caught hypothermia because the train was so cold and 37427 worked the diagram for the rest of the week. This would explain why there was also no 'NB' on the 0503 Cardiff-Liverpool for the rest of the week. Non availability of an 86 resulted in the use of 37227 on the 0800 Liverpool-Ipswich and 0920 return on 24/9. After working 'across the top' on 27/9, 37152 continued the diagram and worked the 1835 Inverness to Edinburgh as far as Perth. Here it was replaced by 47701 which had worked up ECS. There is also a review of the special trains associated with the Cambridge rail day elsewhere. It was originally thought that 37667 had worked between Crewe and Carstairs during the early hours of 5/10, however, this transpired to be an ECS Motorail train. 31215 was in trouble on the 2nd Skegness-Sheffield on 6/10, 37212 assisting.

This months "working of the month" was awarded to 37227 on 24/9, by Martin Reeve(37089).

DIARY

- 17.10.90 Open Meeting (Wednesday), The County (Adnams), St.Helens Street,Ipswich.
We will leave from outside the Railway Station at 2000, or meet us there.
- 21.10.90 SALES STAND. Streatham Hill Open Day. Negotiations taking place.
- 10.11.90 AGM. Great Northern Hotel, Peterborough. 1400. See Editorial for more info'.

THANKS from me to the following for information during the past couple of months: Keith Fransham, John Forge, David Wilson, Steve Keeble, Colin Wilks, Carl Rosbrook, Mark Rigby, Craig Nicholson, Stephen Brown, Kevin Green, Steve Fennell, Paul Ivey, Dean Warner, Michael Gibson, Colin Wilks, Maurice Barber, P.A.Entwistle, Stephen Maloney, Roger Parr, Mike Warrick, Henry Freyne, Tim Streten, Andrew Donald, Jerry Dickinson, David Harlott and Geoff Tucker. Keep up the good work.

DEADLINE for the November newsheet will be 26.10.90.

Carlisle Freight

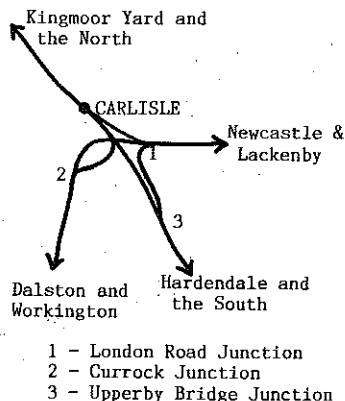
You may have noticed in the 'Regional View' section of past editions of "Syphon!" that there is a great variety and diversity of class 37 hauled freight traffic in the Carlisle area. Thanks to Stephen Brown (37167) I have finally managed to obtain a complete list of these workings which is shown below. The first list shows those that pass through the station, while the second list shows those which by-pass to the south, running between London Road Junction and Currock Junction or Upperby Bridge Junction.

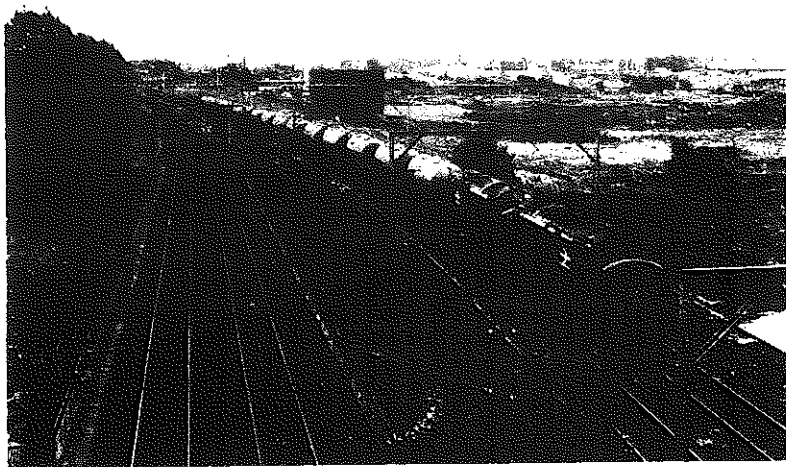
H/C	PASS TIME		TRAIN DESCRIPTION
6E56	0048-0055	MX	2220 Ravenscraig No 4 - Thrislington
6S81	0051-0053	MX	1811 Tinsley - Mossend
6S59	0111-0118	MX	2105 Tees Yard - Stranraer
6S55	0120-0122	MO	1148 Burngullow - Irvine (2 x 37)
6M61	0239-0341	MO	2335 Gunnie - Clitheroe (2 x 37)
6M61	0341-0343	MX	2325 Gunnie - Clitheroe (2 x 37)
4S80	0521-0523	MX	1943 Felixstowe - Coatbridge (2 x 37)
6M43	0842	TSX	0450 Grangemouth - Dalston (*)
6E53	1144-1146	SX	0825 Mossend - Tees Yard
6S49	1147-1149	MX	0615 Washwood Heath - Mossend
6S36	1351-1354	TSX	1340 Dalston - Grangemouth
6S54	1354-1356	SX	0905 Thrislington - Ravenscraig
6E10	1440-1442	MX	0848 Stranraer - Tees Yard
6S83	1509-1511	SX	1200 Clitheroe - Gunnie (2 x 37)
6V41	1853-1855	MThO	1630 Irvine - Burngullow (2 x 37)
6M73	2038-2040	SX	1805 Mossend - Washwood Heath
6S55	2227	WO	0945 Burngullow - Irvine (2 x 37)
4L95	2250-2256	SX	2010 Coatbridge - Felixstowe (2 x 37)

* - 2 x 37 to Kingmoor Yard then one goes forward to Dalston and the other returns light diesel to Grangemouth.

H/C	PASS TIME LONDON RD.		TRAIN DESCRIPTION
6M71	0640	MO	0300 Lackenby - Workington (2 x 37)
6E30	1045-1053	MO	0950 Workington - Lackenby (2 x 37)
6M41	1658	SX	1349 Lackenby - Hardendale
6M71	2008	MSX	1534 Lackenby - Workington (2 x 37)
6E43	2033-2035	SX	1942 Hardendale - Lackenby
4E30	2340	MSX	2242 Workington - Lackenby (2 x 37)

The map to the right illustrates the lines in the Carlisle area over which these class 37 hauled freights pass. Not shown in the above list is the Blyth - Fort William 'ALCAN' train, this passes through Carlisle at about 1230. A number of different depots supply the 37's for the freights on the list. The Dalston - Grangemouth BP oil tanks are worked by Eastfield FPAE examples. Clitheroe - Gunnie 'Clyde' cements are from Motherwells FACM pool (37370/373/379), these loco's stable at Blackburn. The Coatbridge - Felixstowe 'Freightliners' are worked by Tinsley Speedlink (FDET) loco's, while the well publicised Irvine - Burngullow 'slurry' trains are worked by pairs from the Laira FCLL pool. I believe this is the longest booked diesel freight working in the country? There are also the Thornaby 'Metals' (FMTY) workings between Lackenby, Workington and Hardendale. Activity is likely to increase from the start of the Winter timetable with the decision to use 'Metals' 37's on the Ravenscraig - Shotton/Dee Marsh workings instead of electric traction.

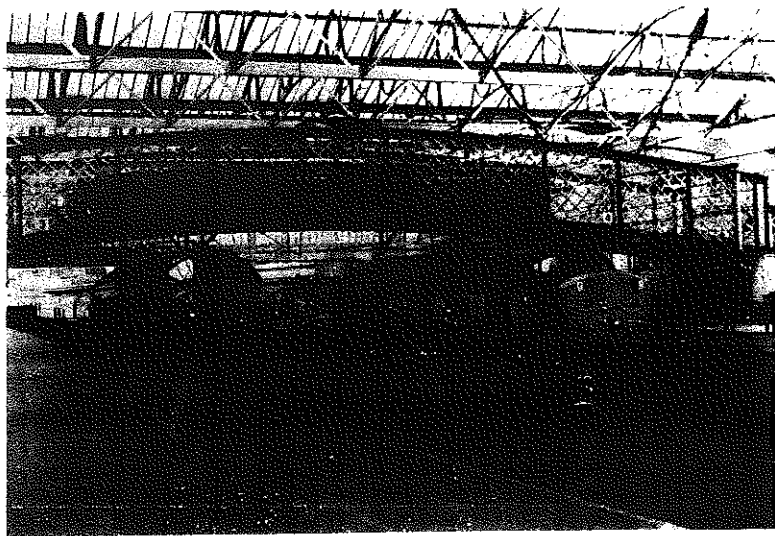


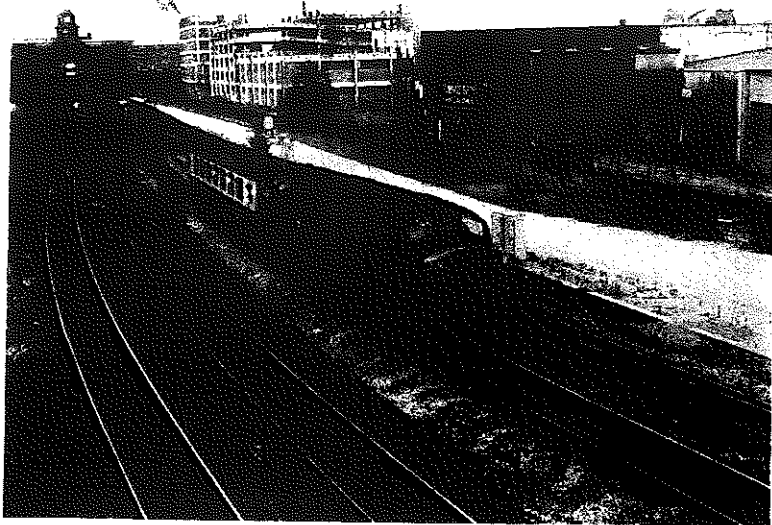


These two photographs accompany the feature on the opposite page.

ABOVE: 37373+37370 (both red stripe Railfreight) are seen at Willowholme which is approximately 1 mile north of Carlisle station with the 6S83 Clitheroe-Gunnle 'Clyde Cement' tanks on 26.8.90. Photo: Michael Gibson

BELOW: 37023, still in rail blue livery, passes through platform 3 at Carlisle station with a Mossend - Tees Yard working at 1134 on 3.8.90. 37504 'British Steel Corby' stands in the centre road before travelling north light engine. Photo: Stephen Brown





FRONT COVER: 37676 (red stripe Railfreight) and 37687 (triple tone grey) stand at the head of "The Tyne, Tees & Wearman" having run round at Boulby. 37687 spent most of the day on the front of the train and has only one headboard bracket. This is therefore a fairly rare opportunity to see both headboards on the train.

Jonathan Bagge (37039)

THIS PAGE TOP: 37217 heads out of Nottingham towards Derby on 1287, 1800 Skegness - Derby relief on 30.7.90. The train is load 8, the windows of at least the first 4 being fully occupied by peoples heads. The fine entrance to Nottingham station is visible in the background.

Steve Keeble

THIS PAGE BOTTOM: One of the special trains run in connection with the Barry Depot open day on Sunday 19th August was a mystery excursion. This ended up visiting Radyr and Cardiff Bute Road and was top and tailed by 37697 and 33064 with the stock being 2 x 4TC. 697 is seen nearest the camera at Cardiff Bute Road.

Jonathan Bagge (37039)

