

# 37



## THE CLASS 37 GROUP

SYPHON EXTRA

THE CLASS 37 GROUP

NUMBER 31 - JANUARY 1991

### COMMITTEE

Editor : Andrew Garten, 1 Leggatt Drive, Bramford, Ipswich IP8 4ET  
Treasurer : Jane Garten, 1 Leggatt Drive, Bramford, Ipswich IP8 4ET  
Membership: Neil Murphy, 3 Shelton Place, Beccles, Suffolk NR34 9YB  
Publicity : Jerry Dickinson, 7 Pine View Road, Ipswich, Suffolk IP1 4HS  
Sales : Dean Warner, 10 Surbiton Road, Ipswich, Suffolk IP1 4AX  
Secretary : Maurice Barber, 2 Roughton Road, Thorpe Market, Norfolk NR11 8TE  
Rod Saunders, 61 The Drakes, Shoeburyness, Essex SS3 9NY

### REPRESENTATIVES

Technical : Keith Fransham, 79 Shipstone Road, Norwich, Norfolk NR3 1JZ  
Scotland : Andrew Donald, 3G Afton Road, Kildrum, Cumbernauld, Scotland G67 2DS

### EDITORIAL

It's now 1991, and my first job must be to wish you all a happy and prosperous new year. As far as our beloved 37's are concerned it would be nice to think they can enjoy another year as fruitful as the last, 1990 seeing no withdrawals, a healthy continuation of the overhaul programme, new freight flows and areas of operation, and of course hideous amounts of passenger workings in the summer. I hope to carry a concise review of 1990 in February's "Syphon".

From an Editors perspective, I have a few ideas for 1991 that I hope to achieve in 1991. Firstly, I aim to keep the magazine (and newssheet) fresh and progressive. This includes reintroducing the profiles on various members of the class, a regular "flashback" feature, large photo's, performance logs, articles based on members favourite haulages, sightings, etc - a sort of 'desert island discs' but related to 37's, puzzles, quizzes and crosswords, and what should be a very interesting new series (the identity of which I shall keep secret for the time being) if I can get it off the ground. Any help or assistance you can give to any of these, or indeed the usual features would be very welcome. There could also be a change in the design of the cover.

The problem with introducing new features is where to put them, and as last years questionnaire suggested there were no weaknesses in the current features I am loathe to drop any of them. The alternative is to provide more room, and my second aim therefore is to increase the size of the newssheet to 4 pages, or possibly an 8 page 'mini-mag', perhaps including some of the regular items that normally appear in the magazine. This move would need the continued support of yourselves in keeping the information rolling in, the support of my fellow Committee members by allowing me to do it, and our ability to keep the membership total at least around the current level to make it viable. My third aim, and probably the most difficult, is to reduce the timespan from when the magazine is completed to when it arrives on your doorstep. This is something I am continually working on.

Right, I think that's enough of my thoughts, lets get on with the 'serious' stuff.

DONATIONS LETTER: Yes folks, it's time again for circulation of this very worthy item which is basically a formal request from us to you to give generously to the Preservation Fund. The response in the past has always been good, if not spectacular, and as I'm sure I don't need to remind you it all goes to a very worthy cause. I also know it's just after Christmas, but please give generously if you can, or save the letter for when you have a few pounds to spare.

CONSTITUTION AMMENDMENTS: Whilst it escaped the notice of everybody present at the AGM, it has since been highlighted by a member of the Group not present on the day the fact that the Constitution was breached as clause 9:2 states 'any ammendment scheduled for a General Meeting, must have had at least 28 days notice given to the membership via the appropriate method'. This put us in an awkward spot and we decided at our December Committee Meeting that the ammendments passed will now have to be declared void. We based our decision on the fact that all members of the Group should have an opportunity to express an opinion when a change to the Constitution is proposed, including the distribution of voting slips as is standard with other Societies. One would assume this to be the reason for clause 9:2 in the first place. I apologise on behalf of the Committee to anybody who may feel aggrieved by this decision, but it is probably one of those things that whatever way we decided it would not please all, but we must remember, the Committee is elected to serve every member of the Group equally. This means the next AGM will now be in November 1991, unless an EGM is called in the meantime and decides otherwise.

SALES: We know have a supply of two different designs of enamel badges featuring class 37's, supplied by Woking Homes. One is a rectangular design featuring a 37/4 in large logo blue livery, the other is a side on outline design of a 37 in a rather peculiar shade of blue. Both are of a very good standard and are available from the Sales Officer priced 60p each with 22p each for postage & packing.

MONTHLY DRAW: The last one of the present series was won by Diane Saunders (for a change) - congratulations. Rodney Saunders, our former Chairman (and yes - a relation) has offered to take over future responsibility for this fund raising activity and we have thus decided it best to appoint him as an additional Committee member, particularly as he will be involved with Group finances. We are currently working on the details for a slightly revamped version, full details will be announced in the near future.

PRESERVATION FUND: The total on 3.1.91 was £2839:87, the increase being due to donations from Keiron Lewis and Andrew Garten, and income from the Christmas messages in last months "Syphon!". Please help by completing the donations letter and returning it with your cheque/postal order to the Treasurer.

NEW MEMBERS/RENEWALS: Andrew Garten (37001), Jason Hawkins (37011), M.King (37053), Mr A.Henly (37059), Mr R.Allsopp (37068), Jane Garten (37092), Mr J.Mustard (37168), Geoff Tucker (37170), Mr A.king (37179), Mr D.Wood (37180), Mr J.Dewing (37244), Mr D.Hayward (37245), Mr R.Garner (37246), Mrs O.Wood (37247), Mr K.Allinson (37248), Mr D.Allinson (37249). A big thankyou to you all for your new or continued support. 37075 has renumbered to 37671, a complete list of available membership numbers is: 37015/026/028/030/035/047/061/062/064/075/096/099/103/107/114/117/119/151/155/158/219/250-252/254-304/306-308/401-407/409-413/415/417-431/502-906 (except 671 and 675). If you would like to change your membership number to any of these, please send £1 (which goes into the Preservation Fund) and a letter of explanation to the Membership Secretary. Please note that 37006 is no longer available.

#### DIARY

- 12.1.91 FEKK allocated 37 on special working on the 'North & West' line (see 'Passenger Information' for further details).
- 23.1.91 Open Meeting (Wednesday) at The County, St Helens Street, Ipswich. Start 2000, transport from the Railway Station or meet us there.

THANKS to the following who have supplied me with information during the last month: Dean Warner, John Forge, Dave Ruddick, Colin Wilks, Marcus Linfoot, Roger Parr, Andrew Donald, Michael Gibson, Mr Pittard, Mark Rigby, Colin Park, David Wilson, Martin Reeve and Jerry Dickinson.

WORKING OF THE MONTH: Sorry it's out of order but this months choice(s) made by Dave Ruddick who lives nowhere near Anglia was for both 37219 on 7/12 and 37144 on 21/12.

DEADLINE for the February "Syphon!" will be 26.1.91.

## NEWSDESK

Reallocations during the period 1.12.90 and 2.1.91 were as follows:

37010	ML-CF	FMGM-DCWA	37046	TE-CF	FMTY-DCWA	37692	CF-ED	FHBK-FEPE
37012		FPEK-DCWA						

NAMES: Further details on two recent namings already reported through these pages, 37694 was named 'The Lass O' Ballochmyle' at Ayr station at 1125 on Thursday 18th October 1990. 37232 appeared with the nameplates ex-37411 on its release from BRML Springburn, it was seen at Millerhill on 17/11 with fellow civil engineers liveried 37196. 37667 and 37668 are confirmed as having had their nameplates removed before their arrival at Motherwell on transfer from Thornaby.

LIVERIES: This months list includes a mixture of fresh repaints and corrections to the list printed in the October "Syphon!". Latest livery carried is as follows: Civil Enginners - 012 (correction to that advised last month) and 37146; Departmental grey - 058; triple tone grey 'Coal' - 165/376; triple tone grey 'Construction' - 214; triple tone grey 'Distribution' - 079/411/671; triple tone grey 'Petroleum' - 080; triple tone grey 'Metals' - 106/517. 37108 is large logo blue, not allover blue.

### WORKS/REPAIRS/OVERHAULS.

BRML DONCASTER: Present on 2/1/91 were: 009/026/046 (all 'Intermediates') 096 (stored unserviceable), 185 (Intermediate), 242 (shown 'on decision' but with release date of 15/2), 260 (withdrawn), 515/679/702/704 (all 'Light overhauls'), 802 (main alternator), 887 (engine repairs), 901 ('Light overhaul').

BRML GLASGOW: Present also on 2/1/91 were: 010 (Intermediate), 128 (Collision damage, release date 24/1), 380 (main generator), 418 and 429 (both 'Light' overhauls).

### PASSENGER INFORMATION

2.11.90	37156	1215 Inverness-Glasgow QS
17.11.90	37088	1900 Inverness-Euston (Blair Atholl-Perth)
5.12.90	37133	2024 Bristol-Derby (Gloucester-Birmingham NS)
7.12.90	37219	1840 Liverpool St-Norwich
21.12.90	37144	0945 Harwich PQ-Liverpool St
27.12.90	37262	2025 Inverness-Euston (Inverness-Perth)
29.12.90	37262	1900 Inverness-Euston (Inverness-Perth)

And that's about all there seems to be in the way of 'NB' workings this month. 37219 powered the 1840 throughout on 7/12, with 7 out of 13 Great Eastern line 86's out of service it is believed to have been allocated as early as 1230. By the time it reached Ipswich less than half the carriage lights were working! 37031 dragged an unknown Doncaster-Leeds unit on 14/12 from the Wakefield area because of trouble with the overhead wires. With the heavy snow in Scotland, 37262 was on pilot duties as shown on 27th and 29th December, 37261 was also at the head of a northbound working on 30/12. There was chaos, particularly on the Perth-Inverness line and 37419 was used on 30/12 to operate additional trains between these two points. It went south with a 1330 (approx) Inverness-Perth, and returned north with a 1700 (approx) Perth-Inverness. After this it piloted the 2025 Inverness-Euston to Perth. Normal services were running an average of 3-4 hours late and of course, the Sprinters were unable to cope with the conditions!

Further to the note in this months 'Diary', there are scheduled to be a couple of special workings on the Cardiff-Liverpool line on Saturday 12th January. Having obtained a number of conflicting reports it seems there will be class 56 working an additional service leaving Cardiff at 08xx to Crewe and then back to Newport. An FEKK allocated 37 will then take over to work an additional 1420 Newport-Crewe and return. There should be a 37/4 acting as 'ETHEL', as well as a 37/4 on the usual 0503/1330 Cardiff-Liverpool diagram although this is worth keeping an eye on. This is scheduled to be the last day of 37's on the North & West passenger diagram and they are to be displaced by 47's made surplus by the cessation of loco' hauled workings on the Trans-Pennine route, although I believe this is not actually supposed to happen until the weekend after. That said the current availability of the Cardiff 37/4's is appalling anyway, 428 being out of service with collision damage sustained from hitting a tree on the Marches and 408 also out of service. This has left 430 holding the fort on the Cambrian with 47's on the North & West of late.

## REGIONAL VIEW

ANGLIA: There was unusual work for 37219 on 14/12/90 when it was called upon to rescue the Chelmsford-Mount Sorrell self loading/unloading stone train as the 56 had failed just south of IPSWICH station. 219 dragged it through and into the yard to the north of the station where another 56 took over. Freightliner pairs noted in the IPSWICH area over Christmas included 053+065, 059+271 and 063+101, the last pair seen at the head of a cross country working which would have left Ipswich about 1145 towards Peterborough on 28/12. 37144 and 37216 were also in Ipswich for Christmas.

EASTERN: 37426 was seen at Holgate Junction (YORK) at 0915 on 8/12 and again later on the stabling point at 1830. Further south on the same day 37903 was stabled outside DONCASTER Works at 2000 and 37358 was on Doncaster Depot. Also on 8/12, another correspondent reports 37719 heading north through YORK on an empty aluminium train about 0800. 37718+510 and 37178 were all stabled on the fuelling point on 16/12. Back to the 8th and 008 (running light from Scunthorpe) and 351 (light engine on the main-line) were both seen at DONCASTER about 0900. There was quite a bit of activity at YORK on Saturday 22nd December. 37095 appeared in the morning with a civil engineering train, and 37146 (in the new "Dutch" livery) on the Doncaster Works test train. In the afternoon 37110 appeared with 6E31 Weaste-Port Clarence, and later 37178 on 6E28 Wolverhampton-Lackenby. Of note is that 6E76 Etruria-Lackenby, normally a 2 x 37/5 turn was instead hauled by 60034. On Friday 28/12, 37667 and 37071 were at HOLBECK depot, and 37063+101 were seen at DONCASTER at 1643 with a northbound freightliner service (see also the Anglia report above).

SCOTLAND: A number of depot visits towards the end of last year brought the following details. MILLERHILL (27/10) = 196/235, (3/11) = 239(CF); GRANGEMOUTH (3/11) = 080/184+188; AYR (4/11) = 165/222/229/376/692/694, 693+375 arrived about 1450 after working a coal job to Ayr Harbour; MILLERHILL (10/11) = 025/167/196, (24/11) = 025/196/252/239, (1/12) = 025/196/245/262. As stated in 'Passenger Information', snow was causing severe problems between Perth and Inverness at the end of December and pairs of 37's were being used on snowplough duty, for example 707+156 on 29/12.

SOUTHERN: An update on Southern freight workings is as follows, starting with 6045 (0250 Cardiff-Hamworthy) and 6V99 (1453 Hamworthy-Cardiff): 885 (1/10), 711 (8/10), 883 (11/10), 038 (16/10), 714 (17/10), 197 (19/10 - 6045 included 47094), 885 (29-31/10), 886 (5/11), 715 (8/11), 886 (12/11), 714 (15/11), 711 (30/11 - 6045 included 47205). On 2/11, 37886 went light to Eastleigh for 6V99 but it was cancelled and 886 returned to Didcot. On 6/11, 37902 worked 6045 from Southampton and returned with 6V99. 6238/6Z49 (Micheldever-Waterston tanks) has been worked by 138+220 (1 & 3/10), 138+220 (8/10, 138 only on 6Z49), 350+294 (10/10), 215+294 (17/10), 215+273 (12/11). Other 37 workings during October/November included 37220 (6V08 Fawley-Clydach on 8/10), 37709 (6095 Ripple Lane-Portfield on 10/10), and 37888 which worked 6095 Ripple Lane-Portfield on 14/11, spent the day on Eastleigh on 15/11 and worked the return Portfield-Ripple Lane at least as far as Eastleigh on 16/11.

WESTERN: I'll start with a correction to the photo' caption on the back of Decembers "Syphon!" which accompanied 37803. This was infact the 0410 Coedbach Washery to Deep Navigation Colliery carrying coal for blending. This was its first day of operation so was still history in the making! There is also a 0105 Coedbach-Deep Navigation but this runs via Barry. There has been no coal from Maesteg past Canton since May, the last train upto 17/12 from Maesteg had been on 16/10 which was the 0920 Maesteg to Britton Ferry which actually left about 1005 hauled by 37689. On 10/12/90, 37699 worked the first coal out of Abernant for 4-5 years. This was an afternoon service to Britton Ferry (for Swansea Docks) and was hauled by 37697 for the next 3 days. Seen passing Abbotswood Junction near WORCESTER on 21/11 were 514+504 at 1254 with 6V43 (a s/b steel service), and 509 at 1410 with another s/b steel service. At HEREFORD on 29/11 were 901 at 1314 on n/b steel, 715 at 1334 on s/b steel and 263 heading north light engine at 1400. On Sunday 9/12, 37372 was stabled at BRISTOL BATH ROAD at 1700 and 37673+670 passed with the Burngullov-Irvine tanks. 37254 was seen stabled at Didcot at 1750 the same day. On 21/12, 015 and 230 were stabled at GLOUCESTER TMD and 058 passed with a w/b steel train (6V43) at 1210. The next day 035 and 378 were seen stabled at the same place.