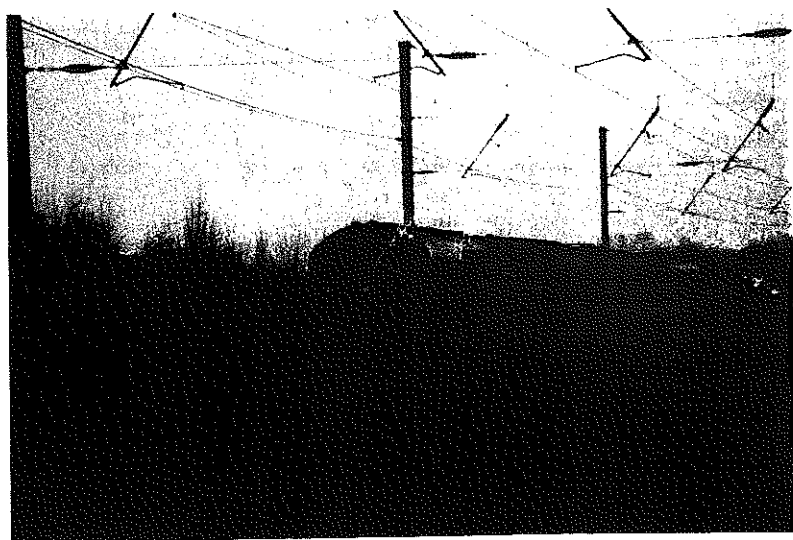


SYPHON!

THE MAGAZINE OF
THE CLASS 37 GROUP



FEB 1991

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THE CLASS 37 GROUP

NUMBER 32 - FEBRUARY 1991

THE CLASS 37 GROUP

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EDITORIAL

RAILTOUR: Some advance warning folks that our second railtour will be on Saturday 22nd June 1991. This gives you all plenty of notice so there will be no excuse for weddings or holidays on railtour day this year. The itinerary is currently with BR for detailed examination and full details will be released as soon as we have a final, official, confirmation. As the "Tyne, Tees & Wearman" did not make enough profit to cover the advance costs and possible losses from a subsequent tour, we again have to rely on people to 'guarantee' the costs of running the train. We do this by asking people to pay us a specific amount of money, minimum £100, which is all pooled together to pay for the advance costs such as advertising, deposits and the balance. We already have a large amount pledged, but obviously the more the risk is spread the better. All money refunded provided the railtour at least breaks even, and guarantors are kept informed of all developments, including the route, as they happen. If you are able to help us (and subscribe to this blatant bribery!) contact the Editor for further details.

MINIBUS TRIP: After a break of some considerable time, we will be having another day trip by minibus. This will be to the North Yorkshire Moors Diesel Day on Saturday April 14th. We will leave early in the morning from Ipswich and arrive back late the same day/night. If you are not able to get to Ipswich but feel there is a suitable place along the route we could pick you up, let me know. The fare will be £17:50 - not bad really as the last time we had a day trip 2 years ago it was £15. This covers the cost of getting to and from the NYMR only, and does not include the cost of travel on the railway. Please send the full fare to the EDITOR as soon as possible - there's only 10 seats and it will be first come first served.

DONATIONS LETTER: As you can see from this months Preservation Fund update, there has been a healthy increase during the last month, due in part to the donations letter. Thankyou to those who have already responded, but as our aim is to raise the largest sum of money possible as quickly as possible perhaps a few more of you would like to offer a donation? The average seems to be £5 or £10, but whatever you can manage is a help to the Fund. On the subject of donations, we now have a donations box which will appear at all future events, ie open days, open meetings, etc - you are warned !!

RESERVATION FUND: The total on 31.1.91 was £3117:77. The increase is due to £155:28 in interest on our 2 accounts, £12:39 in small donations collected at a railtour/Committee meeting, £2:73 at the January open meeting, and donations from Mr Shoesmith, Martin Eve, Dean Warner, Timothy Streten, Mr R.Hall, Roger Parr, Mr Came, Carl Rosbrook and Mike Warrick. Donations to the Treasurer please.

NEW MEMBERS/RENEWALS: Keith Fransham (37005), Alan Wesson (37036), Jerry Dickinson (37038), Mr I.Jones (37043), Steve Squires (37054), Alistair Barham (37055), Malcolm Collins (37076), Martin Reeve (37089), Chris Leggett (37097), Alan Pulford (37109), Mr M.Shoesmith (37111), Mr J.Lisle (37112), Mike Millward (37115), Steve Potter (37116), Stephen Brown (37167), Mr S.Jude (37171), Mr L.Hurn (37172), Mr M.Painter (37174), Mr M.Ranson (37250), Mr P.Bramwell (37251), Miss J.Scott (37414). Renumberings continue apace, the latest being: Mr M.Green (37002 to 37260), Mr M.Bullock (37015 to 37416), Alan Wesson (37036 to 37403), Malcolm Collins (37076 to 37114), Mr M.Shoesmith (37111 to 37096), Marcus Linfoot (37239 to 37512). There will be another list printed next month. Many thanks to all of you who have renewed your membership or are new to the Group.

DIARY: 20.2.91 Open Meeting (Wednesday) at the County, St. Helens Street, Ipswich in the 'green room' (the side without the pool table). From 2010.
27.4.91 Minibus trip to North Yorkshire Moors Railway (see Editorial).
22.6.91 'The Class 37 Group' railtour - keep this date free!

HOW YOU CAN HELP: Contributions are always welcome for the magazine and newssheet, ie information of sightings, haulages, passenger workings, articles about anything to do with 37's, freight in your area, your 10 most memorable haulages, crosswords, puzzles, etc. The list is almost endless. Photo's are also welcome and can be colour or black and white (but not slides) - please say if you want them returned and if so when. We would also like any spare or surplus photo's you may have for the Sales stand. Remember, the more information I get, the more information you get.

THANKS to the many people who have supplied me with information for this magazine: John Forge, Dean Warner, Keith Fransham, Mark Rigby, Carl Rosbrook, Jonathan Bagge, Neil Murphy, Julian Shields, David Wilson, Mr Pittard, Marcus Linfoot, Roger Parr, Alan Pulford, Peter Fergie, Jerry Dickinson, Ann Holborn (Friends of the Heritage Line), Harry Egremont, Maurice Green, Henry Freyne, Mr P.Faulkner, Mr G.Horton.

DEADLINE for the March "Syphon Extra" will be Tuesday 26th February.

SALES

GROUP SWEATSHIRTS with logo on breast available as follows: Small (grey only)
Medium (green, blue, red, yellow), Large (green, 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: White (medium or large), Black (large only) £6:00
RAILTOUR TEESHIRTS, Large size only £5:00
BOXER SHORTS ** NEW ** with teeshirt logo on leg £8:50
'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
PHOTO'S, 7" x 5" colour enlargements, card framed - 37116+241 or 37263 £1:00
PRESERVED BR DIESEL & ELECTRIC LOCO'S book/register, by Andrew Garten, now 50p
CLASS 37 RENUMBERING LIST by Mike Millward, now 50p
KEYFOBS ** NEW ** bonded leather in red/blue/white/green/black/tan 50p
PHOTOSTICKERS - 37011/012/026/055/081/107/116/159/187/673/698 35p
PENS - 30p NOTEPADS 20p ENAMEL BADGES (two designs) 60p
"SYPHON!" back issues, Feb/April/June/Dec 1988, Feb/April/June/Aug/Oct/Dec 1989, Feb/April/Aug/Oct 1990 50p

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 which is 45 minutes. Please state VHS or Beta.

Please include the following for postage and packing:

Photostickers, Pens, Notepads, Books, Magazines, Keyfobs, Photo's, Badges - 22p
Audio tapes - 50p per tape

Teeshirts, Sweatshirts, Video's, Mugs, Boxer Shorts - £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.

NEWSDESK

Depot and sector reallocations for the period 2.1.91 - 28.1.91 were as follows:

37037	ML-TE	FMGM-FMTY	37197	CF-HQ	FMAK-FXXA	37419	IS-TE	PISA-FCTY
37049	ML-CF	FMGM-FMAK	37201	ML-TE	FMGM-FMTY	37428	CF-ED	PCFA-FPAE
37051	ML-TE	FMGM-FMTY	37238	TE-TI	FMTY-FDET	37430	CF-IM	PCFA-FPBC
37054	TE-CF	FMTY-DCWA	37254		FMAK-DCWA	37501	TE-ML	FMTY-FMGM
37083	TE-CF	FMTY-DCWA	37258	TE-HQ	FMTY-FXXA	37502	TE-ML	FMTY-FMGM
37092	ML-CF	FMGM-DCWA	37358	TE-TI	FCTY-FDET	37503	TE-ML	FMTY-FMGM
37098	TE-CF	FMTY-DCWA	37359	TE-TI	FCTY-FCLL	then	ML-TE	FMGM-FMTY
37137	ML-TE	FMGM-FMTY	37407	IS-ED	PISA-FPAE	37504	TE-ML	FMTY-FMGM
37162		DCWA-FPEK	37408	CF-ED	PCFA-FPAE	then	ML-TE	FMGM-FMTY
37190	ML-TE	FMGM-FMTY	37416	IS-TE	PISA-FCTY	37505	TE-ML	FMTY-FMGM

Although 37197 and 37258 have been transferred to HQ/FXXA, the usual destination of loco's either withdrawn or stored unserviceable, it would not appear that either are in imminent danger. 37197 is currently at BRML Doncaster awaiting repairs for derailment damage, it was moved here on 3/1 as train movement 9D01 and has been out of service since 17/11/90. Having had an intermediate overhaul as recently as June 1990, it has been given an expected OK date of 31/3/91, this presumably means that repairs have been authorised for the current financial year. 37258 is currently at Crewe Works of all places where it arrived also on 3/1. I believe this made it the first 37 at Crewe Works since 37719 was released after Heavy General Overhaul in March 1989. It has been out of service since 19/11/90 with a collection of defects but is currently shown 'special tests' - further information would be welcome here. A release date of 1/2 has been applied. You can also see from the above that Cardiff and Inverness, two of the original recipients of 37/4's, have both lost their complete allocations of this sub-class. In Cardiff's case this is because of the loss of the North & West route passenger diagram, the Cambrian being covered by FPBC allocated 37430 on 26/1, while although Inverness has not had any booked passenger 37/4 diagrams since the end of the summer they have in fact been the mainstay of Inverness - Kyle services in the last few weeks (again!). All had migrated south by 26/1. There is a continuing interchange of loco's between the Motherwell, Cardiff and Thornaby 'Metals' loco's, but the most curious is the transfer of 37359 to the Cornish China clay sector, but being allocated to Tinsley depot. It was seen heading for St Blazey on 28/1. The Western Region departmental sector (DCWA) continues to collect 37/0's for the increasing amount of work being taken over from class 50's. From December 1990 there are two class 37 ballast workings based from Bristol and one from Exeter, and it is expected that four more diagrams will shortly be transferred from class 50 to 37.

Oops! - there have been a number of 37's involved in 'incidents' recently. In November 1990 a Land Rover decided to take on a 37 (looks like 214) at Witton-le-Wear on the Eastgate line. The 37 was taking 28 empty wagons to Blue Circle's cement works at Eastgate, and not really surprisingly won this particular encounter, completely shunting the Land Rover off the line.

Next was 37684. While shunting at Dean Lane with 37681, having arrived with 7J18 (0400 ex Tunstead) on December 18th it derailed and rolled onto its side at the neck of the sidings. 37681 was uncoupled (having stayed on) and went light engine to Buxton with the crews. 684 was rerailed and checked on the night of 19/20 December - there seemed to be no real damage as a few bushes had broken its fall onto the embankment.

At the beginning of January 37370+379 were derailed at Carlisle while working the Clitheroe-Gunnie cement. Having stopped at a red signal at Kingmoor, it transpired there had been a signal failure. Permission was given to proceed at caution but the catchpoints were still set and brought both loco's off. 370 came off and is reported as ending on its side, while 379 was derailed leading bogie only.

Another incident concerning catchpoints affected 37273 on 6/1/91. While working 2135 Waterston-Micheldever it was derailed near Johnston, on the mainline at the catchpoints for the branch and ended up down the side of the embankment. An attempt was

made to recover it over the weekend 26/27 January by the Old Oak Common crane, but this was aborted and at the time of writing it was still resting down the bank. Other 37's in the wars include 37128 and 37423, which are both out of service with collision damage, and 37242 and 37250, which are officially shown 'on decision'.

It has previously been reported that Motherwell based 37's have been working down the West Coast to Dee Marsh and Shotton since October 1990, I am now able to give details of their workings into South Wales. Until 18/1/91, a pair would work the 1455 Mossend-Cardiff (SX) and return with the 1521 Cardiff-Mossend the next day, both via Birmingham. This meant there would be one pair at Cardiff on Sundays. From 21/1 this was altered to provide 3 Mossend-Margam and return workings, all booked via the Hereford route and with pairs of Motherwell 37's. Times from Mossend are 0515 (SuX), 1100 (SuX), and 1805 (SSuX), with returns from Margam at 0215 (SuX), 0605 (SuX) and 1125 (SuX). There is also a Sundays only 1735 Mossend-Margam which returns with the 1125 from Margam on Monday. As a result there should be 2 pairs at Margam at weekends although on 27/1 37116 was there solo together with 505+278. There are also now two Mossend-Llanwern return workings, again with pairs of Motherwell 37's which leave Mossend at 0548 and 2320, and Llanwern at 0205 and 1550. These also run via the Hereford route. These workings mean Newport has a pair stabled at weekends aswell, although they do go to Cardiff Canton for servicing. 106+057 were the loco's concerned on 26/27 January. As a result of all these workings there should be 5 pairs of ML 37's in South Wales each weekday, although some workings only actually run between South Wales and Dee Marsh and then return to South Wales. Indeed during the week commencing 21/1 only one of the Llanwerns and one of the Margams actually ran through to Scotland. Although the start date for these services was 21/1, there had been regular specials via the Hereford route throughout December and January in addition to those via the Birmingham route.

A new working from 21/1 that takes 37's right into the Cardiff Docks complex is 1045 Aberthaw-Fletchers Wharf (Ryans coal), arriving at 1215 and leaving at 1445. This takes Aberthaw MGR's all the way onto the wharf with 37 in and out, where they were previously banned, and 37895 was the first one. On the debit side 37's are now banned from the Tremorfa steelworks complex, the syphon coming off at Tidal sidings and replaced by an 08.

Despite its reallocation to the Railfreight Petroleum fleet, 37072 retains Departmental grey livery. It is confirmed that the Venom 'name' has been removed. It is reported that 37217 has been repainted in standard rail blue, with the numbers 217 applied on the noses. Would this be the first repainted blue since 37154 by Stratford in summer 1989? 37905 has had the name "Scud" crudely applied to the nose at 'B' end. It was seen in this condition on 23/1 paired with 37711.

LIVERIES: Newly reported are the following: 010/046/174 - civil engineers; 026 - triple tone 'Distribution'; 421 - triple tone 'Petroleum'; 515/904 - triple tone 'Metals'. 37174 was seen at Cardiff on 23/1 in its new colours.

WORKS/REPAIRS/OVERHAULS

Doncaster: A total of 18 syphons were present on 28/1, their identities and reasons for visiting are as follows: 009 - Intermediate; 029 - engine repairs; 046 - Intermediate; 096 - stored unserviceable; 100 - radiator/fan; 197 - derailment damage; 238 - Intermediate; 242 - on decision (OK 15/2); 260 - withdrawn; 280 - main generator; 415 - main alternator; 515/697/704 - light overhaul; 802 - main alternator; 887 - engine repairs; 896/901 - light overhaul.

Glasgow: While not able to boast the copious numbers of 37's at Doncaster, the works here is still busy. 37191 was the latest arrival as Glasgows share of the Intermediate overhaul programme. Full details as at 28/1 were: 010 - Intermediate; 128 - collision; 191 - Intermediate; 380 - main alternator; 418 - light overhaul.

Regional View

EASTERN: The only 37's at Tinsley depot on 11/11/90 at 1500 were 063(TI)/101(TI) 146(CF)/251(IM). The writer comments on the wanderings of 146, and looking at this months 'Passenger Information' you will see that it spent the end of January on Exeter to Barnstaple passenger services. 37048(TE) was seen at York on 2/1 working 6N20, Wakefield-Lackenby metals service. 37051(TI) was at York stabling point on 6/1.

MIDLAND: 37's noted on the Haverton Hill-Glazebrook tanks, featured elsewhere in this magazine, have included 227 (7/12), 517 (19/12), 227 (20/12), 503 (21/12), 023 27/12 and 2/1) and 517 (3/1). On 7/12, 227 actually worked as a special 6297/6298, while on 27/12 the outward 6M08 was not seen at Manchester Piccadilly until 0955, instead of the booked 0459. Peak Forest workings reported are: 688+685 (7/12) - 6B10, 0944 Peak Forest-Bletchley; 685+422 (10/12) - 6H60, 0740 Hope Street-Peak Forest; 684+681 (18/12) - 7J18, 0400 Tunstead-Dean Lane; 680+422 (12/1) - 6H60. A variety of other workings noted were: 015(TI) - 6M72, 0700 Gloucester-Cliff Vale, and 505(TE) - 6K87, 0440 Bescot-Longport = both on 3/12; 511(TE) - 7L13, 1911 Weaste-Ripple Lane (10/12); 706(IM) - 6M54, 0956 Leeds-Stanlow, and 883(CF) - 6M46, 2342 Cardiff Tidal-Trafford Park = both on 11/12; 883 with the return 6V46, 2017 Trafford Park-Cardiff Tidal on 12/12; 255(TE) - 6K19, 0059 Brent Sidings-Longport on 14/1.

On Friday 4/1 the following were seen at Derby between 0901 and 1523: 110 - 6M01, Lackenby-Wolverhampton metals; 517 - steel service returning later with empties; 238 - 6E52, Wolverhampton-Scunthorpe metals; 048 - 6V58, Scunthorpe-Cardiff metals; 098 on s/b steel; 718 - 6V64, Tees-Margam metals; and 514+504 on Pengam-Blyth aluminium empties. The only non Thornaby engine out of those being 718 of Cardiff. On 19/1, 37685+682(IM/IM) were seen at Ashburys (Manchester) at 1014 hauling 6E68, Peak Forest-Selby, and at West Allerton (Liverpool) 706(IM) was seen light engine at 1330 in partnership with 47's 218/278/336. On 19/1, 078+072 were seen on s/b tanks at Crewe at 1820. 37049+058(ML/CF) were seen double heading a n/b steel train through Shrewsbury at 0745 on 21/1, and again returning south at 1530 on 22/1. At the same place 37108(ML) and another were seen at 0720 on 22/1 with a s/b steel service. In the south of the region, 019+009 were seen at Willesden with a n/b freightliner at 1226 on 21/11, 888 on e/b oil tanks at 1608 on 12/12 passing through high level, 893 at the same place at 0824 on 20/12 on w/b oil tanks, and 47349+37888 running e/b light engine on the Willesden avoiding lines at 1430 on 8/1.

SOUTHERN: 37's to have worked 6045 (0250 Cardiff-Hamworthy) and 6V99 (1453 Hamworthy-Cardiff) of late include 714 (2/1), 058 (3/1), 717 (7/1), 097 (11/1), 717 (17/1) and 712 (21/1). 37058 was in charge of 6045 and 6V99 as far as Southampton on 10/12, then worked an Eastleigh depot trip and ran light to Westbury. The same loco worked 6045 as far as Southampton on 10/1. 6238/6249 (Micheldever-Waterston tanks) has been worked by 695+698 (24/12) and 138+220 (14 & 15/1). 220+273 were in charge on 17/12 working 6250 Eastleigh-Southampton car fleets between duties. 6031/6L31 (Micheldever-Ripple Lane) was worked by 892 on 18/12, 890 on 9/1, and 893 on 15/1. On 7/1, 371+220 were seen working 6058 Britton Ferry-Fawley and 6V08 Fawley-Clydach.

WESTERN: 37058 (ex TE) and 37097 (ex ML) were both seen at Cardiff on 15/1. Details of sightings made at Cardiff on 23/1 are as follows: 898 passed through with 6887 - Port Talbot-Llanwern coal at 1330, 715+904 at 1340 with a Llanwern-Port Talbot iron ore. The central cab window of 904 appeared missing with a plastic sheet covering the hole! At the same time 889 worked through with 6089, 1310 Barry-Penallta coal, at 1345 116 was e/b on the main line with a single Ferrywagon. At 1350 097 ran e/b light engine, 174 going light engine in the opposite direction at 1410. 711+905 crawled through with a Margam-Llanwern ore train at 1420, followed only a few feet behind by 108+518. Finally, 895 worked through at 1445 on 7C86, Penallta-Aberthaw. At the London end of the Western, 217 was seen with 47714 on e/b ECS at Royal Oak at 1622 on 2/1. The next morning it was at Old Oak Common at 0816 then seen light engine at Acton Wells at 0849. 37's seen in West Drayton yard were 280+371 at 1634 on 21/11, 212 at 0710 on 30/11, 239 at 0724 on 17/1 and 139 at 0804 on 18/1. Seen at Slough have been 273+371 at 0700 and 890 at 0701 both on 27/11, 167 at 0602 on 5/12, 248+280 at 0707 on 6/12, 892 at 0750 on 13/12 and again at 0700 on 14/12, 273+248 at 0932 on 5/1, 709 at 0744 on 10/1, and 888 at 0702 on 17/1. All were on oil tanks except for 167 (HEA's) and 273+248 (light engine). There is more Western Region news in this months 'Newsdesk'.

Passenger Information

Perhaps this should be renamed "the 1S25 column" as this working figures predominantly in the gen this month. All the latest 'no heat' workings are as follows:

2.1.91	37178	1015 Glasgow-Euston (Carstairs-Carlisle)
5.1.91	37188	2000 (5/1) Euston-Inverness (Blackburn-Carlisle via S & C)
7.1.91	37146	1814 Abergavenny-Newport (Cwmbran-Newport)
	37158	1444 Paignton-Exeter
8.1.91	37706	2110 (8/1) Euston-Inverness (Crewe-Warrington)
9.1.91	37025	2110 (8/1) Euston-Inverness (?-Inverness)
		1010 Inverness-Euston (Inverness-Carstairs)
		1748 Carstairs-Edinburgh
	37116	0722 Edinburgh-Birmingham NS (Edinburgh-Carstairs) 1M22
		0954 Carstairs-Edinburgh 1B09
10.1.91	37154	2110 (9/1) Euston-Inverness (Dalwhinnie-Inverness)
12.1.91	37042+037	1530 Newport-Crewe /1828 Crewe-Cardiff (1Z46/1Z47)
13.1.91	37708	2000 (12/1) Euston-Inverness (Perth-Inverness)
14.1.91	37216	2130 Liverpool St-Norwich (Stanway-Norwich)
	37261	2110 (13/1) Euston-Inverness (Perth-Stanley Junction)
	37708	2110 (13/1) Euston-Inverness (Slochd-Inverness)
	37156	2110 (13/1) Euston-Inverness (Slochd-Inverness)
18.1.91	37196	2110 (17/1) Euston-Inverness (Perth-Inverness)
21.1.91	37080	2100 (20/1) Euston-Inverness (Perth-Inverness)
23.1.91	37146	1605 Exeter Central-Barnstaple /1746 Barnstaple-Exeter C.
25.1.91	37146	1508 Exeter C-Barnstaple /1618 Barnstaple-Exeter C
		1730 Exeter C-Barnstaple /1925 Barnstaple-Exeter C

That's the where and when, now for the why. 37178 was used on 2/1 after the failure of 90007, and thus became the first NB 37 of the year as far as we know. 90031 went forward from Carlisle. On 3/1, 37716 was used to drag a failed EMU from Bury to Manchester following a power failure. The exact working is unknown but it left Bury about 1400. On Saturday nights Anglo-Scottish services are currently being diverted via the Settle and Carlisle line with an ETH 47 and a pilot loco' over the 'S & C' itself, usually an NB 47. However, on 5/1 37188 found itself as pilot. This was the day of the very high winds throughout the country with precautionary dragging over the northern part of the WCML (see "Electric Themes"). On 7/1 the incoming HST that would work the 1444 Paignton-Newcastle was so late it was obvious it wouldn't reach Paignton in time to take up the return working. 37158 was dispatched ECS from Exeter and worked back to provide a connection. The same day 37146 assisted an ailing DMU from just south of Cwmbran. On 8/1, 37706 assisted 1S25 between Crewe and Warrington because of overhead line damage. Further north the same train was later piloted by 37025. 37154 helped 1S25 on 10/1, arriving 170 minutes late at Inverness. The use of 37042+037 on 12/1 is documented elsewhere this month, 037 replaced 37201 which had worked south with 042 on 6V61 but was failed at Canton with flat batteries and fuel leaks. The Great Easterns monthly farce lasted for most of the week commencing 14/1. Just one of many problems that week led to 216 working as shown above after overhead line damage caused by an insecure load on a freightliner, arriving at Norwich about 0400 - booked in at 2325 and making the East Anglian Daily Times! 1S25 had an eventful journey in the early hours of 14/1. 47578 worked forward to Perth where 37261 was attached to pilot forward. 261 failed at Stanley Junction and was taken off, leaving 47578 to carry on alone. This it did until Milepost 94½ (almost Slochd summit) where the 47 ran out of fuel. 37708 was put on the back but by the time this had been done the brakes had frozen on 47578. 37156 was attached to the front and arrived at Inverness 5½ hours late. 37196 was attached at Perth to pilot 1S25 in the early hours of 18/1 after 47604 had failed, loss of power. It was taken off in Inverness yard to save having to shunt release it, 47604 limping on into the station. The Exeter area has recently been suffering a dire shortage of serviceable DMU's, the consequence of which has been class 50's making regular journeys to Barnstaple, the 1605 Exeter Central-Barnstaple being reported as particularly solid. 37146 got in on the act for at least 2 days at the end of the month, and its use on 25/1 has been chosen as this months 'working of the month' by Neil Murphy.

Thirty Years of the 37

With the recent celebration of 30 years since the first class 37 was introduced to British Railways metals (see 'The Pearl Anniversary' in December's "Syphon!") I plan to take a look at the whole history of the class and its developments right up to the present day. This will be done by covering each ascending year in concurrent issues of "Syphon!" - to save you working it out this will take 7 years to complete! With the back end of 1960 seeing their introduction, I'll start the series off this month by taking a brief look at what happened before and during this particular year, including the evolution, design and development stages.

Basically, the 37 was part of a series of diesel electric designs churned out by the erstwhile English Electric company from the 1940's until their absorption by GEC. By 1960 English Electric had themselves taken over Vulcan Foundry and Robert Stephenson & Hawthorns, two important players as they were to become the two build centres. The roots of the class can be traced right back to the early prototypes - 10000 and 10001 of the LMS, and 10201, 10202 and 10203 of the Southern Region. All employed the English Electric 16SVT vee form engine at various ratings, and English Electric generators and traction motors. It is this engine that is the main link, and the results of the prototypes saw orders for type 2's and 4's with derivatives of this engine when the first large scale orders were placed by the then British Transport Commission (BTC). These became the class 20's which had an 8 cylinder version, and the 40's with the 16 cylinder version. The only type 3's ordered at the time were for what have become the 33's, ordered from the BRC & W Company with Sulzer engines for the Southern Region.

When a need was identified for further loco's in the Type 3 power range two manufacturers responded; Beyer Peacock with what was to become the diesel hydraulic "Hymek", used primarily for passenger work on the Western, and English Electric with their scaled down version of the class 40 which at the time was already in production. The 37's were more of a freight design although as we now know are equally at home on passenger work, on which they were actually introduced. The two designs were totally different but both highly successful, perhaps to be expected as they both had derated versions of their respective engines.

English Electric designed the 37 using a hybrid of classes 40 and 55, these being already in production or under design at the time, and the combination provided strength and versatility. Components were taken from each and married to the latest in the line of 16SVT engines, the newly developed 12 cylinder, 4 stroke, CSVT (12CSVT), the 'C' denoting the addition of charged air cooling. The other letters stand for Supercharged, Vee form, rail Traction engine. This particular engine had been developed over a 2 year period from 1958, and although it could be rated at a maximum of 2025 bhp it was derated to 1750 bhp at 850 rpm for greater operational reliability. British Railways were not the only user of this engine as it was also installed in a batch of 10 locomotives for East Africa Railways who accepted the power unit at its maximum rating of 2025 bhp. This was for a completely different operating environment and they also had to contend with the 1Co-Col wheel arrangement. The only time I believe the engine rating has been changed by British Railways was when 37292 was uprated to 2000 bhp as an ETH testbed. This experiment was not a success with the logical and expected loss of availability occurring, although with the regular low availability now experienced with the 37/4's perhaps this is an experiment with which BR should have persisted? It is perhaps testimony to the 12CSVT that in 30 years of operation no design problems have ever caused BR to uprate or derate it from its original setting.

The combination of 4 fewer cylinders over the 16SVT and charged air cooling resulted in a lower engine weight and thus the 37 was able to utilise Co-Co bogies. This gave them a much improved power : weight ratio over their predecessors at the English Electric stable, the ponderous and cumbersome class 40's. These had to use the 1Co-Col eight axle layout and used far too much of their engine power merely overcoming the inertia caused by the weight of the locomotive itself!

The bodyshell was a shortened version of the rugged heavyweight design employed on the 40's. A heavyweight design was chosen (together with low gearing) for maximum adhesion while working heavy freight trains. This weight has of course been increased further in recent years on the refurbished examples of sub class 37/7, 37/8 and 37/9 which are 'ballasted' to 120 tons. Visible differences to the 40's include redesigned side grills, and at the front the buffers & pipework are attached to the body instead of the bogies. With regard to the 'nose', which characterised English Electric products of the time, only the drivers controls and glazing are compatible with the 40's. The main generator (since replaced by alternators on the refurbished versions of sub-classes 37/4-37/9) was the English Electric EE822/109. Both the main and auxiliary generators are of a modified form to that fitted on the 40's. Each of the six axles are powered by EE538/A nose suspended traction motors, the same as used on the Deltics but with a lower power setting on the 37's. The other main connection with the Deltics is the bogies, which are identical. The same bogies were also utilised on the 50's and are completely interchangeable between the three classes.

Although 309 class 37's were eventually delivered, they were actually ordered in 15 different batches, the initial order for those delivered from 1960 being for 42 examples for the Eastern Region (D6700-D6741). This order was placed by the BTC in 1959 with the loco's to be built at English Electric's Vulcan Foundry. How you actually define the 30th anniversary is a contentious issue, as D6700 was the first completed in November 1960. After static testing on site it was sent to Doncaster Works for inspection and pre-running trials, officially being taken into BR stock on 2nd December 1960. Although we remarked on the 30th anniversary of D6700 in December 'Syphon!', D6701, D6702 and D6703 were also delivered to BR during December 1960. All were allocated to Stratford depot in East London, then known as 30A, for East Anglian services. This depot was chosen as it already had experience of similar loco's, having handled the class 40's. Their work from the beginning was to include the passenger routes to Clacton (prior to electrification), Cambridge (and subsequently Kings Lynn), and of course Norwich. They were still at work on express passenger services to the latter two destinations well over 20 years later. Special mention must be made of the Great Eastern line, also known in those days as the 'tram line' and much loved by those who live nearby (!), as the 37's displaced 'Britannia' Pacifics but were no match for their steam predecessors. Obviously the Great Eastern could not be allowed too much of a good thing, and with the recent introduction of DBSO's to the route this would still appear to be the case!

ELECTRIC THEMES

Lack of space means there is no status report this month. January has seen the 4's end their passenger associations (not for the first time in either case) with two particular routes. Firstly, their sudden demise from the Cardiff-Liverpool diagram with 430 performing the last rites on Saturday 19/1 working the 1330 Cardiff to Liverpool and 1715 return. The 0503 from Cardiff had been a 47. 37428 had worked the complete diagram all of week commencing 7/1, including 12/1 when 37042+037 were also on the route. For the last week it was 428 all day on Monday 14/1. On Tuesday it worked 0503 Cardiff-Liverpool and 0914 return as far as Shrewsbury where it was paired with 430. These two worked together to Cardiff and back to Shrewsbury on 1330 Cardiff to Liverpool, where 428 was detached to work the Cambrian and 430 took over the North & West diagram which it worked in its entirety on Wednesday, Thursday and Friday. Since the reallocation away of Cardiff's 37/4's, Imminghams FPBC allocated 37430 has been holding the fort on the Cambrian, which it worked from 21/1 - 28/8 inclusive. The other loss has been at Inverness, where the 4's had returned to the Kyle line with a vengeance of late. 416 and 419 were both working the line week commencing 7/1, 407 and 416 working most, if not all workings week commencing 21/1. On Saturday 5/1 the warning of very high winds led to precautionary dragging over the northern section of the West Coast main line. 37422(IM) worked the 0713 Carlisle to Euston as far as Preston, returning north with 1415 Euston-Glasgow from Preston to Carstairs. 37431(IM) would also have worked but it was plugged into 12 air cond's and went into meltdown! 37429(TE) worked the Sundays 1210 Glasgow-Brighton on 20/1 from Glasgow-Carlisle via the GSW Dumfries route. 431+414(IM/IM) worked a special to Towyn on the north Wales coast some time during December. To try and clarify the allocations of the 4's following this month's changes, they were distributed as follows on 29/1: Eastfield - 401-410/413/423-424/428 (14); Laira - 411-412 (2); Immingham - 414/418/421-422/425/430/431 (7); Thornaby - 415-417/419-420/426-427/429 (8).

Glazebrook Growler

Mark Rigby (37217)

6M08 0023 Haverton Hill - Glazebrook (SuX)
6E20 0932 Glazebrook - Haverton Hill (SuX)

Thornaby FMTY 37/0 or 37/5 + 10 TEA tanks. RA 8, Maximum speed 60 mph.

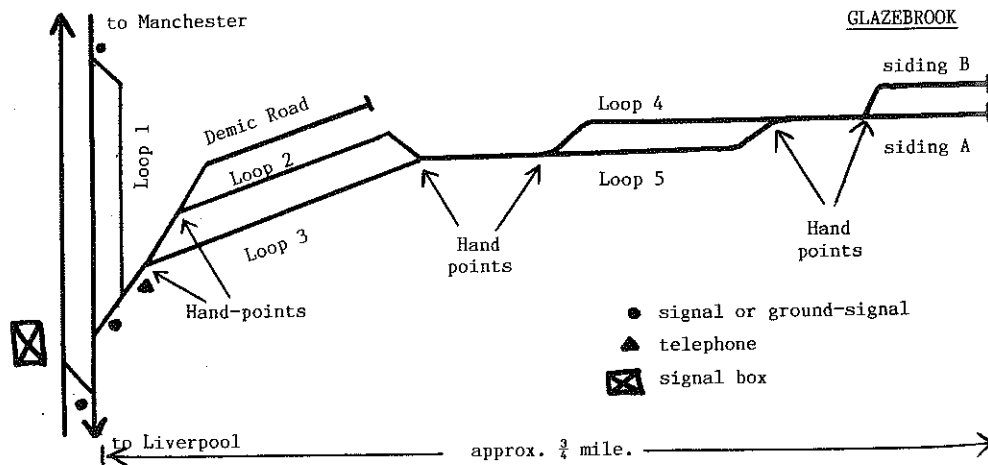
6M08 transports tar, 4 star and unleaded petrol from Haverton Hill in the heart of the North East's oil refineries at Billingham to Glazebrook on the Cheshire and Greater Manchester border.

Before leaving Haverton Hill the driver must obtain an exceptional loads form, BR29973, because the RA of the train (8) is greater than that of the line (7). In theory a train with a greater RA (heaviest axle weight) cannot travel over a line with a lower RA. This form (BR29973) gives the driver additional speed restrictions and the exact route that the train must take, and authorisation to take the train over the branch concerned.

The train's route to Wakefield is via Belasis Lane, Billingham Junction, Stockton, York, Milford Junction, Altofts Junction and Normanton. From Wakefield it can take one of two routes, either via the Calder Valley (ie Rochdale, Phillips Park, Ashburys) or over Standedge (ie Huddersfield, Stalybridge, Ashburys). The latter is normally used because it avoids a run-round at Ashburys, where it arrives about 0400 having been worked D.O. (driver only) from Haverton Hill. At Ashburys, a Guard and Second man are provided to carry out the shunting required to take the train down the branch to the terminal.

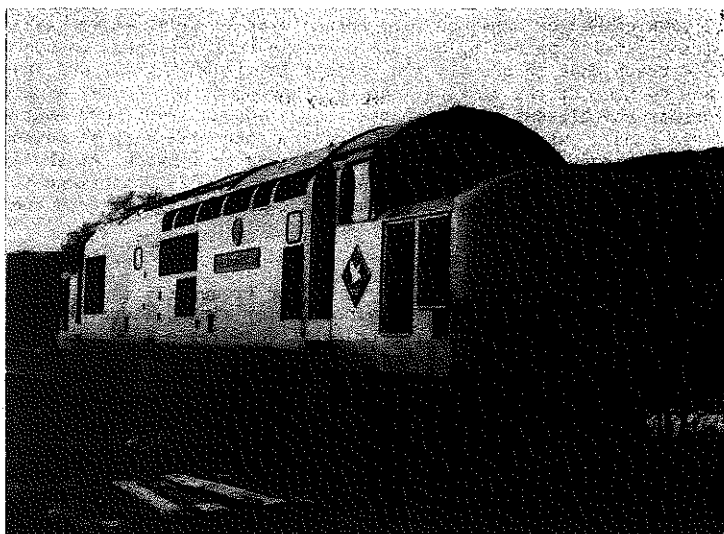
At Glazebrook the train is put into loop 1 to let any following trains pass. The Guard speaks to the signalman to arrange the road to propel into the sidings. The train then leaves this loop and moves forward onto the main line until the last tank clears the hand points onto the sidings. This move is done with a handlamp as at 0500 it tends to be dark and more often than not raining! The Guard stops the train, sets the road into loop 2 and calls the train back. When the train is in loop 2 the engine is "hooked off", run round on loop 3, and tied onto the train. The loco then drags the tanks into loop 4 and then again it's "hook off" and run round, this time on loop 5. The engine is tied on and then propels the train into sidings A and drops the last 3 tanks off. The remaining 7 tanks are then put into sidings B and the engine "hooked off" and left outside the gates of the terminal. The Guard, Driver and Second man now have about 2-3 hours to find the most comfortable horizontal position (not easy in the cab of a loco!) while the tanks are emptied.

When this is done, the loco is "hooked on" to the 7 tanks and moves out of siding B onto the 3 tanks in siding A and the 2 portions are joined. The train then moves up loop 4 into loop 2 and again the engine is run round. After a brake test the train is propelled onto the Liverpool line, and after changing ends crosses over onto the Manchester line and onto Ashburys to retrace its outward journey back to Haverton Hill in the North East as 6E20.



It's amazing how many different manouvres are required to deliver the tanks. A complete list of instructions once the train has reversed onto the branch are shown below. These can be easily followed using the diagram opposite.

1. Reverse into loop 2 and detach loco.
2. Loco forward over point.
3. Loco proceed down loop 3 and over point.
4. Loco reverses onto train on loop 2.
5. Train proceeds forward down onto loop 4.
6. Detach loco which is then to run forward over point.
7. Loco reverses up loop 5 over point.
8. Loco forward onto train on loop 4.
9. Propel train into siding A up to the blocks.
10. Last 3 tanks are detached.
11. Loco forward with the rest of the train over the point.
12. Propel the rest of the train into siding B up to the blocks.
13. Detach loco which then goes forward to wait outside the gates.
14. Loco onto siding B and attach to tanks.
15. Loco and tanks forward over point.
16. Loco and tanks propel onto remainder of the train in siding A.
17. Attach the remainder of the tanks and obtain empty certificate.
18. Train proceeds forward up loop 4 and along the single track.
19. Train into loop 2 and loco detached.
20. Loco forward over point.
21. Loco reverses down loop 3 and over point.
22. Loco forward onto train and attached.
23. Brake test.
24. Contact signal man and await clearance onto the main line.
25. Train reverses out onto main line when clearance obtained, past ground signal and over bridge.



37511 'Stockton Haulage' rests in the early morning sun at Glazebrook on 25.4.90 just before working 6E20 to Haverton Hill with the empties. Our photographer comments 'the tanks are now growling with a headboard' and there's plenty of brackets on the front on which to put it! Also of note is that the air horn covers are at 90 degrees to each other, although this probably won't show up.

Photo: Melvin Thorley.

North & South

Until now I have resisted the temptation to allow a lot of magazine space to my home area, however, I think the following feature about freightliner services on the branch line from Ipswich to Felixstowe will be of interest, whether you intend to visit the area or not. So as not to overkill the subject in one edition, I'll look at photo spots and other Anglian freight services in another edition. This month we cover the history, timings, format of service and motive power

HISTORY

Although 37's are now synonymous with the freightliner services in the Anglia area (although restricted almost entirely to the branch between Ipswich and Felixstowe from October 1990), this has not always been the case. The first freightliner trains ran to the port of Felixstowe around the mid 1960's and had to operate via Felixstowe Town station where they ran round and proceeded to Felixstowe Docks near what is now the South Terminal. Sometimes the loco' would not be able to run round because of the length of the train and they would reverse down to the dock! A new curve was opened in 1970 allowing direct running from Ipswich to the South Terminal. About 15 years ago there were only two freightliners a day to Felixstowe, one in the morning and one in the afternoon. They were lightly loaded and all worked by 47's, although the occasional single 37 would substitute. By the early 1980's Felixstowe Port and the associated freightliner terminal had developed at such a rate that the South Terminal was desperately overloaded. Ipswich Lower Yard acted as an overspill depot where containers were unloaded by crane and forwarded by road - hardly a satisfactory arrangement. During 1982/3 a new yard was built at what is known as the North Terminal to serve the large Walton and Trinity Terminals. This included the construction of a new spur line to join the North Yard with the branch at Trimley station. This new line is very steeply graded uphill out of the North Terminal. These new developments allowed an increase of the freightliner services on the line. At about the same time, the London to Cambridge and Kings Lynn passenger services were turned over to class 47 workings and some of the surplus 37's were paired up and put onto the freightliners. Continued development saw traffic reach what is broadly its current level about 1984, and apart from alterations to some of the destinations they have remained pretty much the same since. Perhaps the biggest recent change was in Autumn 1990, when many services were rerouted via London away from the cross country route via Bury St Edmunds and Ely to facilitate through electric working all the way to Ipswich. At the same time a new service was introduced, this being 4L58 which is 0523 Coatbridge to Felixstowe (1457 ex Willesden) and maintains the imbalance of workings between these two places.

MOTIVE POWER

As mentioned above, 37's did not start to appear frequently on the branch until about 1982, but they have become the mainstay ever since. There are also regular appearances by 47's of all shapes and colour (including a Network SouthEast liveried one recently). Occasional appearances are made by 31's although these are quite rare. Both 31's and 47's cause operational problems as they are unable to work the heaviest loadings. Recently a 56 was used on the branch as it was spare at Ipswich from 1100 until 0300 the next day. As far as I know it was not actually diagrammed but was frequently used as it was cheaper to run than 2 X 37. It became commonly used on the heavily loaded 4L97 from Coatbridge, but its use has now ceased as changing diagrams mean the 56 is no longer spare at Ipswich. Until recently the 37's were allocated to Stratford depot, and with the introduction of sectorisation became part of the LNRA pool (this was changed to FGDS in February 1989). In July 1989 the speedlink fleet was centralised at Tinsley depot, and this involved the transfer of 37012/019/047/053/055/057/074/077/087/104/107/116/128/154/209/238/252/358. The pool was designated FGET and has subsequently become FDET. There have been quite a few reallocations since the transfer from Stratford and this pool currently comprises the following 37's: 008/009/015/019/026/029/031/032/045/047/053/055/059/063/065/068/074/079/101/107/185/194/198/242/252/271/272/378.

TIMETABLE

A full list of current services is shown below. For services to Felixstowe, the time shown in brackets is the booked time from Ipswich Yard. Services marked * may operate to/from the alternative terminal to that stated.

4C67	0350 (MX)	Felixstowe North - Stratford	
4Y75	0810 (SO)	Felixstowe North - Ipswich	
4M47	0932 (SX)	Felixstowe North - Willesden	
4M61	1008 (FSX)	Felixstowe South - Crewe Basford Hall	
4S86	1008 (FO)	Felixstowe South - Coatbridge	
4Y76	1320 (SO)	Felixstowe North - Ipswich	
4C69	1648 (SX)	Felixstowe South - Stratford	
4E50	1810 (SX)	Felixstowe North - Leeds	
4S80	1915 (SX)	Felixstowe North - Coatbridge	
4Y81	1928 (SO)	Felixstowe South - Ipswich	
4M87	2045 (SX)	Felixstowe South - Lawley Street	
4M53	2155 (SX)	Felixstowe North - Trafford Park	
4M73	2315 (SX)	Felixstowe North - Trafford Park	
4L69	1940 (SX)	Lawley Street - Felixstowe North	(0200 MX)
4L79 *	1730 (SX)	Wilton - Felixstowe North	(0230 MX)
4L82	2234 (SX)	Trafford Park - Felixstowe North	(0521 MX)
4Y72	0655 (MO)	Ipswich - Felixstowe North	(0655 MO)
4Y68 *	0428 (MX)	Stratford - Felixstowe South	(0655 MSX, 1007 SO)
4L95	2030 (SX)	Coatbridge - Felixstowe North	(0740 MSX, 0925 SO)
4L71	2153 (SX)	Garston - Felixstowe North	(0801 MX)
4Y70	0835 (SO)	Stratford - Felixstowe South	(1025 SO)
4Y70	1013 (MSX)	Stratford - Felixstowe South	(1322 MSX)
4L97	2105 (SX)	Coatbridge - Felixstowe North	(1125 MX)
4Y73	1540 (MO)	Ipswich - Felixstowe North	(1540 MO)
4L75	0716	Garston - Felixstowe South	(1555)
4L58	0523 (SX)	Coatbridge - Felixstowe North	(1835 SO, 2035 MSX)

Beyond Ipswich, the only services which still operate cross country via Bury St Edmunds are 4L79, 4L97, 4E50 and 4M45 which is 1215 Ipswich - Trafford Park (SX). These will be covered another time. As well as the services listed above, there are a number of light engine movements between Ipswich and Felixstowe, and the North and South terminals. The latter all run via Trimley, although there is a physical connection direct between the two it is blocked by a lot of obstructions between. Averaging out the various workings, the following time allowances are given for the line: Ipswich - Westerfield = 10 minutes

Ipswich - Derby Road = 15 minutes

Ipswich - Trimley = 25-30 minutes

Ipswich - North Terminal = 30-35 minutes

Ipswich - South Terminal = 40-45 minutes

The allowances given are somewhat liberal, for example Ipswich to Felixstowe South with a clear road and the power wound well on can be done in about 25 minutes!

I have a complete timetable written in the same format as passenger line timetables which anybody is welcome to if you send me an A5 size stamped, addressed envelope.

Like most freight services, 'freightliners' are not bound rigidly to their timetable and frequently run early or late, sometimes by hours! It is a great help to the photographer/observer that the line is single beyond Westerfield with passing loops at Derby Road and Trimley, and 'liners' have to fit in with the passenger workings of tables 13 and 14 to Westerfield, and table 13 between Westerfield and Felixstowe. Bear this in mind for more chance of success, although the passenger services do not always take precedence! Because of the way the line sweeps round the North of Ipswich then back through the town it is common to be able to get 2 photo's of the same service (or even 3 with the aid of the passing loop at Derby Road). I don't want to get into a description of the line here as we'll cover that in a future edition, but with the aid of a town map I'm sure you can find some interesting places. If you have a car, one of the best moves is to watch for Felixstowe bound services from London Road bridge then get your foot down!

201 - The Enigma Continues

Rumours had been circulating for several weeks about the special trains which were to run between Cardiff and Crewe on 12th January 1991, using a class 37/7 and a class 56 as train engines. Both loco's were to have a 37/4 coupled between the stock and themselves to provide heat. It was not until the Thursday before that I was told of the actual diagrams. The 56 was to work a 0900 Cardiff-Crewe and 1223 return to Newport, where the 37 would take over and work the 1530 back to Crewe and then 1828 Crewe-Cardiff. The heat loco's had been changed to class 47's as Cantons 37/4's were not at full strength. It was at this point that I learned the 37 would not be a 'heavyweight', but a pair of Motherwell Metals engines which were to travel south on 6V61, Mossend Yard-Cardiff Tidal sidings steel coils. I arrived at Cardiff on Friday lunchtime after having 37428 from Liverpool to discover that 6V61 was already allocated 37042+37201. The mention of 201 had many tongues wagging as it is one of the rarest in passenger terms. I had another return trip to Liverpool behind 428 before having some food and heading for Fishguard harbour, landing back in Cardiff at 0425.

The 0503 Cardiff-Liverpool produced 428 on Saturday morning and so it was back to Liverpool, sleeping throughout from Newport. Heading back to Cardiff once more, word began to spread among the bashers present that 37201 may have failed on its way south. This led to the possibility that 37042 could be paired with 37037 which had failed on Wednesday while returning north with 37145, and had returned to Canton for repairs. This theory was confirmed on arrival at Cardiff, and then it was 37428 back to Newport to await the arrival of the 1223 from Crewe. At about two forty five 56041 + 97972 arrived with the eight coach train and no time was lost in removing the engines.

I managed to find someone to leave my bag with on the train as there were no available seats, most people staying on the stock for the return working. Eventually the 37's emerged from the tunnel and proceeded to run through the station and drop onto the stock, 47584 coupled inside to provide heat. Both 37's were in triple tone Metals livery with 042 leading, 037 named "Gartcosh" and still wearing the old style headlights, a reminder of this loco's West Highland days. At the appointed time the 37's burst into life and the cavalcade headed for the first stop, Hereford. Here a substantial amount of passengers boarded the train, although some did alight. Minutes later we were on the move again, passing 37097 still in blue livery, and 37719 stabled at the top end of the station. After a fairly uneventful run through the flooded countryside we approached Shrewsbury, the final stop before Crewe. More people boarded the already full and standing train, and once again we were on the move. Leaving the lights of Shrewsbury behind we headed into the darkness, the 37's working hard at the front of the train. Crewe was reached on time and hundreds of bodies spilled from the coaches, many going to watch the engines being detached.

After running round, the pair were again coupled to the stock with 037 leading, headlight piercing the night. By departure time many people had left for home but the train was still quite wedged towards the front. The return run was fairly quiet but Cardiff was reached on time, calling only at Shrewsbury, Hereford and Newport. All in all it had been an enjoyable day, my only criticism being the lack of seats, but then again it's not every day that a pair of Motherwell 37/0's work a passenger train.

Carl Rosbrook (37052)

ADVERT

I am forming a new group, which aims to purchase, for preservation at least one Class 20. In order to raise funds, we are offering shares in the locomotive.

Anyone is welcome to become a shareholder.

We already hold a firm offer of a home for the locomotive and have raised approx 30% of the funds.

If you, or anyone you know is interested in becoming a share holder, then please write to:

Mark Fowler, 159 Andover Road, Newbury, Berkshire RG14 6NB

or phone: (0635) 44678.

WORDSEARCH

J.Bagge (37039)

Can you find all the class 37 names listed in the column on the right on the grid which is to the left below? Those names shown xxx/xxx will be found in two different parts.

A N B O N T Y B E R M O T A T N R I W B
 H J T A H T G S L H E I C E C G R O E G
 A S S G R B R I T I S H S T E E L O N N
 T R P H E R E C S L A S G R W S K O S O
 G O E S N T A N A T U D S H A P F E L L
 R A T N A S T O C K T O N B H Y L A E H
 A I R O G G R H N R P J I W C O R B Y C
 I F O T A I O R I O U E V F O F N A D O
 N T L P C Q C H B N E A C S L S G R A L
 F U E Q O O K P O N M E C Y L M A N L D
 L R A V E N S C R A I G D H W E Y C E Y
 O K P N D K N H N L O D T H A U L A G E
 W M A E B G B T U W C Y A L G N F T O S
 P T H R A S I R D Y F E D M E T R K L U
 V T H E C A R D I F F R O D M I L L D H L
 O F E O H I G H L A N D R E G I O N B T
 R C K B I R S P Q H F D E I Y C M S A E
 G X U P C N W I I B A E T K M I N S Y Q

- Dunrobin Castle
- Grainflow
- The Cardiff Rod Mill
- Petrolea
- Wensleydale
- Loch Long
- Loch Awe
- Gartcosh
- Bont Y Bermo
- Great Rocks
- British Steel / Corby
- Ravenscraig
- Shap Fell
- Highland Region
- Coedbach
- Stockton / Haulage
- Ben Cruachan
- Sir Dyfed

THE HERITAGE LINE

In September last year, our railtour travelled on part of the Heritage line. This extends from Saltburn on the east coast to Stanhope in Weardale. The Darlington to Shildon section follows the route of the Stockton and Darlington Railway which was opened in 1825 and was the worlds first successful public steam railway. Darlington North Road Railway Centre and Museum contains Stephenson's engine "Locomotion Number 1" which ran on the line in 1825, whilst at Shildon there is a full size steam working replica of the locomotive "sans Pareil" built by Timothy Hackworth for the Rainhill Locomotive Trials in 1829. Hackworth was an inventive railway pioneer who established a locomotive works at Shildon and his home is now the Hackworth Museum. The Stockton and Darlington Railway started at Witton Park Colliery near Bishop Auckland. The hilly country the west of Shildon was crossed by means of winding engines at Brusselton and Etherly and the inclines now form part of a rail trail walk. In 1842 the opening of the Shildon tunnel allowed the locomotive hauled line to be extended to Bishop Auckland and it went on to Stanhope in 1843. Stanhope is a fine old market town with cafe's, shops and pleasant riverside and moorland walks. On summer Sundays there are special bus links to Killhope Wheel Lead Mining Centre, probably the finest lead mining site in the country, and South Tynedale Railway at Alston. The trains start running to Stanhope at easter this year with the regular Sunday service running from May until the end of September. Timetables giving details of trains and bus connections to Killhope and Alston should be ready in the new year, including details of the bus link from Alston to Langwathby which connects with the Settle and Carlisle railway.

For more information or details of membership of the Friends of the Heritage Line please write to the Secretary, Friends of the Heritage Line, Auckland New Business Centre, Bishop Auckland, County Durham, DL14 9TX or telephone 0388 450505.

It's easy to forget how much actually happens during the course of a year, even when it's the last one. A blow by blow account of all the main events as reported in "Syphon!" and "Syphon Extra" is as follows.

JANUARY: The year started on a bad note with a 'hit list' drawn up of 37's expected to be withdrawn during the 1990/91 financial year (which still has two months left to run). Those in danger were 012/040/072/087/088/107/145/178/191/197 218/229/232/238/298 and the main criteria was poor body condition. A fair number of these have since undergone Intermediate overhauls. More of Tinsley's blue 37's appeared with red painted names, latest reports being 012/066/087/238. 37696+697 overshot at Langley destroying the buffers and track circuiting, 697 was derailed and 696 ended up laying at 45 degrees down a bank. Unusual passenger workings in association with a home Welsh rugby international brought 429 to the Central Wales line and 078 to Carmarthen. 37207 and 372 went to the aid of failed 47's. Other passenger work took 293 to Paddington, 140 to Liverpool Street and 211 to Harwich. In Scotland, 37/4's were regularly working the internal services, especially 416.

FEBRUARY: 37156 was transferred to Eastfield, the first of the ex 37/3's to move away from Motherwell. 693 also moved to Eastfield, joining 694, its transfer being effected by it working north on the normally electrically hauled 6S82, Bescot to Mossend. This operated via the Settle & Carlisle, as did the southbound Irvine to Burngallow with its pair of Laira 37/6's, both because of storm damage on the WCML. More problems with the weather shut the Cambrian for 2 days which was reopened after 427 made a ballast dropping trip, and led to the bizarre combination of 47280/37047/37077/37073/862xx arriving at Ipswich on 12/2 with the 0500 Norwich to Liverpool Street. 'Hit listed' 37040 arrived at Doncaster for Intermediate overhaul as did 293 at Laira, the last one to be done under this depots contract. 144 became the second of Stratfords RETB 37's to receive triple tone grey livery, and the Monks Bretton to Middleton Towers sand train reverted to 2x37 operation.

MARCH: 087 became the second 'hit listed' 37 to arrive at Doncaster for Intermediate overhaul. 37800 arrived at the same place as the first 'heavyweight' in for an 'F' exam, and 156 continued what was becoming an eventful year for it, becoming the first to enter Glasgow Works for Intermediate overhaul. 37693 was named 'Sir William Arrol' at Edinburgh, and ex-Stratford RETB loco 138 was transferred to Cardiff. 37104 was used as one of the unusual diesel locomotives to promote the Settle and Carlisle line, 411 traversing the S & C the same day with Pathfinders 'Pennine Wanderer'. 038 worked to Carmarthen with the rugby special on 3/3, 429 again working over the Central Wales line. Not to be outdone, 175 and 261 provided power on trains associated with Scottish rugby internationals. Other unusual passenger workings took 212 to Paddington and 888 to Liverpool. 37219 worked to Leiston with 47430 and a track recording coach in tow, and 416 continued its passenger work in Scotland.

APRIL: Stratfords petroleum fleet was reallocated to Immingham reducing the formers allocation to a mere 7. The 37/9's lost their separate pool the same month. 407 returned to Eastfield, 37357 reverted to 37079, and the 'Isle of Mull' nameplates were transferred from 403 to 424. At Ipswich, 60010 arrived on a crew training run for March drivers but thankfully has not been back much since, and 37055+072 were derailed in the station area. 37219 worked a fast East Suffolk line leg of a charter, and the Scottish 37/4's continued their passenger workings including the Thurso pilot and 0736 Edinburgh-Glasgow. 37080/261/512 were pressed into service between Carstairs and Beattock because of overhead line damage and 167 rescued a steam charter. It was around this time that 37062 was cut up.

MAY: Further changes to Speedlink/Distribution sector resulted in another change of sector codes and the concentration of Scottish Distribution 37's at Eastfield. The Ness viaduct at Inverness was reopened. The start of the summer timetable saw all Inverness-Aberdeen line trains returned to loco+stock, including some 37/4 diagrams, and 37's diagrammed to Kyle and a Cardiff-Weymouth job on weekdays. Saturdays included booked 'NB' workings between Norwich and Yarmouth, and a relief working between Ayr and Carlisle. There were already signs of what was to become a 'no heat' summer in Scotland, as well as 3 days of 37676 working to Blackpool over the Whitsun

weekend. Other interesting workings took 235 to Lincoln and 063 into St Pancras vice HST, the latter dropping only 4 minutes between Derby and London. 239/520/906 were displayed at Bescot open day, 101+278 were used on a series of services to Ironbridge in connection with this event. Other charter work took 217+244 to Redmire.

JUNE: 156 and 170 appeared with RETB aeriels and equipment, thought to be for Far North and Kyle line freights but 156 soon proved otherwise. By the end of the year it had made over 100 sorties on passenger work, a good proportion to Kyle. There were hordes of other 'NB' workings in Scotland, and 60005 arrived at Motherwell for crew training. 37411 and 800 were displayed at Coalville open day, 513+517 operated a train of modern freight wagons past the site. 37298 was named 'Westerleigh', and proving they get to every corner of the country 298 worked a passenger train to Penzance.

JULY: By now any lingering thoughts of the supposed 'hit list' had just about vanished as 077 replaced 072 on it, but by the end of the month they were both under-going Intermediates along with fellow hit list members 088, 197 and 229. There was lots of 37 activity in connection with the Gloucester 150 event, 015/038/142/185/198 350/885 and 906 being on display, and 37131+235, 074+100, 691+800 on a variety of special passenger workings. 274 attended an open day at Drax power station while 207 and 897 were on display at Newport station fete. 894 was used to return 55015 and D7017 to Canton from this event. 511 attended a photo session at Cargo Fleet. 37/4 availability in both Scotland and Wales was now dire, a combination of failures, 'F' exams and the amount of work taking their toll. In turn 47 availability in Scotland was equally as bad, hence the high number of passenger workings that were to prevail for the rest of the summer. Unusual 37's in unusual places on passenger work included 045+063 to Liverpool Street, 133 to Tenby, 174 to Hereford, 217 to Skegness, 709 to Yarmouth and 718 to Blackpool. There were also a number of extra workings in Scotland because of the open golf tournament. 37152 had by now been denamed.

AUGUST: 235/689/799/697/883/887/895/896 were all involved in a series of special workings in connection with an open day at Barry where a grubby 350 was on display. 167 represented the fleet at an open day at Drakelow power station, while 501+502 worked to Boulby on a Pathfinder charter. Other unusual passenger workings included 255 to Lincoln, 505 to Alnmouth and 797 on a late night Liverpool Street - Norwich, spending the next day on Norwich-Yarmouth turns. The last working was due to the very hot weather persisting at the time. 415+378 (TE/FCTY) were a most unusual pair seen at Ipswich on freightliner work. In the West Country things were dire with up to 6 out of the 9 out of service at once, and availability rarely above 50%.

SEPTEMBER: With copious quantities of reallocations, 58 different syphons moved depot this month due to a combination of factors including the movement of sector loco's to common depots, such as Construction 37's being concentrated at Immingham, and reorganisation to do with the forthcoming freight service changes. 37194 was named "British International Freight Association" and 667 and 668 were denamed. Another new livery was introduced to the class with the advent of civil engineers - departmental grey with a yellow band. First to wear it were 158 and 196. Another 3 off the 'hit list' entered works for Intermediates, 012 at Doncaster and 145/232 at Glasgow, while 679 and 683 derailed at Northwich ending on their side. It was the month of our first railtour, "The Tyne, Tees & Wearman", which took 676+687 from Sheffield to Newcastle, Boulby and Eastgate. Other special workings saw 690+699 on the Welsh Valleys and 196/218/354/711/140 on a series of special workings connected with the second 'West Anglia Gala Day'. 229 managed a round trip between Ayr and Carlisle after a false start the previous week, and 227 worked between Ipswich and Liverpool Street. The end of the summer timetable witnessed the end of the Scottish bonanza season although 37's produced with profusion right up to the end. One working that cannot go unrecorded was the 1712 Dundee-Montrose/1808 Montrose-Perth which even in the last week produced 37170/175/175/26024/37152. 37013/019/029/059/070/107/178/185/198/203/414 and 688 were present at Tinsley depot open day.

OCTOBER: A big change in the set up of freight services saw 37's replace electric traction on the West Coast route between Ravenscraig and Dee Marsh/Shotton. In turn the electrics replaced 37's on freightliner services to Ipswich, with some being

diverted via London away from the cross country non electrified route. Bearing this in mind 421+271 (IM/TI) were an extra welcome sight at Ipswich with such traffic. 37694 was named "The Lass O'Ballochmyle" at Ayr, 704 appeared with painted on split headcode boxes and 096 was moved to the scrapline at Doncaster Works. Another series of special workings, this time in Network North West saw 422 and 425 work between Barrow and Manchester and 691 paired with 408 on the Cardiff-Liverpool diagram. The same day 414 worked a charter to Scarborough with the TrainTours set of stock. Other passenger workings took 212 to Sheffield and 197 from Hereford to Oxford.

NOVEMBER: 407 continued its travels, moving north to Inverness while 026 and 378 were transferred to Tinsleys Distribution pool. 232 obtained the nameplates formerly fixed to 411, and after a brief pause 37/4's returned to services on the Inverness to Kyle line - they just can't stay away! Although it's now into the winter time table a few NB workings persist, 191 worked a service between Exeter and Salisbury, and 196 spent a day on the Edinburgh-Carstairs portions.

DECEMBER: Arctic conditions at the end of the month (and year) caused chaos, especially in Scotland where NB 37's were used to pilot the overnight Euston-Inverness trains. 37/4's were also still making regular trips over the Glasgow-Inverness route. The Great Eastern line continued to be a farce, culminating with 219 working the 1840 London-Norwich service throughout on one occasion. Probably most importantly, and it's as good a point as any to finish this review with, December 1990 marked the 30th anniversary of the class 37 in service.

5 Years Ago

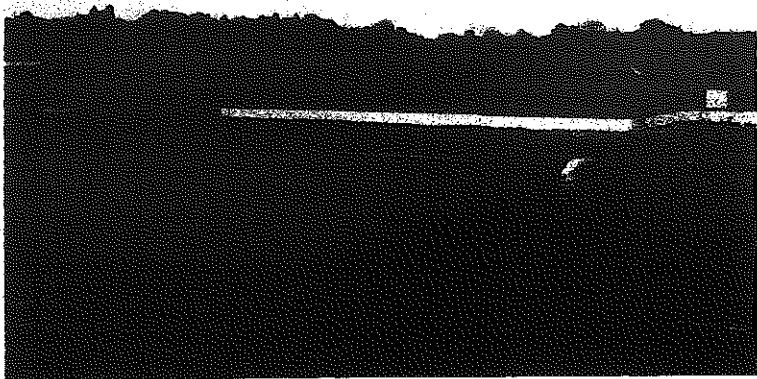
Probably the main talking point of the time was the conversion programme of standards (37/0's) to refurbished 37's. The 37/4 programme was just about completed, only 429-431 remaining at Crewe Works on 2/2/86. The 'T'woks' made their first forays into South Wales with crews training on the Cardiff-Crewe and Cambrian routes, although on 2/2 37426 had got as far as Landore where it was blown up! In Scotland the arrival of the 4's on both the West Highland and Far North/Kyle services displaced most of the venerable steam heat examples, although 114/260-262 remained regular performers out of Inverness albeit 'relegated' to the Inverness-Aberdeen route. The debut of EH on the Far North was believed to be 29/1, when 37421 replaced 37114 as the Thurso branch pilot having worked up on the 0635 Inverness to Thurso. 37415 arrived on 3/2 and remained for two weeks until relief arrived from 37416. The 37/4's had been regular performers on the Kyle line services since mid January, although RETB problems led to visits from 37263 and 37021. During the month 37021/025/035/183/263/264 were all transferred south to Eastfield with boilers isolated. Reliability with the 4's was still a considerable problem, they were plagued with teething troubles particularly on the West Highland line where such unusual combinations as 37+20 and 37+27 were noted working trains. Award for the most unusual working, however, must go to 37419 which several sources reported as having worked the 1040 Kings Cross-Royston on 6/2!

The first of the Railfreight refurbishment programme 37's made its official debut when at the same time 37698 became the first ever class 37/5 to work a passenger train on 12/2. It was paired with 33037 on the crew works test train which at the time was the 1115 Crewe-Bangor and 1417 Bangor-Crewe. 37699 (37253) which in theory should have been the first released, did not appear on the test train until 27/2. It is almost certain the first couple of 37/5's of the number series 37501 upwards had been released by the end of February. Further to the normal refurbishment programme, Stratfords 37150 arrived at Crewe to become 37901 as the test bed for the Mirlees MB275 2000 (1800) bhp engine.

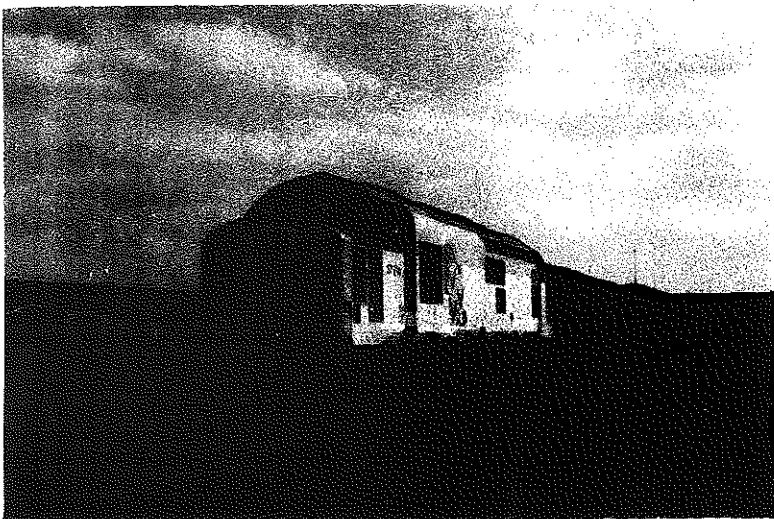
Other 37's in the news included 37085 which was sprayed with imitation snow for filming purposes at Corroir on the West Highland (remember 37093 in police "traffic patrol" livery?). Due to the failure of 37411 on freight, 37085 towed it through to Glasgow with snow attached. 37174 (MR) was at Leicester for crew training on 15/2, and 37192 was noted burnt out at Polmadie. It was added to the refurbishment programme and became 37694. 37138/144/216/219 had all been fitted with RETB radio aeriels and internal wiring looms, 219 being fully fitted for use. The identity of the fifth was not known at this time, but was of course to become 37140.

Much interest was aroused among the bashing community on Sunday 16/2 when 37053 and 37055 were used on EMU drags out of Liverpool Street. Two other diagrams were booked for 37's but 37200 burst on shed and other classes substituted elsewhere. Other passenger outings in February you'd cut your right leg off for nowadays included 37027 (1805 Glasgow-Perth) on 5th, 37011 (1130 Glasgow-Stranraer) on 7th, 37014 (2330 Glasgow-Perth) on 22nd, and 37196 from Par to Penzance, also on 22nd.

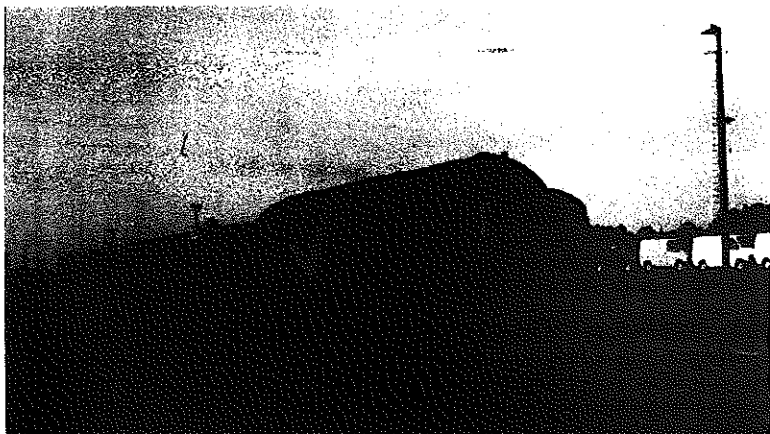
Three views of
37's at
EASTLEIGH on
the Southern.



37013

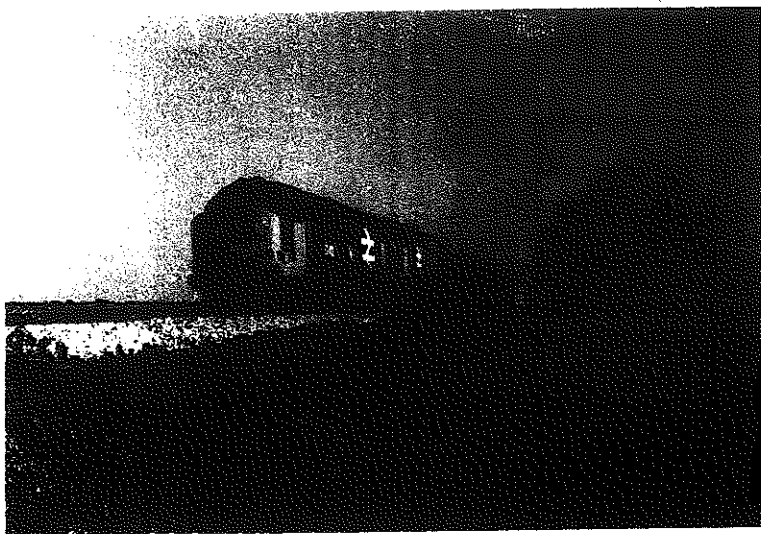


37714



37223

All photo's by
Roger Parr



FRONT COVER: 37218+244 (both IM/FABI) with the diverted 4L88, 2108 Glasgow-Parkeston freightliner, pass Haughley Junction near Stowmarket on Saturday 26/1/91. Coupled behind the 37's, which are both still blue, are 86606+633 which would have worked to Cambridge and beyond Ipswich. Alan Pulford (37109)

THIS PAGE TOP: 37412+669 (both LA/FCLL) seen approaching Cockwood Harbour between Dawlish and Exeter. They are on 6B43, St Blazey to Gloucester Speedlink, the 37's will be taken off at Exeter and return to the south west through the night - 23/6/89. Peter Fergie (37056)

THIS PAGE BOTTOM: 37674 (LA/FCLL) at Horse Cove, Dawlish on the 6S55 Burngullow-Irvine china clay slurry train. On this occasion the train consists of 6 stainless steel tank wagons which were built in France specially for this service which runs on Sundays and Wednesdays only. At 550 miles it is the longest distance covered by a block freight train. The date was 25/6/89. Peter Fergie (37056)

