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THE CLASS 37 GROUP

SYPHON EXTRA

THE CLASS 37 GROUP

NUMBER 33 - MARCH 1991

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EDITORIAL

Shortly after advertising the minibus trip to the North Yorkshire Moors Railway diesel day in last months "Syphon!" it became evident that it clashed with 'The Class 20 Loco Societies' annual railtour, something that those local to Ipswich usually patronise. As it's only a small detour I can cater for both tastes by operating via Sheffield to connect with the railtour, and then go onto Pickering for the Moors diesel day. I will also go via Norwich for anybody in that area who is interested in coming along. The fare for either option will be £17.50, and I would estimate we will have to leave Ipswich Railway station about 0300 and Norwich Railway station about 0400 to make sure we are in Sheffield for 0800. Please contact the Editor if you are interested.

The March Open Meeting will be of a different format to usual, as it will be a slide show at my (Editors) house, and will concentrate on "vintage" slides, or pre-1985 to be specific. Come along and see how much of a fossil you can be, I remember the days and all that! See this months 'Diary' for further details.

Many thanks to Mike Rouse who has kindly donated a large number of 'Bradford Barton' books, and railway magazines covering complete years from 1961 to 1981 for the sales stand. If anybody wants to know what there is, or has other books/magazines we can have to sell, please contact the Sales Officer at the above address.

PRESERVATION FUND: By 3.3.91 the total had risen to £3280.08 as a result of donations from Mr R.Allsopp, Mr B.Darling, Maurice Barber, Andrew Garten, Pete Weston, Dean Warner, Mr I.Vandervell and Mr N.Radley. Other proceeds came from another 5 membership number changes, and collections at the February Open and Committee Meetings. Special thanks to Michael Gibson for the donation of £100.

NEW MEMBERS/RENEWALS: A big thankyou to the following, who are either new to the Group or have renewed their membership during the last month. Once again, could we please have as many renewals as possible, and if you decide not to renew it is helpful to us if you write and tell as why: Mike Rouse (37003), Andrew Donald (37004), Mr R.Lovell (37007), Mr S.Maloney (37058), Mr D.Bentham (37069), Pete Weston (37070), Mr G.Horton (37072), Mr N.Radley (37078), Mr A.Glover (37183), Mr I.Vandervell (37186), Mr M.Brown (37252), Ray King (37254), Mr S.Riley (37255), Mr J.Green (37256), John Edgar (37257), Mrs Ann Holborn (37258), Mr A.Slater (37259), Alun Williams (37305) and Mr D.Reid (37419). Renumbered are Jane Garten (37092 to 37002) and Mr D.Bentham (37069 to 37427).

If you would like to change your membership number to any of those on the following list, please send £1 (which goes into the Preservation Fund) and a brief letter of explanation to the Membership Secretary: 37015/026/028/030/035/047/057/061-066/069/073/075/076/092/098/099/103/107/111/113/117-119/151/155/158/169/175/176/178/181/182/219/239/261-304/306-308/401/402/404-407/409-413/415/417/418/420-426/428-431/502-511/513-521/667-670/672-674/676 onwards.

DIARY

- 20.3.91 Slide Show (Wednesday) at the Editors house, starting 2010. Transport from Ipswich station opposite the Red Star parcels office at 2000, or if you know the way turn up for kick off time.
31.3.91 SALES STAND, London Bridge (Sunday).
27.4.91 Minibus trip from Ipswich and Norwich railway stations to Sheffield (for Class 20 Loco Society railtour) and Pickering (for NYMR diesel day). £17:50 to the Editor will secure you a seat (subject to availability of course).
22.6.91 'The Class 37 Group' railtour - watch this space and keep the date free!

THANKYOU to the following who have sent information for this newssheet: Andrew Donald, Harry Egremont, Alan Pulford, John Forge, Leslie Hurn, Martin Reeve, Keith Fransham, Ann Holborn, Carl Rosbrook, Maurice Green, Colin Wilks, Marcus Linfoot, Michael Gibson, Mr D.Hayward, David Wilson, Dean Warner, Dave Ruddick, and everybody on the Birthday Bus.

DEADLINE for the April "Syphon" will be Monday 25th March. Keep the information coming!

NEWSDESK (incorporating 'Regional View')

First the facts, starting with reallocations during the period 29.1.91 - 28.2.91.

37057	ML-IM	FMG-MFMYI	37197	HQ-CF	FXXA-FMAK	37258	HQ-TE	FXXA-FMTY
37097		FMAK-DCWA	37251		DCEA-DCEW		TE-CF	FMTY-DCWA
37116	ML-IM	FMG-MFMYI						

LIVERIES: Newly reported are: 191 - civil engineers; 697/703/896 - triple tone Coal; 429 - triple tone Construction; 009/238 - triple tone Distribution; 418 - triple tone Petroleum; 901 - triple tone Metals. I'll try and squeeze an updated list in next month.

NAMES: Following their recent transfer to Motherwell, 37501 (Teesside Steelmaster) and 37502 (British Steel Teesside) have had their names removed. Confirmation is needed on the situation with 37505 (British Steel Workington).

WORKS/OVERHAULS

DONCASTER: Assuming 096 and 260 to still be on site, a total of 17 syphons were present on 28.2.91 for the following reasons: 029 - main generator, 141 - Intermediate, 197 - derailment damage, 242 - on decision (OK date given), 280 - main generator, 415 - main alternator, 516/518/520 - light overhaul ('F' exam), 697/703 - light overhaul, 802 - main alternator, 887 - miscellaneous engine repairs, 901/902 - light overhaul.

GLASGOW: Present, again on 28/2, were: 097 - Intermediate, 128 - collision damage (still), 191 - light overhaul (?), 404 - main alternator, 427 - light overhaul. By my reckoning 37191 is about the 12th longest since overhaul, and should actually be in for Intermediate as shown last month but this appears to have changed.

NEWS: Both the 37's temporarily allocated to Headquarters have now returned to accountable sectors, 197 back to FMAK and 258 finding its way to Cardiffs DCWA pool as was expected. This latter pool continues to expand and further to last months comments about further work being taken over from Departmental allocated class 50's, all the remaining 'vacs' have now been allocated to the Network South East Waterloo-Exeter route. On 28/2, 197 was still stopped at Doncaster with derailment damage, while 258 was stopped for attention to its braking system. Although transferred to the weekend engineering pool, it is not reported that 37251 is stored serviceable during the week, unlike other locomotives in that pool.

Recently overhauled celebrity 37038 has had its formerly black glass headcode boxes painted yellow, although retaining the white dots. Another celebrity machine, 37116, has been in the news recently. On 26/1 it was derailed at Dee Marsh but as is usual in these cases did not sustain much damage. During February it was reallocated to Inmingham depot, and on 28/2 was stopped with battery defects. It was seen at Motherwell TMD at 1300 on 13/2 and is reported as retaining buffer skirtings and black, glass head-code boxes.

37379 has also been in the wars, being derailed along with 3 wagons while negotiating the 5 mph points at Eastgate cement works on 14/2, the points having been wrongly set. The next day 37354 passed Bishop Auckland at 0630 with the breakdown crane and 3 tool vans which spent all day at Eastgate working on the track and returned past Witton-le-Wear signal-box at 2330. It would be assumed that 379's load was returned by 37109 on the 14th, this passed Bishop Auckland at 1815 heading towards Darlington - loaded to 50 wagons! 379 resided at Eastgate until 25/2 with work to buffers and brake gear being undertaken on site, however, it was back in service by 28/2. At the end of February, 37273 was still down the bank at Johnston, near Milford Haven.

Because of engineering work on the Great Eastern Liverpool Street - Norwich line at Witham, undertaken during weekends in January, freightliners between London, Harwich and Felixstowe were diverted via Cambridge, Bury St Edmunds and Ipswich. This provided the most unusual sight of pairs of 37's hauling freightliners with electric loco's dead within the train (as pictured on last months cover). On the last such Saturday, 26/1, services ran exactly to plan, or even early, and the following combinations were noted during the morning: 37218/244 (both borrowed from IM/FABI) + 86606/633 on 4L88, 2108 Glasgow-Parkeston; 37101/107 + 86607/622 on 4F69, 0754 Stratford-Parkeston; and 37045/053 + 86636 on 4Y70, 0854 Stratford-Felixstowe South. 37019/074 were seen on 4L97, 2105 Coatbridge-Felixstowe North which is routed cross country via Ely anyway. The previous Saturday, 19/1, 37709/890 (both IM/FPRF) were seen arriving at Ipswich about 12 noon with a diverted freightliner, including a class 90 dead within the train.

ANGLIA: Recently overhauled and reallocated to the Tinsley Distribution pool, 37026 "Shap Fell" made its debut at Ipswich on 14/2 working in multiple with 37194. It did two trips to Felixstowe and then on the third was smashed into the buffers at the North Terminal, incurring damage to the brake gear. The pair returned light to Ipswich and were sent to Stratford, arriving back in Ipswich about 0720 on 18/2. 37194 had been seen working solo on a March Whitemoor to Norwich 'Speedlink' on 12/2 and on this occasion included a trip to Wroxham on the Sheringham branch. Another recent transferee to this pool, 37238, was seen at Ipswich freshly overhauled on 2/3. Snowbound at Ipswich at 1500 on 9/2 were 37008/029/065/068/216/888 at least, only 888 was serviceable. A visitor to Ipswich on 15/1 noted 37194/031/015+198/252+059/053+068 and 37140. 37216 was later seen passing through the station in the London direction with a load of 20 "Mermaid" ballast wagons. Although allocated to the departmental Anglia pool, 140 is now quite a rare visitor to the area but was seen again on 18/1, this time at Norwich Thorpe Junction heading into the yard with a Plasser & Theurer track machine. Other pairs seen around Ipswich have been 047+272 (18/2), 198+101, 068+055, 059+019 (21/2), 031+045 (23/2), 065+252 (26/2).

EASTERN: 37's seen on the Eastgate line include the following: 379+373 (18/12), 013 (24/12), 359 (8/1), 373 (14-17/1), 003 (16/1 - ballasting 0545-0900), 370+373 (ballast, stabled overnight at Eastgate - 19-20/1), 426 (27/1), 214+429 (28 & 30/1), 373 (31/1), 429 (4/2), 214+429 (5/2), 373 (6/2), 429 (7-8/2), 379 (14-25/2), 109 (14/2), 354 (15/2), 373 (18-19 & 25/2). Moving south to York, 227+048 were seen on the fuelling point on 27/1, and 414/512/517+298 on 10/2. 37046 was stranded on platform 11 at a snowy York station on 11/2 with 3 VDA wagons, leaving about 1140 heading south. Shortly after, 211 left with a southbound civil link service at 1145, this appeared to have been stuck in the south yard. Seen between 0800 and 1200 on 13/2 were 510 on s/b steel train, 009 n/b with the Doncaster Works test train, 906 s/b steel train, and 506+048 light engine n/b. Seen between 0800 and 1645 on 14/2 were 513 on an empty n/b steel train, 211 s/b light engine, 903 s/b steel, 003 light engine s/b, 419 on n/b fertilizer train, 213 on a Russells coal service (6S46 Doncaster-Gartcosh). Seen on 15/2 between 0750 and 1515 were 719 (6V64 Tees-Margam) at 0924, 513+506 at 1050 s/b steel, 004 n/b empty steel at 1215, and 419 at 1403 with a n/b fertilizer train. Unusually, a pair of 37's were seen on the Tilcon stone service for Rylstone heading n/b past Shipley on 23/1, in lieu of the booked pair of 31's.

MIDLAND: Pairs of 37's regularly work stone trains from the Peak district to the terminal at Bletchley with Tiphook wagons. They arrive from the WCML, travelling on the down slow from Milton Keynes past Bletchley station and then reverse into the terminal which is adjacent to the curve of the Bedford line. 37676+686 were seen at 1610 on 22/2 with one such service. On 5/1, 37167 was seen at Warrington BQ at 0940 with a n/b speedlink coal, at Preston 422 was stabled and 040+285 passed through at 1145 with a n/b steel train. On 26/1, 518 was seen at Preston working north and 421 was stabled at Warrington. 505+278 were at Crewe with a s/b flat rolled steel train. On 2/2, 37184/421/430 were stabled at Crewe diesel depot at 0915 (what was on the Cambrian?). On 16/2, 097/520 were at Crewe at 0845, 505 was seen with a s/b steel working at 1700 in multiple with 077, and 37013 was at Preston at 1358 working n/b flat wagons. Further north, the following were seen at Carlisle overnight on 25/26th January between 2250 and 0530: 354 (light engine s/b), 019+074 (Coatbridge-Felixstowe freightliner), 278+505 (light engine n/b), 190+023 (light engine south), 512 (n/b metals), 429+214 (n/b Ribble cement), 106+057 (s/b metals), 370 and 667 (both light from the south and then stabled), 080+407 (Grangemouth-Dalston, 080 light back to Grangemouth), 502 (s/b Ravenscraig-Thrislington), 252+055 (Felixstowe-Coatbridge freightliner), 429+214 (s/b Ribble cement tanks) and 023 (n/b steel). Another, shorter session on 31/1 between 2250 and 0100 yielded 101+107 (Coatbridge-Felixstowe freightliner), 511 (n/b metals), 514 (n/b metals). Stabled at Buxton on 17/2 were 422/425/676/678+682/679/681/686/688.

SCOTLAND: Class 60's now monopolise the Hunterston to Ravenscraig trains with no recent trains believed to have been worked by 37's throughout. On 7/2, 60017 failed at Dalry and had to be assisted forward by 37376+692 (both ED/FEPE) at 1510 whilst on a Ravenscraig bound ore train. The same day, 37708 worked 6N61, Riccarton-Grangemouth empty tanks. 37512 "Thornaby Demon" reached Motherwell and was stabled there on 26/1. 37010 was seen passing light engine through Edinburgh Waverley at 2045 on 2/2, and 232 was at Carstairs at 2130 - both loco's are in the new civil engineers livery. Seen on 3/2 were 188 at Carlisle at 0100, 196 at Perth on ballast at 0715, and 057+099/063/071/108/116/178/293 at Motherwell at 1300. 057+099 were seen again on 6/2, working 6M23 Mossend-Dee Marsh steel coils leaving at 1217 from Mossend. On 16/2, 170 was seen at Carstairs at 0130 on an engineers train and 004 was on a n/b metals working, passing through Carstairs about 0230.

WESTERN: The following were seen from the Pathfinder railtours 'Cornish Centurian' 26/1: 058 at Bristol Temple Meads on w/b scrap empties at 0330; 412 at Par at 0925 on e/b china clay empties; 412/669/671/672/674/675 at St Blazey at 1430; 054/083/146 at Exeter at 1738. Seen at Gloucester since the turn of the year have been 038 and 378 (2/1), 038 (21/1), 174 (31/1) and 142 and 230 on 20/2. The new road linking Gloucester ring road with the city centre is now open and goes over the triangle and past the TMD. This gives a good view of the depot and yard, and laybys have even been provided on both sides of the road! 37516+510 were seen at Abbotswood Junction near Worcester on 30/1 heading north at 1413 with the 6E47 steel service. 37212 was stabled at Didcot at 0920 on 23/2.

PASSENGER INFORMATION

Only a few are listed below, I am trying to collect precise details on a number of others that are known to have occurred during February. Please write in if you can give information on any class 37 passenger workings, including 37/4's.

13.12.90	37025	0710 Plymouth-Aberdeen (Arbroath-Aberdeen), 47550 failed.
22. 1.91	37146	1605 Exeter Central-Barnstaple /1746 Barnstaple-Exeter Central
29. 1.91	37263	1443 York-Bristol (Cheltenham-Bristol), 47834 failed.
1. 2.91	37285+518	0800 Swansea-Edinburgh "Ruggex" (Harrisons sidings near Tebay to Carlisle), 47971 failed.
3. 2.91	37358	1612 Hereford-Paddington (Hereford-Worcester)
7. 2.91	37216	1450 Ipswich-Lowestoft /1705 Lowestoft-Ipswich
8. 2.91	37219	1450 Ipswich-Lowestoft (Ipswich station-East Suffolk Junction)
9. 2.91	37216	0735 Norwich-Liverpool St (Stowmarket station platform only!)
20. 2.91	37225	2024 Bristol-Derby (Cheltenham-Birmingham New St).

There will be further details of 37216 and 37219's workings in the April "Syphon!".