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THE CLASS 37 GROUP

SYPHON EXTRA

THE CLASS 37 GROUP

NUMBER 35 - MAY 1991

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EDITORIAL

RAILTOUR: As many of you are aware, we will probably not now be the only class 37 hauled railtour running on 22nd June. It is remarkable that despite 2-3 months of negotiation with British Rail, liaison with Peter Watts, and the placing of our advertising campaign with "Rail" magazine we did not know of our 'competition' until after the booking forms had been printed and the advertising with "Rail" was so far advanced that we would have been unable to cancel the first advert. A meeting of the railtour sub-committee was held to discuss the possibility of moving our date, but this was rejected for a number of reasons, some of which are as follows:-

1. The cost of reprinting the booking forms and placing additional adverts.
2. The experiences of last summer when many class 37 hauled railtours were cancelled or postponed (although none have yet been readvertised) might cast doubt in peoples minds, even if we were to advertise an alternative date.
3. Bookings are coming in at a healthy rate for June 22nd.
4. Although there were no tours planned for the only alternative date we were offered, one could subsequently be announced. You only have to look through the pages of "Rail" to see the number of new tours advertised almost every issue.
5. By putting the date back, BR could refuse certain parts of the itinerary, and other organisations could submit or advertise tours over the same routes.

Perhaps most poignantly, the main beneficiaries from a change of date would be class 37 bashers. Whilst these are fine people, it is a known fact that loco bashers do not usually book in advance on railtours, but follow the gen on the day. One only has to refer back to September 8th last year when 37139 worked the 'North & West' to see the danger of relying on loco bashers to fill a train. I would, however, point out to those bashers among you reading this that we offer a chance to cover some very unusual lines for class 37 hauled trains, and you will all be very welcome on our train. We took our decision by assessing the many factors involved and trying to act in the best interests of the paying public and 'The Class 37 Group'. I hope the message is clear: THE DATE REMAINS THE SAME - JUNE 22nd 1991, and we hope to see you there!

RAIL ENTHUSIAST/RAIL MAGAZINES: I know from manning the sales stand at Open Days that many people are looking for only a few, specific issues. Thanks to a donation from Adrian Walby we have a complete set from the first issue (April/May 1981) to December 1989, except for August 1983, February 1987, and February and March 1988. If you would like any of them please order them from the Sales Officer before May 26th when they might go to Coalville. They are priced at 25p each + 50p for postage.

MONTHLY DRAW: If you haven't joined already you have until May 20th to do so in order to be enrolled in time for the first draw.

PRESERVATION FUND: The total had reached £3352:96 by 8/5/91 thanks to donations during April from Jonathon Bagge, Mr Sayer, Mr Saunders and family, and John Perry. Income also came from membership number changes and the donations box appearing at the Open meeting and a Committee meeting. Donations to the Treasurer please.

MEMBERSHIP NEWS: Amazingly all these new members and renewals are for just the last month, many thanks to you all. If you have a renewal outstanding we would be very grateful if you renew for another year. Anyway, the list is as follows: Stuart King (37012), Keiron Lewis (37014), John Perry (37016), Kevin Green (37019), Michael Gibson (37020), Peter King (37023), John Forge (37027), Dave Ruddick (37080), Harold Green (37083), Rod Saunders (37085), Diane Saunders (37086), Nathan Saunders (37087), Desmond Game (37110), Mr A.Sayer (37123), Mr R.Cavanagh (37124), Mr J.Radcliffe (37125), I.Radcliffe (37126), D.Radcliffe (37127), Mr M.Reynolds (37130), Mr I.Dobson (37132), Mr R.Keyes (37134), Mr D.Warren (37137), Timothy Streten (37139), Mr S.Lee (37142), Mr P.Entwistle (37145), Mr A.Gooch (37146), Darren Jennings (37173), Mr S.Rooke (37176), Mr D.Wilson (37178), Mr E.Watson (37181), Mr C.Watson (37182), Mr A.Evans (37184), Mr G.Latimer (37187), Mr C.Ball (37191), Mr H.Jarvis (37192), Mr A.McGovern (37204), Mr A.Baldwyn (37219), Mr S.Walley (37239), Ms L.Chambers (37402), Mr J.Chambers (37410), Mr S.Chambers (37425), Paul Ivey (37671), Ms J.Chambers (37694).
Membership number changes are John Perry (37016 to 37892), Michael Gibson (37020 to 37891), Mr A.Gooch (37146 to 37893), and Mr R.Keyes (37134 to 37412).

DIARY: 26.5.91 SALES STAND, Coalville Open Day (Sunday)
29.5.91 Open Meeting (Wednesday) at the County, St.Helens Street, Ipswich in the 'green room' (the side without the pool table). Start 2010.
15.6.91 SALES STAND, East Lancs Railway (Bury) diesel weekend (also 16.6.91)
22.6.91 "The Brentford Bard" - The Class 37 Group summer 1991 railtour.

THANKYOU to everybody who has sent or told me information for this newssheet, I'll print a full list in next months "Syphon!"

DEADLINE for the June "Syphon!" will be Tuesday 28th May.

* - due to a lack of space this month there is no 'Regional View' section. This will be compensated for next month. Please keep the information coming in!

SUMMER PREVIEW

The rumours have certainly been reaching fever pitch this year with the main area of interest being the North West where two diagrams have emerged as favourite for 37/4 haulage. These are:

1 = 0716 Southport-Manchester Victoria (1J76) / 1714 Manchester Victoria-Blackpool (1N99) / 2027 Blackpool-Manchester Victoria (2J90)

2 = 0714 Blackpool-Manchester Victoria (1J96) / 1721 Manchester Vic-Stockport (1F79)
The latest suggestion is that these will be from the FPBC pool (Monday-Friday only) for the first 8 weeks and then from the FDET pool thereafter.

Elsewhere the summer can be split mainly into 2 parts, starting with the first 8 weeks. An "NB" 37 should after all get to Yarmouth on summer Saturdays 25/5 - 6/7, a FAXI radio fitted example (37144) being diagrammed to work 1007 Yarmouth-Norwich and 1543 Norwich-Yarmouth (both 'Leeds portions'), returning as 5P81 Yarmouth-Norwich ECS which is permitted to run as a service train if necessary. From Norwich it is booked to haul two 47's to Ipswich. There is one Pwllheli working (0440 Shrewsbury-Pwllheli and 0932 Pwllheli-Shrewsbury) until July which should be a FPBC 37 off the Monday-Friday North West diagrams, DCWA 37's will be on standby at Gloucester and Newton Abbot, and the Ayr-Carlisle relief should run again although different dates have been quoted. From July there should be an extra Pwllheli, 37's on the West Highland line (in addition to the overnight), and 37350 is quoted for 8 weeks work on the Bristol to Weymouth line from 22/7 to the beginning of September (Saturdays excepted).

If you want some real hot gen, it is rumoured that DCHA 37's will be used on a number of additional in connection with Billy Graham 'concerts' at Whitsun, the precise workings being: 1400 Perth-Haymarket/1843 Haymarket-Perth (25/5), 1600 Perth-Aberdeen/2200 Aberdeen-Perth (30 and 31/5), 1500 Perth-Aberdeen/2045 Aberdeen-Perth (1/6).

NEWSDESK

Reallocations during the period 4.4.91 - 1.5.91 were as follows:

37032	TI-IM	FDET-FAXI	37201	TE-CF	FMTY-FMAK	37503	TE-ML	FMTY-FMGM
37078		FPEK-FMAK	37218	IM-TI	FAXI-FDET	37707	ED-IM	FPAE-FPCI
37106	ML-ED	FMGM-FPAE	37248		FPEK-FMAK	37708	ED-IM	FPAE-FPCI
37111	ML-ED	FMGM-FPAE	37278	ML-ED	FMGM-FPAE	37713	CF-TE	FMHK-FMTY
37138		FPEK-FMAK	37431		FPAE-FPCI	37890		FPFR-FPCI
37197		FMAK-DCWA			then FPCI-FPBC			

LIVERIES: The following are newly attired or amendments to the livery list printed in last months "Syphon!": 054/133/153/197/207/263/372 - civil engineer; 704/899 - triple tone Coal; 686 - triple tone Construction; 298/413 - triple tone Distribution; 902 - triple tone Metals; 058 - triple tone unspecified. 37355 duplicated 37045 in the livery list, only 37045 should have been included.

NAMES: 37431 (formerly "Sir Powys/County of Powys") has been renamed "Bullidae", picking up the plates that were previously worn by 47194. It retains mainline livery but with the addition of miniature Petroleum sector decals under the cab windows. It was first observed in this condition on 19.4.91 when it worked the 1540 Euston to Aberystwyth 'Cambrian Coast Express' forward from Shrewsbury. 37899 has been named "County of West Glamorgan/Sir Gorllewin Morgannwg" on 1.5.91, and confirmation has now been provided that 37505 has lost its "British Steel Workington" plates.

GENERAL: 37273, which had been on its side at Johnston in West Wales since 6.1.91., arrived back at Cardiff Canton in the early hours of 29.4.91. It had been recovered on the Sunday using two 150 ton cranes, but despite the apparent severity of the damage it was towed without wheel skates to Canton where it was shunted about for about an hour before being placed next to 37225 which itself lacks a certain amount of paint. 273 has a provisional release date of 10th October. Another syphon whose future seems to have been in some doubt recently is 37145. After residing at Wigan for some time it is now at Crewe Works and should be back out and about by mid-May. Whilst working a northbound West Highland line freight on 10th April, 37405 was involved in a collision with a Sprinter. It is currently at Glasgow Works with an expected release date of 28.6.91. This added to a tale of woe on the West Highland and reduced the availability of the 'FDTE' sector to a mere 2 out of 11 by 11/4, although 37403 and 37406 were both released off repairs that day and put straight back into traffic. Already minus collision damaged 37671 (OK - 31/5) and 37674 (OK - 28/6), the Laira 'FCLL' pool lost 37670 on 12/4 which collided with 08955 at St. Blazey, the initial damage being reported as quite severe. Another area which is experiencing problems is the Buxton stone pool, where a combination of collisions and the light overhaul programme (680/686/688 all in Works on 1/5) has resulted in many workings being single headed (vice pairs) with extra workings on Saturdays and Sundays to keep the tonnages up. There was even the sight of 31296+180 working two return stone trains from Tunstead to Manchester on 22/3!

In Wales, the double headed coal 37's on the Betws Drift - Abernant washery line finished just before easter with British Coal's decision to close the washery at the end of March. Until fairly recently (before the reduction in manpower at the colliery) there was approximately 19500 tonnes per week running to the washery in 7 daily trains comprising 2 x 37 and 18 HAA's. Better news is that the Barry/Aberthaw trains to Cwmbargoed now still comprise 28 HAA's but with 2 x 37. The line has been completely reballasted and the speed limit (down the gradient) has been lifted to 20 mph with the loco's greater braking power. 37699+703 made two return trips on 2.4.91.

The transfer of 37707 and 37708 to Immingham has meant 6H33 (Millerhill-Inverness) now has to be worked by a class 37/0 with a much reduced load. To give a good example of the difference in pulling power of a 'heavyweight' compared to a standard weight 37 the 7's were allowed a trailing load of 811 tons 'up the middle' class 6, whereas a 37/0 is only allowed 493 tons class 6, or 623 tons class 8. Still in Scotland, a class 37 (possibly 37080) was seen a Cockenzie power station on 27/3/91 for the first time. It had bought in loaded HAA's and was waiting to leave with the empties - can anybody provide details of where it worked to or from?

Class 37 availability on 9.4.91 was as follows:
37/0 = 71.9%; 37/3 = 68.8%; 37/4 = 61.3%; 37/5 = 83.3%; 37/7 = 81.8%; 37/9 = 50%.
This gave an overall availability of 73.7%.

WORKS: With Crewe now taking on 37 work again, albeit mainly rectification of their dodgy power units, there are now three Works on which to report. In the case of each establishment, loco's present on 1/5/91 are denoted by an asterisk (*), 37's to have passed through during March and April include the following:

CREWE: 046 - rectification; 145 - collision damage (*); 508 - general engine repairs. Other reports suggest that 37145 also has fractured bogies.

DONCASTER: 026 - Intermediate; 029 - main generator; 069 - main generator (*); 079 - Intermediate (*); 096 - withdrawn (*); 141 - Intermediate; 194 - main generator (*); 197 - derailment; 217 - main generator (*); 218 - Intermediate (*); 260 - withdrawn (*); 298 - Intermediate (*); 370 - collision damage (*); 415 - general engine repairs (*); 428 - light overhaul (*); 516/518/520 - light overhaul; 671/674 - collision damage (*); 688 - light overhaul (*); 703 - light overhaul; 713 - light overhaul (*); 802 - main alternator (*); 899 - light overhaul; 901 - traction motors (*); 902 - light overhaul (*). A total of 18 syphons were present on 1/5/91.

GLASGOW: 097 - Intermediate; 128 - collision damage; 153 - Intermediate (*); 191 - Intermediate; 221/230 - Intermediate (*); 405 - collision damage (*); 411/424 - engine repairs (*); 427 - light overhaul; 680/686 - light overhaul (*).

PASSENGER INFORMATION

The latest 'no heat' class 37 passenger workings are listed below:

17.3.91	37098	1555 Newcastle-Plymouth (Exeter-Plymouth)
3.4.91	37088	0900 Aberdeen-Penzance (Arbroath-Edinburgh) - 47586 failed
	37141	0730 Exeter Central-Barnstaple /1925 Barnstaple-Exeter St Davids
4.4.91	37098	0710 Plymouth-Edinburgh (Exeter-Bristol)
7.4.91	37010	1555 Newcastle-Plymouth (Exeter-Plymouth) - 47478 failed
	37106	1500 Glasgow-Euston (Polmadie-Beattock)
	37188	1325 Glasgow-Euston (Polmadie-Beattock)
		1000 Euston-Glasgow (Beattock-Polmadie)
12.4.91	37216	1930 Liverpool St.-Norwich (Haughley-Norwich)
13.4.91	37032/272	"The Solent Growler" railtour, 0520 Manchester P.-Southampton
		1340 Southampton-Manchester P.
17.4.91	37045/068	1448 Manchester P.-Highbury & Islington (Willesden-Highbury & Isl')
		2150 Highbury & Islington-Manchester P. (Highbury & Isl'-Willesden)
18.4.91	37133	1325 Gloucester-Swindon (2A29) /1427 Swindon-Cheltenham
19.4.91	37241	1137 Sheffield-Leeds
20.4.91	37140	2130 Liverpool St.-Norwich
25.4.91	37216	1030 Liverpool St.-Norwich (Colchester South-Manningtree)
27.4.91	37137	1045 Grosmont-Pickering /1215 Pickering-Grosmont
		1345 Grosmont-Pickering /1515 Pickering-Grosmont
28.4.91	37262	1210 Glasgow-Brighton (Glasgow-Carlisle via GSW route)
30.4.91	37138	1730 Bristol-Paddington (Swindon-Paddington) - 47580 failed
1.5.91	37099/293	1340 Euston-Shrewsbury (?-Shrewsbury)
		1702 Shrewsbury-Euston (Shrewsbury-Wolverhampton)
	37174	1737 Exeter-Waterloo (Exeter-Yeovil)
2.5.91	37133	1613 Cheltenham-Swindon (Cheltenham-Gloucester)
		1640 Gloucester-Salisbury (Gloucester-Bristol)
4.5.91	37673	"The Cornish Centurian" railtour, Par-Bugle
5.5.91	37220/248	1030 Newport-Hereford (relief to special)
	37239/197	0925 Hereford-Newport /1025 Newport-Hereford (specials)
	37275/248	1615 Hereford-Abergavenny (special)
	37899/698	1445 Hereford-Abergavenny (special)

It is difficult to know what to choose for 'working of the month', but I've decided on 37137 on the North Yorkshire Moors Railway diesel day. Some people made an abortive trip to Hereford on Sunday 7th April for the 1612 to Paddington when it was rumoured 37715 was set to work, in the event it was actually 47715. 37045/068 were on "yobbex" (football) duty on 17/4, while coldest working of the month was probably on 20/4 when 37140 worked throughout after the stock had been taken into London by 47366. At about the same time the syphon was passing through Ipswich (2245) I was scraping ice off the car at the station, unbeknown to me that the 37 was working!