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SYPHON!

THE MAGAZINE OF
THE CLASS 37 GROUP
JUN 1991



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THE CLASS 37 GROUP

NUMBER 36 - JUNE 1991

THE CLASS 37 GROUP

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EDITORIAL

"THE BRENTFORD BARD" RAILTOUR: Despite a number of problems and obstacles that have been thrown at us this train definitely runs, as advertised on June 22nd. Although we would like everybody to book in advance, it is a fact of railtour life that there will always be some people who will turn up on the day without pre-booking and try their luck. As it looks likely there will be some spare seats you will all be very welcome, although remember we can only guarantee a seat if you pre-book. So why not come along (and bring your friends!) and enjoy a day out on some rare freight lines and very unusual routes? I was hoping to have all the final timings, but at the time of writing only the outward departure times have been confirmed. These are Manchester Piccadilly 0758, Stockport 0808, Crewe 0845, Wolverhampton 0945, Birmingham New Street 1025.

"THE TYNE, TEES & WEARMAN": I am trying to compile a photographic record of last years railtour and would very much like to purchase/obtain photo's of the train anywhere on route, from the trackside, and at the pick-up/set down points (including 47442 arriving with the ECS at Sheffield). The exception is Boulby and Eastgate where I have quite a few already of the pair running round. If you can help, please contact the Editor at the above address.

MUGS: To celebrate the 30th anniversary of the class 37 in service we now have in stock a very impressive limited edition mug, with a line drawing depicting D6700 in its original condition and the Group logo and a suitable inscription. These are available from the Sales Officer priced £2:50 plus £1 per mug for postage and packaging, or from the Sales stand while stocks last!

MONTHLY DRAW: Winner of the first of the new series, drawn in May, was Steve Branch, Congratulations. Rod would like to pass on the following message to you all.

The response to the monthly draw is pleasing and encouraging, please keep the entries coming in. It's not too late to enter - just send a cheque or write to me for a standing order form. The cost is only £1 per month with 50% going to the prize fund and the remainder to the Groups Preservation Fund. Don't forget, if everybody enters the prize money will be in excess of £120.

All monthly draw correspondence to Rod Saunders at the address at the top of this page.

PRESERVATION FUND: The total on 4/6/91 stood at £3409:57, the increase over last month being a result of donations from Timothy Streten, Maurice Barber, the Calver and Berridge families, collections at the May Committee and Open meetings and Hereford rail day, and more membership number changes. Donations can be made at any time via the Treasurer.

MEMBERSHIP NEWS: Job thanks to the following who have either joined or renewed their membership in the last month: Paul Baxter-Smith (37008), Mr R.Hall (37017), Russell Barr (37037), Mr J.Pinion (37119), Mr M.Parker (37129), Mr D.Hawley (37134), Mr M.Unwin (37135), Mr T.Dawe (37136), Mr W.Berridge (37143), Mrs S.Berridge (37144), Mr C.Smith (37146), Mr C.Berridge (37147), Gerald Calver (37149), Mr M.Driscol (37150), Mr S.Miles (37151), Colin Redfearn (37152), Mr P.Emery (37155), Mr D.Neary (37158), Mr A.Hawkins (37177), Robert McKenzie (37189), Mr R.Davis (37193), Andrew Mellors (37194), Mr S.Sterland (37195), Mr M.Game (37205), Mr J.R.Tilbury (37206), Mr D.Allinson (37249, and renumbered to 37667), Mr J.Knapton (37249).

Membership numbers currently available are as follows: 37015/016/020/021/026/028/030/035 040/047/057/061-067/071/073-076/092/098-100/103/107/111/113/117/118/121/122/140/188/190 265-304/306-308/401/404-407/409/411/413/415/417/418/420-424/426/428-431/502-511/513-521 668-670/672-674/676-693/695-890/894-906.

If you would like to change your membership number to any of these you can do so by sending f1 (which goes into the Preservation Fund) and a letter of explanation to the Membership Secretary.

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 by when. We would also like any spare or surplus photo's, books or magazines you may have for the sales stand, please contact the Sales Officer.

DIARY: 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.
26.6.91 Open Meeting (Wednesday) at the County, St Helens Street, Ipswich in the 'green' room (the side without the pool table), starts 2010.

DEADLINE for the July newssheet will be Tuesday 25th June.

This months 'Thanks' will be found after "The Cambrian Finale".

SALES

GROUP SWEATSHIRTS with logo on breast available as follows:

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, MUGS, 30th Anniversay *NEW* £2:50

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 - f1 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 (incorporating 'Regional View')

Starting with the facts, reallocations for the period 2.5.91 - 3.6.91 are as follows:

37023	TE-SF	FMTY-DCAA	37221	CF-IM	DCWA-DCEA	37431	FPBC-FPBI
37058		FMAK-DCWA	37244	IM-TI	FAXI-FDET		then FPBI-FPCI
	then	CF-IM	37418		FPBC-FPBI	37706	FPBC-FPBI
37068	TI-IM	FDET-FAXI	37421		FPBC-FPBI	37714	CF-TE FMHK-FMTY
37073	TE-TI	FMTY-FDET	37430	IM-TI	FPBC-FDET	37719	CF-TE FMHK-FMTY

The 'FPBC' sector code is now obsolete, all loco's being allocated to FPBI or FPCI. FPBI = Trainload Petroleum, Stanlow diagrams, class 37/47, Immingham loco's. Pride of place above has to go to 37023, and the obvious question now is how long before it works a passenger train on the East Suffolk? Its reallocation had been expected and it is possible upto 3 others could join the sector, mainly to replace 47346 and 47366 - the Norwich ballast loco's. Although nominally transferred to Tinsley's Distribution sector FDET, 37430 is in fact on loan to 'Ramshackle Railways' for driver training based from Manchester Victoria until July 6th.

LIVERIES: Newly repainted are the following: 098/221/230 - civil engineers; 185/218 - triple tone Distribution; 516 - triple tone Metals; 680 - triple tone Construction; 799 - triple tone Coal. Excluding 023, 073 and 244 which although officially still blue are now in works for Intermediates, there are only 14 syphons remaining in the corporate allover rail blue. Including date of last Intermediate/CEM these are 003 (6/85), 013 (2/86), 083 (12/84), 131 (2/86), 139 (3/86), 140 (5/84), 154 (1/85), 170 (2/85), 178 (2/83), 216 (12/88), 217 (12/84), 219 (1/85), 225 (4/86) and 245 (10/84). As long as they keep going, I would expect those most likely to stay blue the longest are 216 which is the longest out of works, and 154 and 217 which have both had repaints in the last couple of years. The message is clearly get a picture of a blue 37 while you can, even if it's 216 or 219!

NAMES: 37706 is now 'Conidae', the nameplates being ex 47085, and 37426 has lost its 'Y Lein Fach/Vale of Rheidol' names, no dates are to hand.

GENERAL: Despite another repaint, this time to civil engineers grey/yellow stripe, 37372 retains its black glass centre headcode panels. It is one of only two members of the class to retain black glass boxes, the other being 37116 of course.

Despite its recent withdrawal, 37096 has been shunted away from the scrapline where it was seen with 37260 in 11/90. On 5/5/91, 37260 was still in the scrapline, albeit in a different position, while 096 had been moved to the yard in front of the works near the main entrance and which is used by loco's waiting attention. However, this is not an indication of any reversal of the decision to withdraw it as 47342, which is also condemned, shares this yard and has been there for some time.

"The Glazebrook Growler", which was featured in the February "Syphon!" has been renamed "The Glazebrook Spoon/Square/Duff" (or any other name you call 47's by - obviously I cannot print them all in a 'family' publication!) as at the end of April it hadn't produced a 37 for three weeks. Perhaps somebody had finally realised it is not a steel sector train as the 37 used to be from Thornaby Metals (FMTY) but the spoon has been solid Immingham FPCI (Petroleum). 37162/072 did reach Glazebrook on 24/4 with a special working from Waterston.

Some Barry crews have been placing 6C90/7C90 in the top front cab window on the afternoon train upto Cwmbargoed and back. Old Railfreight liveried pair 37796/701 made the trip so adorned on 16/4. Still in Wales, most MDV wagons have now gone, but 37691 was tripping 11 of them between Nelson Bog and Taff Merthyr colliery with coal from the bog to Sweeten TM output on 16/4.

37101/009 came off the road at Felixstowe on 29/5/91, 101 putting a buffer through the front connecting doors of 009 which now has a hole in the front - expect it to reappear with a plated over (or worse) front.

Around the beginning of May, HM the Queen enjoyed the special treat of haulage from 37232 while out bashing spoons. The royal train had been in trouble a number of times with the 47 shutting down and by the time it reached Newton 37232 had already been put on standby and it is here that it went to the rescue. Arrival at Glasgow was 24 late, presumably so that 232 could be polished before going to work, but it does make one wonder why BR have an allergy to using electrics on the royal train. We are currently making enquiries at the Palace to find out the date and to see if Her Majesty will compose a railtour review for the magazine.

TRAFFIC: 37101/378 were involved in a minor collision with parcels EMU 302991 at Ipswich on 19/3/91. No damage was sustained and the pair went to Felixstowe almost immediately with the portion of 4L58 (0523 Coatbridge-Felixstowe). 37378 was in the news again on 5/4 when it worked 4L69 (1940 Lawley Street-Felixstowe) forward alone from Ipswich an hour late. It had been in multiple with 37009 but this ran out of coolant (seems a familiar problem!) and had been detached. 37238/378 made a proper job of failing between Chippenham Junction and Bury St. Edmunds on 18/4 while working 4L79 (1730 Wilton-Felixstowe), 378 suffering a burnt reverser and 238 a fire in an electrical cubicle. 47366 went to the rescue and dragged the pair and 1396 tons of freightliner to Ipswich - a feat in itself - passing Stowmarket 135 minutes late. 37023 caused chaos on the E.C.M.L. on 3/4 when it failed at Turndale while working 7X51 (1330 Hartlepool-Leith) with a trailing load of 1057 tons. 37190 went to assist and dragged the failure away after it had stood on the main line for 98 minutes! On 4/4, 37235 failed at Ely while working 6L25 (2136 Toton-Ipswich), 56064 worked forward. The same day 37029 failed at Ipswich with brake trouble prior to working 4M45 (1215 Ipswich-Trafford Park), and 37144 was used to cover 7M74 (0005 Temple Mills - Crewe) across to Willesden. 37144 was used again on non sector work the next day when it worked 6M88 (2045 Parkeston-Willesden), covering for 47295. There were a number of problems on 8/4; 37235 failed at Coedbach prior to working 6B09 which 37209 worked forward, 37239 failed at Canklow while working 6M50 and was assisted to Toton by 37053, and 37274 was involved in a heavy shunt at Washwood Heath and had to go to Saltley for attention. 37239 was in trouble again on 10/4 while working a Washwood Heath-Gobowen coal and had to be assisted back to Shrewsbury by a class 31, and then again on 11/4 with a 6G32 train from Preston and was assisted forward from Winwick Junction. The 6C34 Exmouth coal service was worked by Metals sector 37248 on 10/4 following the failure of 37274 with a DSD defect. The same thing happened on 17/4 when 37049 was borrowed from Metals, 37274 again the culprit. 4M73 (2315 Felixstowe-Trafford Park) was pulled up at Romford on 15/4 as 37252 (in multiple with 37019) suffered a bad main generator flashover. Fortunately 37008/059 were following light engine to work back on 4Y68 (0428 Stratford-Felixstowe) and worked 4M73 forward. 37252/019 had gone on ahead light engine and a further pair, 37238/378 were sent light engine from Ipswich to Stratford to cover 4Y68. 37198/029 failed at Beattock while working 4L97 (2105 Coatbridge-Felixstowe) on 18/4. It got on the move 171 minutes late with 60029 in charge and it was planned that all three loco's would be taken off at Tyne Yard to be replaced by 47323. However, there was a further delay when the train came to a stand at Corby Gates with the 60 reported low on power (!). The driver was able to restart one of the 37's and this went forward with a trailing load of 1309 tons on a 20 freightliner consist. Civil engineers working 7L78 (0200 Willesden-Leyton) was worked by FDET allocated 37047 on 18/4. Anglian stalwart 37219 was well off the beaten track on 19/4 when it worked 6S46 through to Millerhill! Its arrival was confirmed the next day with arrangements being made to return it south unless it was required for internal Scottish Region work. 37239 was in collision with a JCB digger on 22/4 but this did not put it out of service. The same day 37144 was used to cover for a failed 08 at Bury St Edmunds yard and 37216 was used to cover for a failed 08 at Ipswich yard. Coal sector 37139 was used for a 6Z54 (0800 Millerhill-Mossend) Metals service on 23/4, the next day it worked 7B09/6B07 Bilston Glen-Cockenzie and return MGR train. Also on 24/4, Department allocated 37012 worked a special 6Z30 Britton Ferry-East Usk coal. On 1/5, 37216 was sent light engine Ipswich to Saxmundham to collect DMU set 107, on which an engine had caught fire while it worked 1550 Ipswich-Saxmundham. The same day 37083 worked 1V95 vans from Gloucester.

WORKS: There were no 37's present at Crewe Works on 3/6/91.

DONCASTER: Present on 3/6/91 were: 073 - Intermediate; 096 - withdrawn; 194 - main generator; 218/244 - Intermediate; 260 - withdrawn; 370 - collision damage; 415 - general engine repairs; 671/674 - collision damage; 688/693/713 - light overhaul; 802 - main alternator.

GLASGOW: Eight 37's were in the works on 3/6 as follows: 023/058/221/230 - Intermediate; 405 - collision damage; 411 - general engine repairs; 680/695 - light overhaul. 37023 has an OK date of 5/7/91, and 37405 which was involved in a collision with a Sprinter on the West Highland line is expected to be OK by 28/6.

REGIONAL VIEW

This is a much abridged version to usual, and in many cases just the location, date, time and loco number will be given. Abbreviations include e/b, w/b, n/b, s/b, for eastbound, westbound, northbound and southbound directions of travel.

ANGLIA

37238 (TI) was an unusual visitor at Ripple Lane on 12/4, having worked 4R82 Stratford-Dagenham freightliner and returning with 4C72 Dagenham-Stratford. STRATFORD TMD: 24/3 @ 1100 - 008/026/167/238; 13/4 @ 1030 - 271/378/515; 27/4 @ 1300 - 008/074/140/255; 18/5 @ 1430 - 140; 23/5 - 008/019/031/101/140/144/892. RIPPLE LANE: 24/3 @ 1230 - 140/705/709/888; 13/4 - 709/888/891/892/893. 37074/008 were seen passing through Stratford station at 1635 on 28/4 with w/b empty "whales", and the following syphons were in the Ipswich area on the evening of 30/4: 029/198 (4M73), 047/252 (4L79/OL82/4L82), 053/101 (4L69/4C67), 107/055 (4M53), 144 (T62 trip), 167 (6L26/6M09), 216 (OP01 - light engine Ipswich-Norwich).

EASTERN

NEWCASTLE CENTRAL: 26/3 @ 0845 - 023 on fuel oil; 24/4 @ 1202 - 373 on s/b cement. HEXHAM: 24/4 @ 1320 - 354 on ballast. FERRYHILL: 23/3 @ 0807 - 071 s/b civil engineers train. On 23/3 unidentified 37's were also seen at Tyne Yard and Alnmouth. THORNABY TMD: 24/3 @ 1630 - 004/069/073/075/110/190/194/201/202/214/227/241/379/416 417/419/426/429/503/504/506-508/510-517/719; 1/4 @ 0700 - 003/203/069/073/075/109/178 190/201/202/203/227/241/354/373/416/417/419/426/503/504/506-508/511-517/885. 37109 was seen at Eaglescliffe on a spoil train on 24/3. More 37's on the EASTGATE line have included: 515 (30/3), 354 (2 & 3/4), 427/373 (4 & 5/4), 706 (9/4), 379/429 (10 & 11/4), 429 (12/4), 373 (16-19/4), 426 (20/4), 214/427 (22/4), 003 (23/4), 214/427 (24/4), 073 (25/4), 516 (25/4). All were on cement trains to the Blue Circle factory at Eastgate except for 515, 426 and 516 which were on ballast work. YORK: 16/3 - 512 n/b petroleum, 358/502/510 s/b light engine; 23/3 - 003 stabled; 24/3 - 029/185/070/683 - stabled; 5/4 - 509 s/b steel empties at 0607, 504 n/b steel empties at 1941; 6/4 - 073/137/227/710 stabled; 14/4 - 013/359/504/507/516 stabled at 1350; 21/4 - 198 n/b civil engineers @ 1123, 029 s/b civil engineers @ 1124, 508 stabled at Leeman Rd @ 1134 (joined by 198); 28/4 @ 1416 - 071/359 stabled; 4/5 - 251/31547 n/b light at 0848 then to fueling point (60038 was on a steel train vice a pair of 37's); 5/4 - 251/004 stabled at 1404; 7/5 - 706 s/b petroleum @ 1749, 517 n/b steel @ 1755, 271/065 s/b freightliner @ 1820, 073 n/b scrap empties @ 1829, 045 s/b chemicals @ 1900, 023 Cardiff-Tees metals @ 1912, 512 n/b metals @ 1921, 431 s/b petroleum @ 2007, 032 s/b light engine @ 2010, 227 n/b steel pipe @ 2012; 9/5 - 509 n/b scrap empties @ 1821, 510 n/b metals @ 1952, 073 n/b metals @ 2008. 11/5 - 178/167 stabled; 12/5 - 178 stabled; 19/5 - 37013 + 4 other 37's stabled at 1140; 26/5 - 37003/47302/31569/60052 stabled coupled together at 1117. Our correspondent reports that the 3 nearest roads to vantage points at the stabling point are to be removed. IMMINGHAM: 29/3 @ 1030 - 244/358/375/377/682/892; 20/4 @ 1310-1340 - 057/116/275/351 377/381/419/421; 5/5 @ 0800 - 059/071/244/351/359/377/381/707/708, the last two having obviously effected their reallocations as they continue their tour of the country. FRODINGHAM: 29/3 @ 1200 - 013/037/070/251/255/418/509; 20/4 @ 1152-1216 - 013/037/100 110/178/250; 5/5 @ 0845 - 075/100/109/110/203. SCUNTHORPE station: 19/4 @ 0915 - 037/178. GOOLE DOCKS: 5/5 @ 1100 - 255 stabled. DONCASTER TMD: 29/3 @ 1445 - 218/219/065/032. The same day 415/194/901/108/260 could be seen within BRML Doncaster, 671/674 arrived at Doncaster TMD by 0630 on 30/4 and had moved to outside the works by 5/4. The next day they had disappeared inside, their place being taken by 73205. DONCASTER STATION: 9/4 - 223 n/b coal @ 1346; 12/4 - 095 s/b departmental @ 1524; 19/4 - 244 s/b Speedlink coal @ 0820; 27/4 - 032 s/b light engine @ 0634 (185 outside BRML). TINSLEY TMD: 29/3 @ 1400 - 031/048/055/198; 20/4 @ 1000-1045 - 015/075/095/238/241/272 378; 5/5 @ 1500 - 026/101/198/242/378/513/514/517. SHEFFIELD MIDLAND: 19/4 - 681 n/b cement @ 1315; 27/4 - 677/678 n/b RMC stone @ 0757. DORE: 20/4 - 685/??? n/b RMC stone @ 0713

MIDLAND

CARLISLE: 26/3 - 29/3/278 s/b light @ 1217 (returned @ 1411 n/b limestone), 719 n/b 6S49 Washwood Heath-Mossend metals @ 1141, 145 s/b steel empties @ 1158, 075 s/b steel empties @ 1230, 408 on 6S36 Dalston-Grangemouth petroleum @ 1232, 510 s/b steel @ 1308, 519/111 s/b 6M23 Mossend-Dee Marsh metals @ 1344, 379/429 on 6S83 Clitheroe-Gunnies cement @ 1509. At 1210 37427/90041 arrived on a test run from Springburn hauling 4 coaches which they ran round at Carlisle station and then returned north at 1305.
29/3 - 354/373 s/b cement @ 0215; 1/4 - 111/519 stabled at the station @ 1650.
GRINDLEFORD: All seen on e/b cement between 1227 and 1301 - 681 (11/2), 687 (12/2), 425 (13/2), 681 (14/2), 683 (15/2). The train usually passes about 1255.
BUXTON: 10/3 - 422/425/680-682/685-688; 31/3 - 414/422/425/676/677/679-681/683-685/687 688. CREWE: 28/3 - 078/072 @ 1825 west of Crewe, 046 @ TMD; 10/4 - 421 stabled @ 0925, 414/679 s/b stone in yard @ 1110; 13/4 - 430 light @ 0700; 20/4 - 042 @ 1800; 25/4 - 667 stabled at TMD @ 1135; 18/5 - 201/518 s/b steel @ 1204 on avoiding line, 162/350 s/b petroleum @ 1601 at station. This last pair had earlier been seen at MANCHESTER PICCADILLY @ 0913. MANCHESTER VICTORIA: 11/4 - 071 and 717 on VDA steel wagons; 18/4 - 906. PRESTON: 20/4 - 293/042 s/b steel. SALFORD: 20/4 - 220/280 light, then seen again later at STOCKPORT on tanks. WIGAN: 24/4 - 421 stabled @ 1800; 25/4 - 145 stabled @ 1109. On 3/4, 716 worked 6V65 Trafford Park-Cardiff Tidal, while an RMC stone train was seen at 0400 at Ashburys behind 677/678 on 24/4 and 414/679 on 25/4. 138 worked a Trafford Park-Warrington steel on 25/4.
BESCOT: 7/4 - 272/223 @ 1300; 13/4 - 031/049; 15/4 - 031/032/049/272 in the yard 0930-1130. SALTLEY: 28/3 - 072/078 @ 0820; 27/4 - 131; 25/5 - 274/280 @ 1015.
LICHFIELD TV (low level): 15/4 - 677/678 s/b stone @ 1315. LANGLEY GREEN: 15/4 - 272 @ 1600 (earlier at Bescot); 11/4 - 032 @ 0830 at Albright & Wilson works, BARNT GREEN: 8/4 - 272 s/b china clay @ 1910. STAFFORD: 10/4 - 679/414 n/b Peak Forest stone; 18/4 - 031 s/b speedlink @ 1730. KIDDERMINSTER: 13/5 - 058 s/b steel @ 1143.
BROMSGROVE: 9/4 - 072/371 on oil, 031 s/b china clay, 049 arrived at 2015 from Bescot to take up banking duties which it did the next night as well.
DERBY: 5/4 - 508 n/b steel @ 1416, 716 on 6V64 Tees-Margam @ 1424, 683/679 s/b stone 1447-1513; 19/4 - 504 n/b steel @ 1630; 20/4 - 513 stabled all day. LEICESTER: 5/4 - 235 stabled at depot. LOUGHBOROUGH: 5/4 - 101 n/b fertilizer @ 1142 (also seen at Nottingham @ 1215). ATTENBOROUGH: 5/4 - 513 e/b scrap @ 1226.
SHREWSBURY: 28/3 - 430 stabled @ 1747. DORRINGTON (south of Shrewsbury): 29/3 - 520/145 6S47 Margam-Mossend @ 1559, 278/040 on 6V56 Mossend-Margam @ 1705; 3/4 - 501/293 on 6V56 @ 1648, 420/670 on 6S55 Burngullow-Irvine @ 1754; 4/4 - 133 s/b long welded rail @ 1711. SUTTON BRIDGE (Shrewsbury): 20/4 - 518/285 n/b steel (6S50) @ 1057, 138/503 on 6V56 @ 1352, 077/519 s/b steel slabs (6V57). This last pair took 35 minutes to slog up the 13 miles from Dorrington to Craven Arms!
WILLESDEN: 21/3 - 892/31158 n/b light @ 1135; 11/4 - 144 e/b nuclear flask @ 0657; 15/4 - 063/242 freightliner @ 0650; 1/5 - 893 e/b tanks @ high level @ 1503; 2/5 - 892 w/b light @ High Level @ 0851 (also seen at Brondesbury Park @ 1250 on e/b oil tanks); 16/5 - 059/055 e/b freightliner @ 0721, 029 s/b MAT car carriers @ 0736. CAMDEN ROAD: 18/4 - 019/185 e/b freightliner @ 1440; 23/4 - 008/059 e/b freightliner @ 1130; 26/4 - 015/031 e/b freightliner @ 1540.
Finally for the Midland, 019/350/904 were displayed at the last Coalville open day, 26/5.

SCOTLAND

ABERDEEN: 30/3 - 232/261 @ 1700; AYR: 29/3 - 165/222/229/376/693/694 @ 0530; CARSTAIRS: 25/4 - 227 s/b steel @ 0846; EASTFIELD: 23/3 - 025/152/154/245/262/375/402/409/410/413 423/424/708 (1527-1600); 30/3 - 403/410 @ 1000; 31/3 - 114/170/175/245/375/402/403/410 423/424/428/708 @ 1520; FORT WILLIAM: 29/3 - 402/404 @ 1218; GLASGOW WORKS (Springburn): 30/3 - 097/153/191/686 @ 1045; GRANGEMOUTH: 31/3 - 080/184/188/408/431/707 @ 1400.
INVERNESS: 29/3 - 113/156 @ 1810; 30/3 - 154/401/407 @ 0630, 401 was to work the Hebridean Heritage. MILLERHILL: 31/3 - 128/152/510 @ 1844. MOTHERWELL: 31/3 - 045/068 077/087/111/262/293/427/501/505/519/521/667/668/695/696 @ 1600. PERTH: 31/3 - 196 @ 1120. 37240/26037 were seen passing Shields Road n/b light engine at 1230 on 1/4.

SOUTHERN

37888 was exhibited at London Bridge open days on 30/31 March.

EASTLEIGH: Loco's used on 6045/6V99 (Cardiff-Hamworthy) include 715 (2 & 3/4), 711 (10 & 11/4), 715 (15/4), 717 (19/4), 711 (22-25/4), 884 (26/4), 883 (30/4), 049 (15/5), 716 (17/5). 711 took a failed 47 to Eastleigh on 23/4 then worked 6V99, the next day

47197 was conveyed with 6045. On 7/5 716 worked 6045 to Southampton, then went light to Ludgershall to work a 6Y06 back to Eastleigh. 719 ran light to Eastleigh to work 6V99 on 22/5, 162/371 worked 6031/6131 (Micheldever-Ripple Lane) on 2/4, and 220/350 worked 6238/6Z49 (Waterston-Eastleigh) on 8/5. The previous week 37350 was assigned to work 6Y50 1832 Eastleigh-Holybourne/6Y51 2126 Holybourne-Eastleigh tanks (Wednesday/Friday only). On 3/4 the 4073 Lawley St-Southampton Maritime freightliner was assisted from the Western Region by 37010 after 47219 failed.

WESTERN

Class 37/50 light engine combinations have included: 21/1 - 37672/675/50033, 1938 Exeter-Laira; 28/1 - 50043/37054, 1505 Exeter-Laira; 7/3 - 37672/50030, 2000 Exeter-Laira; 9/3 - 37207/50017, 1040 Exeter-Laira; 12/3 - 37133/50046, 1300 Westbury-Laira. On 18/3, 37098 worked 7270 (0650 Laira-Old Oak Common) which contained condemned 50's 021/033/028/044. By Exeter problems were experienced with the couplings between 033 and 028 so 028 and 044 were detached and 37098 continued to Old Oak with just 021 and 033. 37350 worked 1010 Heathfield-Britton Ferry oil on 9/4, 37141 worked 8C05, 0845 Bristol-Exeter Riverside on 3/4 then went to Barnstaple on passenger work. 37672 was at Plymouth on china clay work on 4/4 and 9/4, recently reallocated 37417 was at Plymouth station @ 1105 on 13/4, 672/675 were at Laira embankment sidings @ 1800 the same day. BRISTOL BATH RD TMD: 24/3 - 083/264 @ 2000; 28/3 - 083/133/230/264 @ 1838; 2/4 - 141/230 @ 0145; 10/4 - 221 @ 1625; 27/4 - 010/046/258. CARDIFF CANTON TMD: 24/3 - 054/131/142/145/174/207/213/217/225/258/274/280/372/699/702 704/711/714/715/718/885/894/905; 20/4 @ 1400 - 038/058/078/092/108/131/142/162/213/215 225/264/502/690/691/701/712/715/801/887/896/898/904/905/906. BARRY: 24/3 - 703/797/798 803/799/887/896. MARGAM: 24/3 - 072/078/111/138/162/220/248/350/371/691/696/519/710/712 716/883/884/886. PANTYFFYNON: 24/3 - 012/695/697. RADYR: - 689/701/800/889. NEWPORT GODFREY RD: 24/3 - 010/141/230/717/801/895/906; 5/5 @ 1000 - 099/133/158/207/293 372/710/799/884/896; 18/5 - 054/083/097/098/158/207/372/703/716/799. CARDIFF CENTRAL: 28/3 - 801 Port Talbot-Llanwern MGR (6B53) @ 1058, 710/886 Llanwern-Port Talbot iron ore empties (6B40) @ 1202, 704 w/b MGR @ 1204, 037 w/b light @ 1204, 248 e/b freightliner @ 1209, 701 w/b MGR @ 1212, 895 Onllwyn-Radyr speedlink coal (6B07) @ 1221, 077/667 e/b steel empties @ 1228, 800 e/b MGR @ 1243, 209/106 e/b light @ 1258, 894 w/b MGR @ 1304, 207 w/b ballast empties @ 1324, 889 e/b MGR @ 1337, 715/885 Margam-Cardiff (6B75) @ 1355, 898 w/b MGR @ 1358, 896/702 w/b MGR @ 1403, 703 light Barry-Cardiff @ 1409, 235 Radyr-Coedbach speedlink coal (6B02) @ 1412, 158 w/b civil engineers @ 1419, 797 light Cardiff-West Wales @ 1443, 797 e/b MGR @ 1502, 704 e/b MGR @ 1513, 884/883 e/b iron ore @ 1517. 894 was sent wrong line towards Swansea instead of Barry and was recessed beside Canton for a couple of hours before reversing back and taking the Barry line! LLANWERN: 3/4 - 131 on 0950 East Usk-Exmouth Junction (6C34) @ 0959, 903 e/b empty steel bogies @ 1010, 251/278 on 2320 Mossend-Llanwern (6V77) @ 1015, 516/517 on 6E47, Cardiff Tidal-Tees @ 1045. On 17/4, 37191 in civil engineers livery started 6B69 Llanwern-Port Talbot from Llanwern complete with 37797 in the train. KIDWELLY: 21/4 - 890/371 e/b light @ 1430, 889/894 e/b Coedbach/Britton Ferry-Immingham MGR @ 1625, 350/294 w/b light @ 1730; 22/4 - 162/072 on 6Z18 Waterston-Albion @ 1823, 889/689 on 6V07 Ellesmere Port-Coedbach 'Cawoods' at 1850. DROITWICH SPA: 22/3 - 719 s/b steel (6V05) @ 1030. ABBOTSWOOD JUNCTION: 23/3 - 517/507 6E47 steel @ 1249; 10/4 - 882 s/b speedlink @ 1840, 038 n/b light @ 1846; 19/4 - 509 n/b steel empties @ 1411; 24/4 - 509 (with 713/47293 in tow) n/b @ 1333; 16/5 - 515 on 6E47 @ 1315. CHELTENHAM: 9/4 - 092 s/b departmental @ 1231; 4/5 - 215/294 n/b tanks @ 0200. GLOUCESTER: 24/3 - 038/065/098; 26/3 - 038/092/221/715 @ 1754; 28/3 - 038/258 @ 0920; 4/4 - 054/092 @ 1945; 10/4 - 717 s/b vans @ 1305; 23/4 - 133/142/054/710/886 @ 1745; 5/5 - 263/083; 9/5 - 263 stabled, 712 w/b steel @ 1841; 17/5 - 264 w/b light @ 0656, 255 w/b steel @ 0656, 142 stabled, 263 engineers train @ 0713; 28/5 - 264/514/141 stabled @ 0840. Most departmental 37's seen here are in the new civil engineers livery. HEREFORD: 5/5 - 185/350/414/904 were displayed at the first and last railday, 220/248 275/197/239/698/899 worked a variety of special passenger trains; 20/4 - 235 stabled, 077/519 s/b steel @ 1536, 702 s/b steel @ 1540; 27/4 - 138 stabled. WESTBURY: 37263 arrived light from the east @ 1320 on 2/4. It left @ 0909 the next day with 2 tanks, returning light @ 0937. 37888 arrived @ 0836 with oil tanks for the yard, 263 and 888 then coupled to 3 tanks and left @ 0957 heading east, 263 returned alone @ 1357. 37131 headed a w/b speedlink coal @ 1205, returning light to the depot at 1331. DIDCOT: 13/4 - 213 @ 1130, 131/035 @ 1500. 37263 was seen with a w/b civil engineers train @ 1630 on 27/4 west of SWINDON.

The Cambrian Finale

Mark Rigby (37217)

Through trains between London and Aberystwyth have run since 1921. In the summer of 1927 the train gained a name that was to become famous, "The Cambrian Coast Express".

Sunday 12th May 1991 marked the last run of this nostalgic train. At 2035 the 1740 London Euston - Aberystwyth arrived at Shrewsbury met by a platform full of camera clad enthusiasts. Normally the 13 coach train is split at Shrewsbury with the last 6 coaches going forward to Aberystwyth, but to mark the occasion British Rail was to permit all 13 coaches to travel to Aberystwyth, this meant that two radio fitted 37's were needed. Unfortunately class 37's are unable to heat 13 coaches so the train was split after all and the last 6 coaches were to continue to Aberystwyth with the two 37's on the front.

The stabling point adjacent to the station held three 37's, two for the train and the other, 37430 (TI/FDET) was to travel light engine to Manchester Victoria for crew training purposes. At about 2050, 37418 'Pectinidae' and 37421 'Strombidea' rounded the corner from the stabling point and dropped onto the train. After the station duties had been completed at 2059, 37421 and 418 erupted into life and left Shrewsbury in a cloud of exhaust. The driver had been "wound up" for the occasion and departure was swift to say the least!! Full power was applied again after Sutton Bridge Junction almost throughout to Welshpool, bar a 10 mph restriction for track work and Westbury level crossing.

The train arrived at Aberystwyth without incident, the journey had been spent trying to explain to a bemused looking set of "normals" why a normally empty train was full and standing with class 37 enthusiasts. Some of them got the wrong idea and got into a flap, thinking that it was the last train ever to run between Shrewsbury and Aberystwyth. After the engines had run round the stock, the camera's were out again but photographic opportunities were limited due to poor light (correction - no light!) and British Transport police insisting nobody wandered off the end of the platform to get a better shot.

The train, which normally ran ECS to Machynlleth, was to run back to Shrewsbury as a service train at 2310 as 1T30. Arrival at Shrewsbury was at about 0120 and it was then a mad rush to the car park to get pole position for the journey home. As several cars from the North West had been used as taxi's the journey home looked like a re-run of the cartoon 'Wacky Races'.

After dropping my passengers at home it was time to grab a couple of hours sleep before going into Manchester to view the 0741 Southport - Manchester Victoria, which should have been 37430. Unfortunately 37430 didn't go ECS to Southport as it had miniature snowploughs fitted and is not allowed to run over the 3rd rail (see "Passenger Information for more details). It's a good job really - I over dosed!

ELECTRIC THEMES

The summer passenger diagrams have been covered elsewhere, other news of the 4's in brief is as follows. 37/4's are back on the Kyle line with a vengeance, 37407 appears to have been the mainstay but 37402 (31/5), 37410 (29/4) and 37428 (25/5) amongst others have also been. Before its finale (detailed above) the Cambrian had been worked by 37418 (15/4-19/4), 37421 (27/4) and 37431 (19/4 & 1/5). On the first summer Saturday 37421/431 worked as a pair to Pwllheli and 37401 worked a SRPS charter to Mallaig. 37406 also reached Mallaig, on 29/5 because the kettle had burst. 37418 worked the 0835 Derby-Skegness and 1755 Skegness-Derby vice DMU on Sunday 26th May as the units were being used on shuttles to Coalville open day. I believe this is the first 37/4 to Skegness, possibly another first for a 4 on an advertised service train was the use of 37430 on 1st June on 1047 Leeds-Carlisle and 1625 Carlisle-Leeds. Following a total wedge out on the Sprinter the previous week a set of stock is now on standby for this service on Saturdays. 37418 was seen at Birmingham New Street on 25/5 hauling a rake of Trans-Pennine Mk II's, arriving at 1437 and leaving at 1458 (not on passenger service). Finally, 37410 worked 1600 Inverness-Edinburgh on 25/5.

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Thirty Years of the 37 - 1962

To quickly recap on the story so far, 1961 had ended with 32 English Electric type 3's in service, 30 allocated to the Great Eastern and 2 to Hull, and a further 64 on order. Under build codes used at the time to identify the various locomotive manufacturers they were known as class D17/1 but this was changed during 1962 to D17/3. In the same way what are now known as class 31's were known as D13/1's. The class quickly spread their wings in 1962 when D6706 was used throughout on a football excursion from Broxbourne to Birmingham New Street via the West Coast main line in connection with a Tottenham - Birmingham FA Cup tie, being serviced at Bescot. Spurs obviously had a good cup run in '62 as another football excursion on March 31st took D6707 to Sheffield Victoria in connection with the semi-final. This was quite an unusual sight as by this time the type 3's no longer had a regular working to Sheffield on the Harwich-Liverpool service, this duty now being covered by a Great Eastern type 4 (class 40).

Since D6731 had been delivered in October 1961 there had been a long pause in deliveries and it was not until 9/3/62 that D6732 arrived, although it was quickly followed the same month by D6733 and D6734, all being allocated to Hull Dairycoates. By April the Great Eastern type 3's had started working through to Brent on freight and the Hull examples had begun to work K3 class 2-6-0 freight turns to York. Although D6735 and D6736 were delivered officially to Dairycoates in April, they actually went to Thornaby for crew training where they were seen on 16th May. This was a prelude to the delivery of D6755-78 which were to be allocated to Thornaby from new. Up to now all the class had been built at Vulcan Foundry, but this batch included the first to be built at the Robert Stephenson & Hawthorns Darlington plant from where D6769-95 had been ordered.

Hull's type 3's had added night workings to Leeds to their bow, working across from their home base on fish trains and returning with the 10:35pm stopping passenger train or the 3am mail from Leeds.

From the start of the summer 1962 timetable, the Stratford type 3's covered the weekday Liverpool Street - Ely - Kings Lynn express services with Brush type 2's on the extra and Sunday trains. There was also a speed up on the Great Eastern from June 18th of services from Colchester, however, due to the late delivery of the Clacton EMU's services were shared with type 3's, although the harder turns were left to the type 4's. Hull's 10 examples (D6730-34/37-41) were mainly employed on duties to and from the E.C.M.L, although they also undertook turns over the coast route on the morning Bridlington parcels and a return stopping train, and on afternoon Scarborough trains.

The Sheffield district of the Eastern Region became the third area to receive an allocation of English Electric type 3's with the arrival of D6742-54 which were delivered between late June and September, and it was not long before they were breaking more new ground. On July 23rd newly delivered D6744 worked the 5:53pm all stations Sheffield Victoria - Leicester Central via Staveley, Hucknall and Nottingham Victoria, returning with the 10:46pm to Sheffield which originated from Swindon. On 4th August D6743 arrived at Kings Cross with the 7:05am from Sheffield, returning with the 3:15pm. This was not quite the first recorded visit of the class at Kings Cross, that honour went to Stratford's D6729 which arrived with a down afternoon relief on June 17th.

It was not until the summer that a further order was placed. This was for 23 examples that would become D6796-6818 to be built at Vulcan Foundry, they would be the last of those built to the split headcode box design. From July they were being delivered simultaneously from both Vulcan Foundry and Robert Stephenson & Hawthorns. The first of the RS & H examples, which commenced with D6769, were for Thornaby and their first duties were experimental ones with brake tenders on heavy freight turns between Middlesbrough and Skinningrove steelworks.

At the end of August, Sheffield Darnall provided D6749 for several trips on the Sheffield - Kings Cross pullmans instead of the usual higher powered loco's. Also at the end of the summer problems were again being experienced with the bogie frames, in particular fractures in a weld just above the axle box guides. Many of the Great Eastern and North Eastern Region examples were to go to Doncaster Works for corrective action, but also those examples not affected were treated so as to

prevent further problems occurring.

The deepest westward penetration yet was made on August 25th when Hull's D6731 hauled an excursion throughout from Hull to Southport, while on September 8th an English Electric type 3 appeared in Marylebone with a special from Sheffield via the Great Central route. This had D6748 in charge and was to help cover for cancellations of express services on the Great Northern main line following a freight train collision at Offord. This closed the E.C.M.L. for 2 days and A1 pacific number 60123 was withdrawn with severe accident damage!

From the start of the winter timetable Darnall's type 3's took over two very interesting workings. Firstly, the already mentioned Sheffield - Kings Cross pullmans - also known as "The Master Cutler", which had previously been worked by the Brush 2800hp prototype 'Falcon', although D5835 experimentally uprated to 2000 hp had also been used on occasions (can you imagine a 2000 hp 31!). Secondly, there was a through working to Banbury on a York - Bournemouth service. Between them, Darnall's type 2's and 3's (31's and 37's) had virtually ousted the depots B1's and K3's from the passenger services between Sheffield, Grimsby and Cleethorpes, and most of Hull Dairycoates locomotive hauled passenger duties were covered by type 3's. One of Hull's examples, D6739 worked a Hull - Blackpool excursion on September 30th via Rochdale and the Central Lancashire line where a type 3 had not previously been reported. It was not quite the first of the class to reach Blackpool, that honour befell sister loco D6740 which arrived on 9th September with an excursion from Goole. Leeds Neville Hill crews had been training on examples borrowed from Thornaby or Hull during September.

Thornaby itself began to use its new English Electric type 3's on freight workings to York previously covered by type 2's, and diesel brake tenders were extensively employed on the lower categories of freight between the two places. They were also to be seen more frequently in the Newcastle area.

At the beginning of September Darnall's D6742 was sent to South Wales for trials, the first of the type to visit the area. From October 1st it was joined by D6743 and they were both serviced by Cardiff Canton during their stay, which was to last until April 1963. D6743 was seen on trials up the Rhondda valley as far as Stormstown Junction on October 2nd, two days later it was in the Rhymney valley where it was observed undergoing tests in colliery sidings and then travelling up the ex Brecon and Merthyr lines as far as Darran & Deri. These trials were quickly followed by the announcement of an £8½ million order for 100 of the type exclusively for the Western Region. Most were to be built at Vulcan Foundry but 30 were to be constructed by R.S & H. It was commented at the time that the English Electric type 3 had now become the standard BR type 3 model. It was also apparent that the first area of activity for these Western Region examples was likely to be mineral haulage in the Cardiff valleys. In early November the first of a batch of 5 R.S & H. examples was delivered to Hull Dairycoates - D6779.

On 2nd November, D6754 worked a test train between Doncaster and Scunthorpe with 32 loaded wagons and a dynamometer car, this was also the first recording of the type over this route. An unusual pairing was that of D6728 with D209 on an up Cambridge line freight on 21st November, the type 4 presumably returning to Stratford after overhaul. The year ended with more history being made as D6758 became the first of the class to work into Scotland. This occurred on both the 19th and 20th December and on each occasion it worked a northbound passenger train and returned with the 2:25pm Edinburgh - Newcastle.

During December Gateshead became the fifth depot to carry an allocation of the type, D6784-87 all being delivered before the end of the year. Their purpose, amongst other things was for the dieselisation of freight traffic on the Newcastle - Carlisle route. To conclude, those delivered during 1962 were as follows:

March: D6732/33/34 - 50B	41A = Sheffield Darnall
April: D6735/36 - 50B	50B = Hull Dairycoates
May : D6737/38/39 - 50B	51L = Thornaby
June : D6740/41 - 50B, D6742/43/44 - 41A	52A = Gateshead
July : D6745/46/47 - 41A, D6769 - 51L	
Aug : D6748/49/50/51 - 41A, D6770/71 - 51L	
Sept : D6752/53/54 - 41A, D6755/56/72/73/74/75 - 51L	
Oct : D6757/58/59/60/61/62/76/77/78 - 51L	
Nov : D6763/64/65/66/67/68 - 51L, D6779/80/81/82 - 50B, D6796 - 41A	
Dec : D6783 - 50B, D6784/85/86/87 - 52A, D6797/98/99/6800/01 - 41A	

LOCO LOG

Here we take a look at the performance of 37140 on the non-stop 1845 Harwich Parkeston Quay to Liverpool Street boat train service on 13.3.91. To set the scene, the Great Eastern was experiencing one of its usual motive power shortages, the 86 which was on the diagram had shut down on more than one occasion going into Liverpool Street and it was decided a replacement was needed. With no 86's spare 37140 appeared and after working the 1620 Liverpool Street - Harwich Parkeston Quay stopping service was set up for the non-stop return which is scheduled to arrive at 'the Street' at 2000 according to the public timetable, although the working timetable shows it as due a few minutes earlier. On the timing log below the speed is the average between timing points.

37140, load 9: 1A67, 1845 Harwich Parkeston Quay - Liverpool Street.

Dist.	Location		Time	Speed
----	HARWICH PQ	dep	1844:54	----
7.58	Mistley		1855:10	45.3
9.57	Manningtree		1857:50	45
17.24	Colchester		1906:55	49.5
22.24	Marks Tey		1912:28	54
26.51	Kelvedon		1915:56	75.7
30.24	Witham		1918:27	86.4
33.03	Hatfield Peverel		1920:24	84.6
39.14	Chelmsford		1925:31	*72.7
45.24	Ingatestone		1931:36	60.4
48.56	Shenfield		1935:25	53
50.56	Brentwood		1937:25	60
53.75	Harold Wood		1939:52	79.5
55.30	Gidea Park		1941:02	*73.9
56.41	Romford		1942:04	65.3
58.72	Chadwell Heath		1944:10	67.8
59.49	Goodmayes		1944:50	*67.5
60.26	Seven Kings		1945:43	50.9
61.44	Ilford		1946:55	62.5
62.55	Manor Park		1948:06	57
63.52	Forest Gate		1949:32	41.8
64.34	Maryland		1951:31	*22.7
64.73	Stratford		1952:32	29.5
67.61	Bethnal Green		1956:05	48.5
68.72	LIVERPOOL ST.	arr	1959:19	20.8

* = brakes applied.

By the time we left Harwich it was almost dark, hence the reason the timings are done by the stations and not mileposts. Once off the branch and onto the main line at Manningtree the power was really turned on, although disappointingly we did slow a bit through Colchester rather than storm through with the power full on. The first of several brake applications was made at Chelmsford and we were gradually checked all the way into London until we were brought almost to a stand at Maryland which never looks the safest place to stand still for too long. The station was severely shaken as the road was gained while we rolled towards a stand, and a plume of black clag rose into the night sky. On through Stratford which is only a short distance away and more thick clag covered a passing Docklands unit as the second field divert came in. 140 certainly still clags and there was more of it as we passed a pair of aged 305 units at Bethnal Green heading into the city. This would have made a nostalgic sight for anybody standing on the station as our blue 37 hauled passenger train stormed past the blue and grey 305's.

It was then into the walled cutting that marks the approach to the terminus and the standard signal check to slow us as we tottered into the rebuilt station. The syphon was immediately shut down on the stops and the driver was seen to be making a rapid getaway across the concourse!

Birmingham

Paul Baxter-Smith (37008)

In the Birmingham area, Saltley and Bescot TMD's are probably the best venues to view class 37 locomotives, particularly at weekends. Saltley usually boasts one or two examples while Bescot can have as many as eight which are mainly Speedlink Distribution machines which bring freight into the extensive marshalling yards at Bescot. Occasionally class 37's are seen in New Street station, the most notable being the recent presence of 37099/108 during the bad weather on 9th February. There are places around Birmingham that are excellent for syphons, for instance Tamworth. Most machines seen here are from Immingham or Thornaby on metals traffic, but there are also coal engines from Cardiff and aggregates 37's from the Buxton pool.

Langley Green, on the Stourbridge line, is also a place where class 37's are seen daily. One, sometimes two are present shunting in the Albright & Wilson works siding. Phosphorous is brought to the works via Bescot from the continent, and all other traffic to and from the works goes via Bescot. Regular performers upto March were 37009/032/055/063/197/271/358, but there are always a few surprises, ie 2 class 20's once in December.

The now very infrequent traffic to the Shell LPG terminal at Rowley Regis has produced class 37 haulage on occasions. Stourbridge Junction is where the Birmingham to Kidderminster line is joined by the now freight only line from Wolverhampton. Today the freight line is extensively used by trains of steel products from Cardiff via Gloucester and Worcester, these are always hauled by Cardiff based 37's. My local station, Hagley, is on this line which is steeply graded between Kidderminster and Stourbridge. Many's the time I've heard a 37 for 10 minutes before seeing it with 25 loaded wagons and on full power but barely moving above walking pace through the station. A good example was on 8/3/91 when I was waiting at Stourbridge Junction station. A local DMU to Birmingham had just left when the signals came off for a train to pass onto the freight line. 37716 rolled into view, it had obviously been moving slowly up from Kidderminster behind the DMU and on reaching the station and seeing the clear signals the driver gave it full power. There is also a lot of freight traffic on the 'Lickey' route via Bromsgrove and Barnt Green which includes class 37 hauled oil and china clay trains, and of course the Lickey banker duty.

Barnetby

As you may have noticed before, in the pages of 'Regional View', Barnetby on the South Humberside/Lincolnshire border is an excellent place to go for seeing class 37 hauled freight. To the west of the station the lines from Scunthorpe, Gainsborough and Lincoln all converge at Wrawby Junction then run together through Barnetby and for 4 $\frac{1}{4}$ miles to Brocklesby, where most of the freights take the direct line to Immingham which veers north although some continue straight on towards Cleethorpes. As well as the large amount of freight traffic, Barnetby still boasts a fine array of semaphore signalling, although unfortunately it does not appear possible to reach the best examples which protect Wrawby Junction. Most traffic uses the two middle roads, but watch out for the occasional freight that uses the outer road heading east. Perhaps the best known of the 37 hauled freights in the area are the Scunthorpe to Immingham iron ore trains. These are in the hands of pairs from the FMYI pool, which currently comprises 37057/116/275/351/377/381. There is a variety of other traffic handled by 37's including steel products, 'Norsk Hydro' trains, and general freight of the Speedlink Distribution sector. A visitor to the area on Monday 18/3/91 did not see any iron ore trains, but noted several 37's on oil trains instead. Brocklesby is also worth a visit and includes a mixture of semaphore and colour light signalling and an impressive signalbox on the station platform. If you are lucky you will be there while one of the iron ore trains gets checked on the curve coming out of Immingham and then has to struggle to get its huge load moving again - magic! As well as the syphons, there is also a plentiful supply of 31's, 47's and 60's and even a few pairs of 20's. How long the 37's remain in the area is open to question, especially on the iron ores. When I visited the area on Friday 8/3/91, 60037 was operating one diagram vice a pair of 37's. Definitely worth a visit, before the syphons and semaphores disappear.

Passenger Information

The latest "no heat" 37 workings to come to my attention are as follows.

1.5.91	37099/293	1340 Euston-Shrewsbury (Belvidere-Shrewsbury)
		1702 Shrewsbury-Euston (Shrewsbury-Wolverhampton)
4.5.91	37088	2110 (3/5) Euston-Inverness (Perth-Inverness)
7.5.91	37191/263	1000 Cheltenham-Cardiff
9.5.91	37146	1747 Paddington-Westbury
13.5.91	37238	1706 Manchester V-Southport
14.5.91	37238	0741 Southport-Manchester V
15.5.91	37074	1706 Manchester V-Southport
16.5.91	37074	0741 Southport-Manchester V
17.5.91	37063	1050 Norwich-Lowestoft /1150 Lowestoft-Norwich
	37152	1725 Glasgow QS-Aberdeen
18.5.91	37114	0750 Inverness-Kings Cross (Inverness-Perth)
	37198	1630 Cambridge-Ipswich (?-Ipswich)
	37232	0508 Aberdeen-Glasgow QS
	37235	0651 Rose Grove-Paignton (Birmingham NS-Bristol)
		1137 Bristol-Birmingham NS
		1218 Manchester P-Paddington (Birmingham NS-Paddington)
19.5.91	37049	1612 Hereford-Paddington (Hereford-Oxford)
	37240	1955 (18/5) Aberdeen-Euston (Carstairs-Carlisle)
		2155 (18/5) Euston-Edinburgh (Carlisle-Motherwell)
20.5.91	37146	1835 Paddington-Plymouth (Westbury-Exeter)
21.5.91	37140	2130 Liverpool St-Norwich (Forest Gate-Norwich)
	37156	0954 Carstairs-Edinburgh
23.5.91	37502	0611 Stockport-Glasgow C (Beattock-Glasgow C)
24.5.91	37010	1257 Exeter St Davids-Barnstaple /1414 Barnstaple-Exeter St Davids
		1605 Exeter Central-Barnstaple /1746 Barnstaple-Exeter Central
	37013	0607 Edinburgh-Edinburgh via Cardenden
25.5.91	37025/428	Colchester-Kyle CHARTER (Inverness-Kyle)
	37144	1007 Yarmouth-Leeds (Yarmouth-Norwich)
		0942 Leeds-Yarmouth (1545 Norwich-Yarmouth)
	37245/26038	0612 Bristol TM-Ayr (Carlisle-Falkland Yard) CHARTER
		2200 Ayr-Bristol TM (Ayr-Carlisle) CHARTER
26.5.91	37799	1325 Swansea-York (Swansea-Cardiff)
27.5.91	37035	1135 Paddington-Plymouth (Exeter-Plymouth)
		1635 Paddington-Plymouth (Exeter-Plymouth)
31.5.91	37025	1600 Inverness-Aberdeen /2200 Aberdeen-Inverness (additional)
	37087	1558 Perth-Aberdeen (additional)
	37088	0607 Edinburgh-Edinburgh via Cardenden
	37152	1658 Dyce-Montrose
	37232	1703 Edinburgh-Edinburgh via Cardenden
	37245	1030 Inverness-Kyle
1.6.91	37019/063	0700 Crewe-Crewe via South Wales (Crewe-Newport) CHARTER
	37098/174	0700 Crewe-Crewe CHARTER (Newport-Llanwern-Ebbw Vale-Newport)
	37144	1007 Yarmouth-Leeds (Yarmouth-Norwich)
		0942 Leeds-Yarmouth (1545 Norwich-Yarmouth)

I'll start this month with the amendments to last months "Summer Preview", and by my own admission I think I scored pretty poorly. BR certainly seem to have mastered the art of maintaining the worlds best kept secrets and when the summer timetable kicked off on 13/5 the two North West diagrams were nowhere to be seen as far as 37's are concerned. What did appear was a 0741 Southport-Manchester Victoria (2J86) and 1706 Manchester Victoria-Southport (2F87), booked for an FDET 37/4 to which sector 37430 quickly went on loan as the only example. I understand the plan now is for this to last 3 weeks (13/5-31/5) and then the 37 to swop to a Blackpool diagram for 3 weeks (3/6-21/6) at the end of which 37/4's will take over both diagrams. This is because there are not enough 37's or crews for training on them both straight away. The first day arrived (13/5) but unfortunately nobody had remembered to remove the mini-ploughs from 430 which are banned on the reversing triangle at Southport, so the train was capped. 37238 was found for the 1706 and 430 was sent to Wigan to have its ploughs off overnight but was not sent to Southport for the morning so 238 came back.

37430 did work the train Tuesday evening and Wednesday morning but was then failed and 37074 quickly became the 2nd "NB" to do the diagram, again coming back the next day. 431 put in an appearance before 430 reappeared on the Friday evening, so concluding an eventful first week. Other gaffs concerning the preview, it appears the Ayr-Carlisle relief is now booked a DCHA 26 (although I thought they were barred from this last year as being under-powered?), the Cardiff-Weymouth diagram now seems set for a 47, and there are lots of 37/4 workings booked on the Kyle of Lochalsh-Inverness line, possibly in place of those thought to be appearing on the West Highland.

Moving onto the "why things happened bit", referring back to last months gen 37188 and 106 were pressed into action on 7/4 because of over-running engineering work. 37216 rescued the 1930 Liverpool St-Norwich at Haughley (junction with the Bury St Edmunds line) on 12/4 after 86250 failed. After running light from Ipswich it got things on the move 73 minutes late and then managed to lose a further 20 minutes over the remaining 32 miles to Norwich! This compared most unfavourably with the performance of 37140 on 20/4 which did the 2130 Liverpool St-Norwich throughout and only arrived 11 minutes late. The inward working deserves further elaboration, it set off with 86218 which suffered a main transformer overload at Barham, 90024 took over as far as Ipswich but as Ipswich men "don't work Inter City trains" it had to be replaced by 47366, another of the Anglian 'International Rescue' pool. 37140 appeared light engine from Stratford to provide a fitting finale to a very cold night. The Manchester-Arsenal yobbex/footex on 17/4 was diagrammed a 47/8 forward from Willesden but when it came to it Bounds Green decided they couldn't find one and Speedlink came to the rescue with 37045/068, being detached at Willesden number 6 box on the return. 37137 worked on the North Yorkshire Moors diesel day, first choice 37201 having been reallocated to Cardiff, and I understand a bit of imagination was used with regard to the line speed by the end of the day. On May 4th, 50008 and 50015 were summoned from the mothballs to work the rerun of Pathfinders 'Cornish Centurian' around Devon and Cornwall. After 3 months of relative inactivity it was of course a complete surprise when 50008 decided it didn't really want to work without help and after some delay the Falmouth line got caped and 37673 was provided to take us up to Bugle on the Newquay line. The climb from Par through Luxylan is as steep as 1:40 and with load 12 and 2 50's I was expecting a riotous performance, but the syphon made fairly light work of the climb. Because of the curving nature of the route and the length of the train it was almost impossible to get a positive ID on whether the 50's were assisting from the rear, from the general consensus it appeared not, in which case it was a quite remarkable performance from 673. The next day the roadshow moved on to Hereford for the first and last railday. A veritable megalomania of traction was lined up on special trains with the number of 37's scheduled to work increasing at a formidable rate. On the day itself, 37248/275 were paired up on the 0925 Hereford-Newport and 197/239 stood beside with the ECS to Newport to work a BR relief back. The question here is how can BR run a relief to what is effectively a charter? With minutes to go 275 decided to run out of coolant and the pair were detached, 197/239 transferred from the ECS to do the 0925 and made a storming departure and a very fast run to Newport. 248 was reformed with 220 to do the ECS which followed down behind, and then after a bit of manipulation with the departure time left about 1030 to return to Hereford, leaving several people stranded in Newport as the original departure time had been advertised for 1055. What followed was a series of relatively short distance shuttles which included 37899/698 on the 1445 Hereford to Abergavenny with 56053 tailing, and 275/248 on the 1615 Hereford-Abergavenny with 20007/032 tailing, the bombs then returning with the stock to Derby.

Due to a critical shortage of loco's, 37146 was allocated as early as 1215 on 9/5, collecting and returning the stock as well as working the train. It was Norwich's turn to be desperate on 17/5 with 12 DMU's out of traffic and widespread capping. 37063 was borrowed during its layover on the Whitemoor-Norwich freight turn, for once a 37! Elsewhere in brief, 37152 was failed overnight at Aberdeen after working as shown on 17/5, 37232 taking over the next morning. The same day 37235 was replaced at Paddington by 47833, and on 19/5 37240 took over from failed 47636 at Carstairs and was then replaced by 47241 at Motherwell after returning north. On 21/5, 37140 took over from failed 86208, 37502 replaced failed 86102 on 23/5.

There are two "Working of the Month's" this month, the Membership Secretary selecting 37063 on 17/5 on the basis that this is a very unusual route for hauled trains, while the Secretary told me some weeks ago that nothing would surpass 37146 on 9/5. What do you think?

ANGLIAN FREIGHT

TABLE 11

4M73 = 2315 Felixstowe North - Trafford Park (MX)

Ipswich dep 0018, Colchester 0051, Shenfield 0133, Stratford 0159

4Y68 = 0428 Stratford - Felixstowe South (MX)

Stratford station 0433, Shenfield 0503, Colchester 0540, Ipswich arr 0611

4L69 = 1940 Lawley Street - Felixstowe North (MX)

Stratford station 2323, Shenfield 2345, Colchester 0017, Ipswich arr 0040

All are booked 2 x TI/FDET. The engines for 4Y68 travel light engine from Ipswich, while 4M73 and 4L69 are balancing workings, although obviously not the same pair of loco's. After the introduction of classes 86 and 90 these are the only remaining class 37 hauled freightliner trains between Ipswich and London.

6P46 = 0205 Ripple Lane - Norwich (TFO)

Stratford 0308, Shenfield 0343, Colchester 0413, Ipswich 0434, Diss 0509, Trowse Junction 0541, Norwich arr 0547

6R45 = 1218 Norwich - Ripple Lane (TFO)

Trowse Junction 1223, Diss 1249, Ipswich 1320, Colchester 1347, Shenfield 1423, Stratford 1455-1541, Ripple Lane arrive 1600.

Booked motive power is 1 x IM/FPFR from the heavyweight pool 705/709/888/891/892/893. Also runs Wednesdays and Thursdays as required and is a company train of Charringtons oil tanks which are unloaded at the terminal beside Carrow Road bridge at Norwich.

TABLE 11 (HARWICH)

4F86 = 1210 Ipswich - Harwich Parkeston (MX)

Parkeston Quay station 1245-1247, Parkeston Container Terminal arrive 1255

7M90 = 1350 Harwich Parkeston - Bescot (SX)

Mistley 1405, Ipswich arrive 1429

Booked TI/FDET, 7M90 is the return working of 4E86 for the loco's. 4E86 is a freightliner service while 7M90 is general speedlink. Probably provides the best chance of photographing 37's south of Ipswich in the daylight, also see table 15 for 7M90.

TABLE 14

6Y60 = 0420 Ipswich - Leiston (ThSX)

Westerfield 0430, Saxmundham 0535-0537, Saxmundham Junction 0620, Leiston arr 0703

6Y61 = 0926 Leiston - Ipswich (ThSX)

Saxmundham Junction 1002-1009, Woodbridge 1053, Westerfield 1118, Ipswich arr 1126

Booked 1 x IM/FAXI, radio fitted, this is a cement service which provides materials for the Sizewell 'B' power station complex. The same loco diagram involves 6Y35/6Y66 6E81/6L59 (see table 15). There is also a nuclear flask working to Leiston which although having a booked path once a week is extremely unreliable and can go weeks between workings.

TABLE 15

4M45 = 1215 Ipswich - Trafford Park (SX)

Bury St Edmunds 1254, Ely Yard 1326-1342, March Down Yard 1402-1520, Peterborough 1543

4L79 = 1730 Wilton - Felixstowe North (MX)

Peterborough 2357, March 0021-0023, Ely 0053, Bury St Edmunds 0128, Ipswich arr 0210

4L97 = 2105 Coatbridge - Felixstowe North (SO)

Peterborough 0714, March Up Yard 0744-0830, Ely 0855, Bury 0932, Ipswich arr 1013

4L97 = 2105 Coatbridge - Felixstowe North (MSX)

Peterborough 0720, March Up Yard 0750-0905, Ely 0930, Bury 1007, Ipswich arr 1045

All booked 2 x TI/FDET. Another result of the electrification of the Norwich to Liverpool Street line was the eventual rerouting of most freightliner services via London, leaving only 4M45, 4L79 and 4L97 booked to use the cross country route with 37's. There is also a 4E50 (1810 Felixstowe-Leeds) but this is booked a Speedlink 47 (1925 from Ipswich). One other 37 hauled Speedlink service which uses the cross country route is the aforementioned 7M90 from Harwich, booked TI/FDET:

7M90 = 1350 Harwich Parkeston - Bescot (SX)

Ipswich dep 1510, Bury 1552, Ely 1633-1641, March Whitemoor 1713-1926, Peterboro' 1946

6Y97 = 0635 Whitemoor - Bury St Edmunds (SX)

Ely Yard 0724-0830, Bury St Edmunds arrive 0907

6H98 = 0940 Bury St Edmunds - Newmarket (SX)

Chippenham Junction 0959, Newmarket Dower Wood siding arrive 1010

6H99 = 1050 Newmarket - Bury St Edmunds (SX)

Chippenham Junction 1101, Bury St Edmunds arrive 1120

6H94 = 1145 Bury St Edmunds - Whitemoor (SX)

Ely Yard 1229-1315, Whitemoor arrive 1345

Booked 1 x TI/FDET, this is a Grainflow working that I'm told hardly ever runs.

6Y35 = 1520 Ipswich - Claydon (SX)

6Y66 = 1620 Claydon - Ipswich (SX)

6E81 = 1835 Ipswich - St Neots (ThSX)

Bury St Edmunds 1913, Ely 1953, March Down Yard 2013-2020, Peterborough arrive 2105

6L59 = 0004 St Neots - Ipswich (MFX)

Peterborough 0107, March 0134, Ely 0200, Bury St Edmunds 0236, Ipswich arrive 0313

Booked for IM/FAXI and is a continuation of the diagram which includes 6Y60/6Y61 (see table 14). 6Y35/6Y66 is a speedlink 47 on Thursdays as the 37 is required for other work. The Claydon leaves Ipswich when it is ready and is very unlikely to wait until its booked time of 1520.

6L26 = 2136 Toton - Hythe (TFO)

Peterborough 0029, March 0103, Ely 0127, Bury 0203, Ipswich 0235-0250, Colchester 0317

6M09 = 0439 Hythe - Toton (WSO)

Colchester 0513, Ipswich station 0538-0543, Ipswich Yard 0548-10??, Stowmarket 1033 Bury 1054, Ely Yard 1129-1140 (WO) or 1129-1145 (SO), March Down Yard 1206-1249 (WO) or 1210-1228 (SO), Peterborough 1310 (WO) or 1254 (SO)

6L25 = 2136 Toton - Temple Mills (MWT0)

Peterborough 2327, March 2358, Ely 0023, Cambridge 0046-0115, Temple Mills arr 0310

6M03 = 0340 Temple Mills - Toton (TThFO)

Stratford 0355, Shenfield 0430, Colchester 0511, Ipswich 0535, Claydon 0545-0630, Bury St Edmunds 0700, Cambridge 0748-0900 (TTh0) or 0753-0900 (FO)

Booked CF/FQCK. Depending on the day of the week this coal service runs as 6L26/6M09 or 6L25/6M03. 6M09 used to include Derby Road on its route but the depot there is now closed. 6L25 goes via Temple Mills to deliver coal for Bow depot but can operate direct to Ipswich if there is no Bow traffic. After reaching Cambridge 6M03 is booked as 0900 Cambridge-Letchworth and 1117 Letchworth-Toton but there is a possibility the Letchworth leg has now finished.

6L84 = 1835 Trostre - Whitemoor (SX)

Peterborough 0649, Whitemoor arrive 0718

6Y63 = 0750 Whitemoor - Ipswich (SX)

Ely Yard 0819-0838, Snailwell 0857-0915, Bury St Edmunds 0938, Ipswich arr 1012

6H50 = 1250 Ipswich - Ely (SX)

Bury St Edmunds 1339, Ely arrive 1415

OH51 = 1440 Ely - Snailwell (SX)

6H51 = 1530 Snailwell - Whitemoor (SX)

Bury St Edmunds 1555-1635, Ely Yard 1716-1740, Whitemoor arrive 1809

6V63 = 1913 Whitemoor - Cardiff Tidal (SX)

Booked CF/FMAK, this is the diagram that brings a Cardiff Metals syphon deep into Anglia and can be any of the sub-classes including 37/9

TABLE 18

6P82 = 0645 Whitemoor - Norwich (SX)

Ely North Junction 0717, Eccles Road 0836-0906, Wymondham 0923-0950, Norwich 1020

6H90 = 1420 Norwich - Whitemoor (SX)

Wymondham 1441-1520, Brandon 1555-1630, Ely North Junction 1654, Whitemoor arr 1723

Booked TI/FDET, although is frequently a Speedlink 47. This service is due to finish in July with the abolition of Speedlink, and being the last such service between these two points will bring a sad end to what was once a plentiful traffic flow. During its layover at Norwich the loco can work either of the following as required:

6P80 = 1110 Norwich - Wroxham (SX as required)

6P81 = 1300 Wroxham - Norwich (SX as required)

or

6P86 = 1110 Norwich - Cantley (SX)

Reedham 1136-1146, Cantley arrive 1152

6L87 = 1242 Cantley - Norwich (SX)

TABLE 22

6E83 = 0830 Middleton Towers - Monk Bretton (SX)

Kings Lynn 0850-0909, Ely North Junction 1001, March East 1033, Peterborough 1058

6H41 = 0350 Whitemoor - Middleton Towers (SX)

Ely North Junction 0418, Kings Lynn 0450-0510, Middleton Towers 0530

Booked 2 x IM/FAXI, has reverted to this combination after a period of 2 x 31. Sand train that returns to Anglia as 6L27, 1809 Monk Bretton-Whitemoor.

THIS MONTHS PHOTO'S

FRONT COVER: 37010 in civil engineers livery assists 47219 at Eastleigh on 3/4/91 on 4073, Lawley St - Southampton Maritime freightliner.

Roger Parr (37133)

OPPOSITE TOP: 37272/032 approach St Denys, Southampton with the Growler Groups "Solent Growler" railtour on 13/4/91.

Roger Parr (37133)

OPPOSITE BOTTOM: 37518/515, both in red stripe Railfreight livery, cross over lines just to the north of Chesterfield station with a northbound steel train. This picture is mainly for the benefit of myself and Neil Murphy, who recently spent a day there and only saw one 37. Date of photo is 7/9/90.

Micheal Gibson (37891)

REAR COVER TOP: 37679/681 haul a rake of empty mineral hoppers through Tamworth station on 31/3/89.

Paul Baxter-Smith (37008)

REAR COVER BOTTOM: 37417 (then TE) at Barnby Dun with the 6S32 Immingham-Leith Norsk fertilizer service on 12th October 1990.

Peter Fergie (37056)



