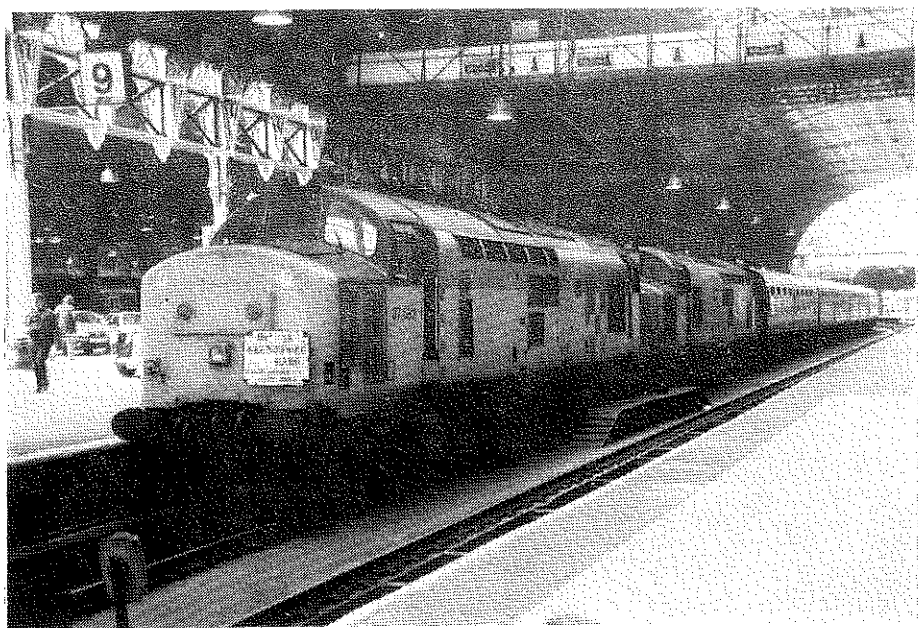


SYPHON!

THE MAGAZINE OF
THE CLASS 37 GROUP
AUG 1991



37



THE CLASS 37 GROUP

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THE CLASS 37 GROUP

NUMBER 38 - AUGUST 1991

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EDITORIAL

Welcome to this months 28 page monster issue, which as well as the usual features includes a behind the scenes, on-the-day review of our second railtour, an idea of what it is like to take the Group sales stand for a day (or weekend) out, and an amusing tale of the recent 'Motherwell drags'.

It's also again time for circulation of the donations letter, which is a reminder that if you can spare a few bob we'd be very grateful if you could point it in the direction of the Preservation Fund, after all, it is for our mutual benefit.

"THE BRENTFORD BARD": After the railtour representations were made to British Rail with regard to compensation on the basis that, firstly the Colnbrook branch was capped at less than two weeks notice and after we had paid the balance, and secondly the appalling farce on the day between the Western Region and the braking system on 47145 and the 37's which led to very late running and the capping of our compensatory run round the loop from Paddington.

We have been offered a discount of £1000 off the price of our next tour, but there is no cash alternative. This means that firstly we have to run another railtour, and secondly try and establish if we have really been given the discount, bearing in mind that it is almost (if not absolutely) impossible to get a breakdown of the figures from Charter sector. However, providing we can be reasonably sure this has happened the discount will be passed on to those people who had pre-booked for "The Brentford Bard" in the form of a discount of approximately £5 from the fare for the next railtour. Given the circumstances we feel this is the fairest way possible, and I would like to think that we have now heard the last on the subject.

The revised mileage for the 37's on the railtour was 438 miles, 35 chains. This does not take account of the overrun from Southall West Junction to MP 10½, a further distance of approximately 1 mile and 20 chains.

MONTHLY DRAW: The winner for June was Martin Ranson, and for July it was Maurice Barber. Details of entry can be obtained from Rod Saunders at the above address.

PRESERVATION FUND: The total on 7/8/91 was £3634:49, the increase being due to Interest credited to our two accounts, a collection at the June Open Meeting, the Monthly Draw, donations from Mrs Warner, Mr D.Allison and Dean Warner, and more membership number changes. In addition there is a total of approximately £800 currently uncommitted in the Groups General account.



MEMBERSHIP NEWS: Many thanks to the following who have renewed their membership, or joined the Group in the last month: Mr M.Barker (37009), Mr S.Petre (37018), Mr I.Mayoh (37024), Craig Nicholson (37029), Mr D.Morris (37032), Mr M.Hayes (37033), Mr D.Bratt (37041), Mr I.Chandler (37044), Mr S.Cholmondeley (37069), Mr J.Hawkins (37077), Mr D.Aislabie (37081), Mr S.Salter (37090), Mrs D.Salter (37091), Mr A.Louth (37093), David Hughes (37094), Mr P.Monaghan (37128), Daryl Slinn (37131), Maurice Barber (37156), Mr T.Leverton (37157), Mr T.Cotter (37159), Mr M.Warrick (37162), Mr P.Yarwood (37164), Mr J.Thompson (37178), Mr M.Whitcombe (37196), Mr H.Howarth (37200), Mr H.Farries (37202), Mr S.Cassidy (37203), Mr D.Owen (37207), Mrs J.Owen (37208), Mr C.Owen (37209), Chris Guntripp (37214), Steve Branch (37215), Mr M.Bradbury (37255), Maurice Green (37260), Mr A.Compton-Hall (37405), Mr M.Ratlidge (37406), Bob Upton (37675). Membership number changes are: David Hughes (37094-37716), Mr J.Radcliffe (37125-37409), I.Radcliffe (37126-37887), D.Radcliffe (37127-37706), Mr D.Wilson (37178-37431). I'll try and get Neil to do me a list of available numbers for the September newssheet.

HOW YOU CAN HELP: Contributions are always welcome for the magazine and newssheet, ie information of sightings, haulages, passenger workings (including 37/4), 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, magazines you may have for the sales stand - please contact the Sales Officer.

- DIARY:**
- 18.8.91 SALES STAND, Old Oak Common open day.
 - 21.8.91 Open Meeting (Wednesday) at The County, St Helens Street, Ipswich, in the refurbished side (ex Green Room). Start 2010.
 - 26.8.91 SALES STAND, Colchester open day (Bank holiday Monday). There is also a special train from Liverpool Street to Harwich/Clacton/Ipswich featuring class 50 and 37 haulage. Details from: Network SouthEast, Room 316, Hamilton House, 3 Appold Street, London EC2A 2AA (071-922-4894)
 - 1.9.91 Worksoep Open Day, negotiations taking place for the sales stand.
 - 14.9.91 SALES STAND, Cambridge Railway.
 - 15.9.91 SALES STAND, Laira open day.

THANKYOU to everybody who has given me information during the last two months, either verbally or in writing. If I have omitted anybody from the following list I apologise: Andy Mellors, Steven Keeble, David Wilson, Keith Fransham, Dave Gray, Dean Warner, Martin Ranson, Maurice Barber, Julian Shields, Martin Reeve, Stephen Brown, Glyn Horton, Adrian Roberts, J.Chambers, Stephen Maloney, Harry Egremont, Steve Fennell, Paul Baxter-Smith, Colin Wilks, Marcus Linfoot, Henry Freyne, Timothy Streten, Paul Ivey, Roger Parr, D.F.Hayward, Mark Rigby, David Hughes, Jerry Dickinson, Alan Pulford, Andrew Wilkinson.

DEADLINE for the September newssheet will be 28th August.

Book Review

BR Railfreight - off the Beaten Track, Volume 1 (Peter Hill)

48 pages, 90 black & white illustrations, card cover. Price £4.95

This is the first in a new series of publications from the 'Transport Publishing Company', under the imprint of Freightline Publications.

The area depicted covers Merseyside, Greater Manchester, Lancashire and Cheshire, Derbyshire, Nottinghamshire, Yorkshire and Humberside. The aim of the book is to take the reader on a pictorial journey between Liverpool and Immingham, encompassing many of the freight branches (both long and short) between the two. The photo's are full of interest, showing a wide range of industrial landscapes and various types of motive power, and the lengthy captions full of detail and interest. Particular favourites of mine are the pictures of 37225/275 at Immingham Iron Ore terminal, and 37227 on the Deepcar branch near Sheffield. The photo's are all recent and the captions very up to date.

Available from bookshops or the publishers at 128 Pikes Lane, Glossop, Derbyshire.

The following reallocations are for the period 3.7.91 - 7.8.91.

37004	TE-CF	FMTY-FMAK	37209	ML-IM	FMGM-FPCI	37426	TE-TI	FCTY-MDRT
37049	CF-IM	FMAK-DCEA	37217	CF-ED	FQCK-FEPE	37430		FDET-MDRT
37070	TE-TI	FMTY-MDST	37222	ED-CF	FEPE-FQCK	37431	IM-ED	FPBI-FPAE
37075	TE-TI	FMTY-MDST	37235	CF-TI	FQCK-MDIT	37510	TE-ML	FMTY-FMGM
37083	CF-IM	DCWA-DCEA	37245	ED-SF	FPAE-DCAA	37517	TE-ML	FMTY-FMGM
37096		FDZX-MDZX	37260		FDZX-MDZX	37521	ML-CF	FMGM-FPEK
37113	ED-TI	FDUE-MDST	37261	ED-IM	FDUE-FPCI		then	CF-IM
37114	ED-TI	FDUE-MDST	37262	ED-TI	FDUE-MDST	37667	ML-CF	FMGM-FPEK
37128	ED-IM	FDUE-FPCI	37274	CF-ED	FQCK-FEPE	37668	ML-CF	FMGM-FPEK
37131	CF-ED	FQCK-FEPE	37285	ML-IM	FMGM-FPCI		then	CF-ED
37137	TE-CF	FMTY-FMAK	37358	TE-TI	FCTY-MDRT	37690	CF-ED	FHBK-FEPE
37139	CF-ED	FQCK-FEPE	37359	TE-TI	FCTY-MDRT	37706		FPBI-FPCI
37154	ED-IM	FDUE-FPCI	37378		FDET-MDRT			FPBI-FPBI
37167	CF-ED	FQCK-FEPE	37415	TE-TI	FCTY-MDRT	37716	CF-TE	FMHK-FMTY
37178	TE-TI	FMTY-MDST	37416	TE-TI	FCTY-MDRT	37718	CF-TE	FMHK-FMTY
37202	TE-IM	FMTY-FPCI	37419	TE-TI	FCTY-MDRT	37883	CF-TE	FMHK-FMTY

During week ending 6/7/91 new sector codes were introduced, including:

MDRL - Railfreight Distribution (Trainload China Clay), Laira, class 37/4 and 37/5
MDRT - Railfreight Distribution, Tinsley, class 37/3 and 37/4
MDST - Railfreight Distribution, Tinsley, class 37/0 standard fuel capacity
MDTT - Railfreight Distribution, Tinsley, class 37/0 extended range fuel capacity
MDZX - Railfreight Distribution, withdrawn locomotives.

This rendered the previous codes FCLL, FDET and FDZX obsolete, and in addition to the above reallocations list, the following 37's became accountable to the recorded sectors:

FCLL-MDRL = 411/412/417/420/669/670/671/672/673/674/675

FDET-MDST = 019/047/053/055/074/107/218/238/252

FDET-MDTT = 008/009/015/026/029/031/045/059/063/065/073/079/101/185/194/198/225/242
244/271/272/298

37128/154/202/209/261/285 are on hire to Petroleum. The Stratford based Anglian departmental sector (DCAA) is now complete, this comprising 37023/108/140/216/245 for the 5 diagrams thus allocated.

LIVERIES: The following changes have been reported recently, 023 and 083 now civil engineers, 225 and 244 now Railfreight Distribution, and 695 and 895 now Railfreight Coal. According to my records this leaves only 003/013/131/139/140/154/170/178/216/217/219/245 in the old style allover blue, and 057/108/116/128/152/175/209/261/264/408/428(?) in large logo blue. Regarding embellishments, I am informed that 37175 is the only remaining large logo example with Highland stags, and 37408 is the last with large Scottie dogs.

GENERAL: Firstly, I must correct an error contained in last months naming notes, the nameplates on 37079 'Medite' in fact being of a black nature, not yellow. It is actually the company insignia that is yellow, this being positioned above the names. 37023 had still not arrived in Anglia at the time of writing, I believe it is having a special coupling fitted that will enable it to tow sprinters. On the subject of couplings, 37380 is fitted with strengthened versions. It looks better news for 37273 this month, damaged during its fall down the embankment at Johnston and relieved of its copper content by the local gypsies, it is currently shown as receiving unscheduled engine repairs with an OK date of August 20th. 37137 also has an OK date of August 20th, it was involved in a collision with 37903 at Margam and is reported to have obtained severe nose damage.

GLASGOW WORKS: The following were present on 26/7: 023 - Intermediate, 083 - Intermediate (OK-23/8), 139 - light overhaul, 405 - engine repairs (OK-6/9), 411 - engine repairs.

On 7/8/91, 37074/075/096/178/260/293/415/672/684/796/892/895 were at Doncaster Works, 083/139/405 were still at Glasgow Works, and 37419 was at Crewe.



37421 'Strombidae' and 37418 'Pectinidae' stand at Aberyswyth ready to depart with the additional 2310 to Shrewsbury on Sunday 12th May 1991, "The Cambrian Finale". A full report of this train appeared in the June "Syphon!"

Mark Rigby (37217).

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 - £1 per item.

Please make all cheques/postal orders payable to 'THE CLASS 37 GROUP' and send to the SALES OFFICER, including your postcode and a telephone number if possible.

Regional View

ANGLIA

The recent influx of ex-Scottish 37's to pools serving Anglia has resulted in the regular appearance of some unusual names, including "Radio Highland" (37113), "Dounreay" (37262) and "Lanarkshire Steel" (37108). 37108 made its debut in Anglia around 10/7 when it arrived at Stratford and then worked forward to Harwich PQ. MARCH: 8/6 @ 1810 - 032/068/716; 4/7 @ 1530 - 008/045. RIPPLE LANE: 27/5 @ 1030 - 705/709/888/891/892; 23/6 - 705/709/888; 7/7 - 705/892. STRATFORD TMD: 25/5 - 140 (045/378 s/b light engine @ 1025); 1/7 @ 1520 - 059/079/140; 6/7 @ 1030 - 272/378.

EASTERN

BERWICK: 13/7 @ 1630 - 251/003 stabled at engineers siding. CHATHILL: 13/7 @ 1700 - 258/214 stabled. 13/7 - 37104 seen between Newcastle and Berwick on engineers work. TYNE YARD: 14/7 @ 1315 - 214/410. DARLINGTON: 14/7 @ 1337 - 373/370. DURHAM: 4/7 @ 1655 - 214 on cement. THORNABY: 26/5 - 003/013/048/051/069/070/100/190/202/203/214 241/250/255/373/429/504/507/508/509/511-517/884. YORK: 28/5 - 358 Immingham-Leith fertilizer @ 1425, 516 n/b metals @ 1450, 37235/56114/56120 - 6S46 Doncaster-Gartcosh 'Russells' coal @ 1459, 414 n/b cement @ 1637, 223 7E34 Gartcosh-Doncaster 'Russells' coal empties @ 1850, 251 n/b civil engineer @ 1904, 063 s/b speedlink @ 1940, 514 n/b metals @ 1955, 069 n/b metals @ 2006, 414 s/b light @ 2020; Sunday 2/6 - 053/242/429 stabled @ 1425; 9/6 - 214/370/713 stabled @ 1350; 23/6 - 013/890/707/708/419 @ 1414; 30/6 - 370 arrived @ 1247; 7/7 - 513 s/b @ 0711 on 19 BDA's (steel); 14/7 - 261/202/429 stabled; 20/7 (Copmanthorpe, south of York) - 221 n/b light @ 1040, 507 n/b Pengam-Blyth aluminium empties @ 1201; 21/7 - 37708/31531 stabled @ 1214; 22/7 (Copmanthorpe) - 239, 7E44 Gartcosh-Doncaster @ 1159, 047 n/b light engine @ 1244, 507 Pengam-Blyth aluminium empties @ 1257, 047 s/b light engine @ 1307, 051 n/b scrap empties @ 1344, 690/212, 6S46 Doncaster-Gartcosh 'Russells' coal @ 1508; 24/7 (Copmanthorpe) - 069 n/b metals @ 1412, 239 7E44 @ 1450, 212 6S46 @ 1559, 683 n/b cement @ 1626, 508 n/b steel @ 1644, 285/128 s/b oil @ 1649, 515 s/b scrap @ 1659, 066 n/b civil engineers @ 1714, 251 n/b civil engineers @ 1752, 013 n/b oil @ 1913, 683 s/b cement @ 1931, 507 n/b light engine @ 2000, 066 s/b light engine @ 2047. 37890 was seen on the ECML north of YORK with petrol tanks @ 1605 on 4/7, and 515 at Colton Junction on steel at 1530 the same day. 37370/373 were in charge of the Eastgate cement on 25/7, seen returning from the terminal through SHILTON at 1040. Our York correspondent reports several clouds on the horizon for 37 hauled freight in the area, including the possible use of 56's on the 6S46/7E34 coal trains, 60's taking over steel traffic from Thornaby, and 47's already on the Haverton Hill-Glazebrook tanks. DONCASTER: 6/7 - 068/239 @ 0635 (891 outside BRML); 23/7 - 065 n/b chemicals @ 0632, 238/252 n/b light engine into station @ 1817, reversed then s/b, 713 moved into BRML under own power at 1917. BARNETBY: 23/7 - 377/275 e/b iron ore @ 0814, 116/057 w/b empties @ 0822 then e/b @ 0929, 377/275 w/b empties @ 0954, 013 e/b petroleum @ 1020, 516 w/b steel slab @ 1028, 203 e/b steel empties @ 1049, 116/057 @ 1052, 377/275 @ 1130, 203 w/b light engine @ 1154, 377/275 @ 1254, 203 e/b steel coil empties 1312, 202/261 w/b light engine @ 1336, 116/057 @ 1350, 377/275 @ 1400, 685 w/b light engine @ 1301, 116/057 @ 1549, 719 w/b light engine @ 1600. On 25/7 the following were seen between 1400 & 1600 - 057/116 and 351/381 - iron ore diagrams, 209 empty tanks, 516 empty steel. TINSLEY: 26/5 - 047/055/059/074/095/198/227/298/510 @ 0945; 21/7 @ 1000 - 029/047/065/194/241/271. WORKSOP: 26/5 @ 0715 - 032; 21/7 @ 1130 - 211. Probably due to a combination of an engineering blockage between March and Ely, and all lines being shut between London and Shenfield after the overheads were brought down, 37079/029 were unusually seen recessed in New England Yard, Peterborough on the afternoon of Saturday 8/6 with a s/b freightliner.

MIDLAND

CARLISLE: 1/7 - 515 e/b Alcan to Blyth, 113/042 stabled, 710 stabled. At 1240, 37680/90044 arrived on a test run from Glasgow, returning just after 1300; 2/7 - 138 s/b steel empties @ 1435; 8/7 - 008/711 stabled; 11/7 - 37221/60052 e/b metals @ 1121-1130, 712 stabled; 12/7 - 278 n/b Dalston-Grangemouth tanks @ 1115, 90030/37235 s/b light engine @ 1120; 13/7 - 077/518 s/b metals @ 1416; 15/7 - 518/077 n/b metals @ 2020; 17/7 (between 1330-1600) - 165 Dalston-Grangemouth tanks, 244 stabled, 373/370 Clitheroe to Gunnie cement, 040/042 arrived from south then stabled.

WIGAN: 13/7 - 706 @ 1515 @ Springs Branch. WARRINGTON: 2/7 - 145/505 stabled @ 1610; 13/7 - 065 stabled @ Arpley @ 1409. CREWE: 2/7 - 074 s/b speedlink @ 1630. CHESTERFIELD: 26/7 - 902 n/b steel empties @ 0926, 109 s/b metals @ 0926, 507 n/b light engine @ 1038, 883 n/b @ 1116, 719 s/b steel @ 1123, 212 s/b 'Russells' speedlink coal @ 1519, 109 n/b steel @ 1524, 902 s/b metals @ 1535. DERBY: 1/6 - 504 n/b Aluminium empties Pengam-Blyth @ 1035, 685/678 light engine @ 1230, 418 s/b light engine @ 1740; 20/6 - 104 light engine @ 0750. TOTOS: 25/5 - 213 @ 1430; 1/6 - 139 @ 1547; 21/7 - 212/690 @ 1425. BESCOT: 4/5 - 272/191; 6/7 - 198/138. SALTLEY: 24/6 - 248 @ 1315; 17/7 - 065 @ 1230, 138 @ 1805; 23/7 - 242 @ 1800. BROMSGROVE: 20/6 - 185 descended Lickey at 1927 with short freight, 280/220 descended at 2000 with an oil train. 248 arrived for banking @ 1955 and banked 47209 + 35 'Cargo-wagons' @ 2135 and 47305 with 32 similar vehicles @ 2215. 248 banked again on 26/6 including 56089 + 36 loaded MGR's @ 2035 and 47310 + 32 'Cargo-wagons' @ 2110. The next night 248 banked 47314 + 36 'Cargo-wagons' @ 2101, 56106 + 27 loaded MGR's @ 2139, and 56044 + 28 loaded MGR's @ 2205. 37138 banked on 1/7 and 2/7. Apparently the bankers must be heard to be believed, as the drivers of the hauling loco mostly sit back and let the 37 do the work at the back! TAMWORTH: 24/6 - 280/220 s/b oil @ 1445, 070 n/b steel @ 1450, 676/681 s/b stone at 1545, 718 s/b steel @ 1600; 25/6 - 713 s/b steel @ 1520, 677/678 s/b stone @ 1540, 051 s/b flat wagons carrying large diameter pipes @ 1715 (further details of this working would be welcomed), 714 n/b steel @ 1727; 17/7 - 715 n/b steel @ 1427, 100 s/b steel @ 1537, 048 n/b steel @ 1642, 717 s/b steel @ 1725; 23/7 - 719 n/b steel @ 1204, 883 s/b steel @ 1300, 676/686 s/b @ 1313 with stone for Bletchley. BIRMINGHAM MISCELLANEOUS: 25/6 - 250 passed WATER ORTON with steel towards Birmingham @ 1320, 203 passed WILNECOTE light engine @ 1330, and 198 was at LANGLEY GREEN @ 1200 (Albright & Wilson Works). 27/6 - 371/215 passed through BROMSGROVE on w/b oil @ 1924 and 074 headed towards Gloucester @ 1945 with 3 hoppers. 1/7 - 796 was towed D.I.T by 47293 through Bromsgrove @ 2112, 074 passed @ 2001 on 2/7 with an ECC/clay speedlink. 4/7 - 514 @ WASHWOOD HEATH shunting @ 1315, 075 @ WATER ORTON on steel @ 1320, and 687 was at WASHWOOD HEATH stone terminal @ 1610 on 14/7. 37712 passed through SHREWSBURY light on 6/7, and 271/031 were seen arriving at WILLESSEN FLT with a freightliner from the south @ 2030 on 13/4. Seen in the North London area were 893 @ 1254 on 28/5 at HAMPSTEAD HEATH with e/b oil tanks, 891 @ 1046 on 4/6 at WILLESSEN HL with e/b tanks, 272/065 @ 1510 on 5/6 at CAMDEN ROAD e/b light, and 709 @ 1314 on 7/6 at WILLESSEN HL.

SCOTLAND

Numerical pair 37008/009 worked 6S69 Dee Marsh-Elgin & 6M64 return on 22/7. This runs MTHO and is one of the new RFD block trains, on this occasion loaded to 29 timber wagons. The same day 37380 worked 6V70, 1305 Inverness-Millerhill, a train which 696 had worked on 19/7. Newly reallocated to Thornaby, 37718 visited Motherwell TMD on 1/6. Other observations in Scotland: AYR, 18/5 - 165/229. BERWICK, 26/5 - 416/426 on an engineers train. CARSTAIRS, 25/5 - 429/214 on 6E46. EASTFIELD TMD: 18/5 - 080/106/111 113/154/175/245/376/380/402/404/408/424; 6/7 - 692 @ 1400. KILLOCH, 18/5 - 225/694. MUIR OF ORD, 8/7 - 025 ballast. PERTH, 8/7 - 424/156 stabled. RANNOCH, 24/7 - 401/402 @ 1210 on 7D19, 409 @ 1400 on 7Y37. 375 was seen at SHIELDS JUNCTION on 18/5 on MGR's. DUNBAR: Seen on Hartlepool-Leith pipes/Metals have been 070 (7/5), 137 (8,9,13/5), 255 (14,15/5), 714 (16/5), 202 (17/5), 509 (21/5), 714 (22/5), 013 (23/5), 506 (25/5), 508 (29/5), 512 (28/5). 37's have been piloting class 56's on up MGR trains as far as Grantshouse (near Penmanshiel), pilots including 088 (20/5), 111 (21/5), 153 (29/5), 235 (31/5). Other syphons noted were 359 on 6S32 (8/5), 419 on 6S32 (9/5), 184 on a Jarrow-Grangemouth (16/5), 239 on 6S46 (17/5), 063 on 6S63 (22/5) and 223 on 6S46 (27/5).

SOUTHERN

On the plus side there is a new 37 hauled freight service on the Southern, 6049 (2347 Crewe-Eastleigh) and 6M79 (1426 Eastleigh-Crewe). It is booked a Tinsley 'Distribution' machine, from which sector 101 was at Eastleigh crew training during July. The Mondays only 6058/6V08 Fawley service has been rerouted via Reading and turned over to class 60 haulage. Recent workings, starting as usual with the Cardiff-Hamworthy (6045/6V99) are as follows: 201 (28,29/5), 225 (31/5), 884 (3-8/6), 885 (14/6), 049 (17-19,24,25/6), 885 (27/6), 903 (28/6, 1/7), 710 (6/7), 904 (9/7 (6V99)), 886 (16/7), 710 (17-19/7), 248 (23,25/7): 6049/6M79 (as above), 37904/47304 (9/7 (6049)), 029 (10/7), 198 (15/7), 242 (16/7), 198 (17/7), 194 (18/7), 198 (19/7), 242 (20,22/7), 185 (23/7), 271 (26/7).

235 was at Eastleigh on 27/7 and may have worked 6049. On 31/5, 891 worked 4271 Ripple Lane-Southampton Maritime then went to Micheldever for tanks to Ripple Lane. 6058/6V08 was worked by 280/350 on 10/6 and 162/215 on 1/7, 888 worked 6031/6L31 on 2nd and 23rd July.

WESTERN

Prior to their use on the 'Cornish Centurian' railtour, 50008/50015 were tested in a formation of 37669/50015/50008/50037 (0745 Laira-Exeter), and 37669/50015/50008 (0905 Exeter-Laira) on 23/4. The same day 37174 worked 2201 (0816 Swindon-Exeter) with Inspection Saloon number 999509. On 24/4, 37207 worked the saloon as follows: 0800 Exeter-Totnes, 0935 Totnes-Exeter, 1035 Exeter-Topsham, 1054 Topsham-Exeter Central, 1250 Exeter Central-Yeovil and 1600 Yeovil-Swindon. 37174/50002 worked as 0855 Laira to Exeter light engine movement on 30/4, 37254/50046/43018 ran light as 1000 Laira to Bristol Philips Marsh on 6/5. 37902 worked 1537 Exeter Riverside-Cardiff Tidal scrap on 25/5, believed to be only the second time a 37/9 has been to Exeter, and on 28/5 37072 was seen heading light engine through Exeter. Seen around Cornwall have been 141 @ Exeter on 3/4, 669/412/675 @ St Blazey on 20/4, 046 @ Tavistock on 24/4, and InterCity liveried 420 @ Laira on 3/5. Seen on 8/7 were 054/097 stabled at Exeter St Davids @ 1022, 417 on china clay wagons @ Plympton @ 1123, and 671 @ Par @ 1212. 417/675 were @ St Blazey @ 2130 on 10/7 and 671 on e/b china clay @ Lostwithiel @ 1145 on 16/7. There were no 37's present at the BRISTOL open days on 29/6, but present on 25/5 @ 2330 were 046/038/142, and on 8/6 @ 1030 were 038/174. 37698/702 were displayed at CARDIFF CATHAYS open day on 22/6. Other observations on the Western are as follows: CARDIFF: Despite the increasing use of class 60's it is still possible to see the odd 37 worked oil train in daylight hours, 294/220 trundling through with a w/b 'Gulf' oil on 25/5. CANTON: 8/6 - 049/092/139/212/217/273/371/420/502/503/520/669/689/698/710/711/715/719/798/885/886/887/896/898/899/901/903 (1230), note the two Laira loco's 420/669. 3/7 - CANTON = 131/167/201/215/248/280/671/697/701/704/798/903, CENTRAL = 711/718 e/b ore empties @ 1238, 886 w/b steel @ 1305, 702 e/b coal @ 1312, 801 e/b coal @ 1335, 901 e/b steel @ 1340, 505/518 e/b @ 1345, 248 e/b light @ 1346, 504/520 e/b steel @ 1354, 896 w/b coal @ 1356, 898 w/b coal @ 1444, 280 e/b light @ 1458, 901 w/b speed-link @ 1500, 711/718 w/b ore @ 1502, 263 w/b light @ 1512, 905/716 w/b ore @ 1518. 285/505/894/167 were at CANTON on 22/6, the same day 689 and 697 were seen at Nelson with spoil from the closed Taff Merthyr colliery to Penalta Junction coal tip. 7B87 Port Talbot-Llanwern MGR coal was worked by 894 on 11/7 and 801 on 17/7, 6B02 East Usk-Coedbach coal was unusually worked by 004 on 11/7 and more usually 213 on 17/7. 906 worked 6B75 Margam-Cardiff Tidal on 24/7. 8/6: BARRY - 701/703/796/797/889/894/897 (1425), MARGAM - 078/162/691/699/718/799/800 803/883/905/906 (1500), RADYR - 690/697 (1830). NEWPORT: 30/5 - 083/098/142/174/212/254 @ 1220, joined by 158 half an hour later; 22/6 - 703/197 stabled, 042 w/b scrap @ 1842; 29/6 - 010/046/174/372/800/803; 3/7 - 174/191/372 stabled. SWINDON: 8/6 - 038 @ 2153. DIDCOT: 8/6 - 098 stabled @ 0850; 22/6 - 131 stabled; 2/7 - 098 stabled @ 1431. READING: 22/6 - 038 ballast (later seen at Didcot); 2/7 - 010 depot @ 1400, 046 in PW Yard @ 1405; 5/7 - 010 depot @ 0857. TILEHURST: 2/7 - 158 w/b spoil @ 1510. WEST RUISLIP: 5/7 - 258 loaded 'Perches' @ 1450. WESTBURY: 29/6 - 197 stabled @ 1625. GLOUCESTER: 30/5 - 901/141/097 @ 0658; 29/6 - 074/263/146 @ 1850; 15/7 - 146 @ 0730. ABBOTSWOOD: 30/5 - 097 n/b engineers train @ 0803; WORCESTER: 31/5 - 141 s/b engineers train @ 1425; 3/6 - 141 @ 0803; 16/7 - 142/194 n/b mixed Railfreight distribution @ 1150. HEREFORD: 10/7 - 271 stabled @ 1120, 710 w/b steel empties 6V56 @ 1330, 077/042 w/b scrap metal @ 1347.

The Brentford Bard

After an early rise at 0630 and breakfast we made our way from the overnight at Prestwich to Piccadilly station, crossing over Victoria on the way where a 60 was stabled by the signal box and meandering round the road sections that the Metrolink construction permits to remain open. After unloading the sales and other items we would need during the day the vehicles were disposed of. It was now about 0730, and after all the hassles surrounding the planning of this railtour, it made a pleasant change to last year to see that our stock was ready and waiting on platform 9 - perhaps our luck was about to change? 47625 had bought it in ECS and 37685/682 were already on the other end. The time now whizzed past as the stuff was loaded onto the train and the stewards briefed.

As 0758 approached the road was given and I thought we were about to be off on our second railtour, but we didn't actually leave right time and momentarily the road was lost before being regained almost immediately, and at 0801 we were on the move, leaving in front of a class 158 sprinter which would now have to follow us to Stockport. There were a few "leapers" to be excused but thanks to our stewards we had the train comfortably covered. Away from Stockport in a light but bright drizzle the next stop was Crewe where we were due at 0843 but actually arrived a few minutes early. Because the timings were done so late for this train there were actually three different departure times you could choose from depending on which special traffic notice you read, 0845, 0853 or 0858 - a fact the senior conductor found somewhat amusing. The correct (and final) version was 0858, and it was discovered from the special traffic notice that we had also been booked to stop at Stafford (0919-0920), not something that we had requested but the driver explained how it was more than his job was worth not to. He was a Crewe man, and explained that he would try and make sure that he was not there early so able to leave straight away, although with 14 minutes allowed for the next 19 miles I doubted this would be possible anyway! In the event we only paused at Stafford and nobody boarded or alighted.

Continuing down the West Coast we arrived at Wolverhampton where a healthy compliment of people boarded, and then made for New Street via Bescot Yard which had a good range and number of loco's including some 37's. We arrived at a sunny New Street at least right time, and in addition to our booked stand of 9 minutes (1015-1024) were informed we would be further delayed for approximately 10 minutes to wait for connections off a relief to the 0630 Newcastle-Penzance. I took the opportunity to go and have a good look at the loco's here and was immediately overwhelmed by the impressive magnitude of the headboard - full credit to Mark Alden who did a really excellent first class job for us here.

After New Street we wound our way round to Tyseley which was awash with ageing DMU's, and the railway museum where the 40 could be seen among other things. It was very heartening to see the feather set for the direct line to Stratford-upon-Avon via Shirley, especially after the fiasco earlier in the week whereby we had originally been booked via Dorridge. As we pulled into Stratford, a blue 31403 was waiting to shunt release the syphons. It had come all the way from Bescot off a steel trip just to do this and seemed to rather mock the installation of the run-round loop and decision to reduce all charters to a maximum load of 10. It also meant we had to get everybody off the train as BR do not of course allow passengers to remain on board during stock shunting movements (although I do know of one person who craftily remained on board to get the 'ped' yardage!). Just to make things even more awkward, the stock was reversed back into the other platform so that everybody had to cross the footbridge to reboard. By the time this movement had been completed we were a bit late, having been booked off at 1125 and were further delayed as we were held to allow the 1130 sprinter to New Street to leave and then the 1120 from Leamington Spa (due 1151) to arrive. By the time we left the driver was a bit wound up and performed the days first dose of "throwing the handle out of the window", slipping a bit as we left the station in his efforts to make a quick and noisy departure. The pair stormed up the hill towards Bearley Junction and we passed the 1120 from Leamington on its way in. The driver and the pair put in a fine performance and it was a storming run through Hatton, Leamington Spa and Banbury to Oxford, where we had arranged a special stop for those from the south of the country. At Banbury a 15 mph engineers speed

restriction finished immediately before the station platform and halfway along the platform under the canopy the driver gave them the lot, deafening a lady passenger who was witnessed cowering away with her head covered trying to take evasive action! I saw quite a lot of photographers along this stretch of line so hopefully we might see their work in one of the national rail magazines? By the time we reached Oxford we were about 20 minutes late (booked 1230-1232) and had to be careful that 'normals' waiting for the 1300 Network Spoon to Paddington (which was waiting to pull into the same platform) did not board by mistake. Despite the colour of our stock some of them attempted it and I believe a couple managed it.

More time was lost at Reading where we were held up for some minutes by a prolonged crew change, but it was well worth the wait as the departure was an absolute riot, as those at the front of the train will testify - at least one being out by his toenails! At Southall we drew into the yard where 47145 was waiting to top us back from Brentford, all efforts to get an assisting 37 being foiled. This engine is in a curious livery of corporate blue with black and white window surrounds - devised by Tinsley I believe. After a long delay it became obvious all was not well, the problem being an inability to get a vacuum brake reading above 15 lb per inch in the cab of the 37's when the spoon was connected at the rear. Eventually we left it behind and rolled down the branch to Brentford where we came to a stand beneath the Piccadilly line of the underground which runs out to Heathrow airport. I must mention the historic bridge on the branch, which is on three levels and carries road, rail and canal. There was plenty of time to watch the aeroplanes to and from Heathrow that flew around above us as we waited for 47145 to come down the branch behind us and then work the train back to Southall, but not until after another long delay as further attempts were made to get a through vacuum reading. One of the best quotes of the day was heard here, as one of the BR staff involved in the debacle proclaimed that the brakes on the 37 and 47 were not compatible. I think it's more a case of they didn't have a clue what they were doing, as I'm reliably informed the exhausters should have been shut off on the loco at the rear and this would have solved the problem. By the time this solution was suggested it was too late as the 37's had been detached and 47145 took us back, passing right through Southall Yard, across the flat lines and to a stand at milepost 10½, just short of Hayes & Harlington station. The 47 was disconnected immediately, leaving us loco-less on the running lines being used by a shuttle service running in conjunction with the engineering work that had prevented us going to Colnbrook. The traction inspector in charge of the operation was none too pleased about this situation, but here we sat until the syphons returned. Eventually the noses reappeared and drew up to the end of the train. After they were reconnected and brake tested we were quickly on the move again and made for our revised destination of Paddington, via Hanwell Junction, Drayton Green Junction, South Greenford station and Greenford South and East Junctions. Most of the Greenford branch had a 10 mph engineers restriction, so there was plenty of time to take it in! This was followed by a 30 mph restriction on the Great Central, which finally opened up to a whopping 50 mph. By the time we arrived at Paddington at 1625, RST (Railtour Standard Time) had easily been achieved as we were 73 minutes late, although this was a slight recovery on the 92 minutes late departure from Southall. We now had a major problem, and had to decide if to retain the loop via the Greenford branch and back into Paddington (assuming 47145 could be made to work), which would have turned the stock round to the planned formation but not netted us any extra money as there were no 47 bashers waiting, or cape it and shunt release the syphons, hopefully recovering some time. It was decided to do the latter, and to his credit the man in control at Paddington was very helpful and immediately complied with our request, including an announcement over the station public address for people not to leave the station. Although we had made this decision ourselves, we perhaps would not have had any choice as the driver, already on a long shift, was not keen on being further delayed. The stock disappeared, I assume behind 47145, and was then mysteriously propelled back into the station, a type of movement I understood to be banned at this particular location, so we had better not let on what happened.

After an age, the 37's reappeared and bolted on again and we left at 1710, 59 minutes late. Some people had alighted to take 58001 back to Birmingham, which was working an inward passenger train and was booked to return on the 1750 Manchester. We passed it

as we made our way back towards Old Oak Common, and after dropping off the pilotman hit the Great Central metals again for a stop-start journey to Banbury. The driver was to alight here and had been hoping to catch the 1844 unit back to Didcot, but basically he had no chance as we suffered another long pause to cross the 1730 Banbury-Marylebone "classic" unit along the line. We also had to cape the photo-stop at Saunderton before arriving at Banbury where the crew and a few others leapt. Because of the late running we requested a special stop at Coventry to help people returning south, to which the driver was obliging. This turned out to be quite a riot as we left simultaneously with a northbound can (86) at 1945 (43 minutes late), although to my complete surprise it was given the road ahead of us. This probably contributed to a further slight delay, and despite being timed back by the Midland on a load timing somewhat in excess of the 10 we actually had, further time was lost as we left New Street at 2019 (-49) and Wolverhampton at 2041 (-51). It was now beginning to get dark and was getting to the end of a long day. We had a non-stop run back through Stafford to Crewe, which we left at 2122 (-46) and where we grabbed a few more excesses. Stockport caused a final source of amusement as a number of people attempted to board and must have been stunned to find us still merrily gripping away at such a late point of the tour. A number were chucked off while we remained stationary as they refused to cough up (at least one more than once) and a special mention must be made of the two who spent the entire time between Stockport and Manchester (and a couple of minutes thereafter) in the toilets, with 5 stewards waiting outside! Needless to say they were relieved of their money upon finally reappearing, as quite a few others had been. Our final arrival back was at 2159, an almost respectable 35 minutes late, and I had to make a fast leap to the staff car park as my pilotman had a severe dose of illness (obviously not enough beer). Having loaded the stuff back into the car and minibus, we attempted to return to the hotel. This caused a bit of a problem as all junctions in Manchester city centre appear to have been made left turn only because of the Metrolink construction, and we wanted to turn right! Eventually we found a road that enabled us to retrace our outward path, and after a quick storm to Prestwich there was time for a few after hours pints of 79p mild and then bed, although I was woken at a funny hour to be supplied with some very dubious food! Despite all the problems both before and on the day, I believe all the stewards at least had a great day - hopefully the passengers enjoyed it a bit as well. Will we all be daft enough to do it again?

THE TRIALS AND TRIBULATIONS OF MANNING A SALES STAND

Martin Reeve (37089)

'The Class 37 Group', as we all know, attends most of the British Rail depot open days during the course of a year, but for a change the decision was taken to attend a "diesel weekend" on one of what is in my own opinion one of the best preserved railways in the country - The East Lancashire Railway. We started off from Ipswich at the unearthly hour of 0304 precisely (some people among the senile/elderly may recognise the significance of this time, for those who don't - hard luck) with the intention of first getting a dose of the 20's on the 0630 Sheffield - Skegness, which after arriving at Sheffield a shade over two and a half hours after leaving Ipswich we did in the shape of 20215 and 20142. After as fast a run as can be expected from a 156 back to Sheffield we made haste to Bury where we were to set up shop. After lugging all the gear from the back of the car to the island platform at Bolton Street station we proceeded to erect the sales stand with remarkably little fuss and awaited the fun to start. All was going well, we were taking more money than we expected to, having a break now and again to get some thrash in with the loco's provided for our delight, namely D832, D1041, D2767, D2774, D335, 40145, 25262 (or 25901 if you prefer), and undoubtedly star of the weekend for me D9531 - hellfire on load 6 unassisted. There was also the sampling of some of the excellent food from the buffet car that was very conveniently situated right next to the sales stand. Owing to an oversight by one of us overnight accommodation had not been arranged, and this was where the fun started. After trying several B & B's in Bury itself with no luck, we eventually struck lucky at a B & B (I use the term very loosely in this case) in Prestwich - not the one we stayed at for the railtour. After clearing the sales stand up and wedging it in the back of the car we pootled off down the road to the appointed address with the intention of getting cleaned up,

disappearing for a few "lemonades" and retiring for a good night's kip before the following days adventures. We duly knocked on the door of the B & B and waited, and waited, and waited. After a while a four foot tall person of diminutive stature appeared and very successfully failed to let us in. After much battering the door was opened and in we went. Muttering something in a cross between Serbo-Croat, Hungarian and Gaelic with a North-Western accent the 'gentleman' showed the three of us into a sparsely furnished room and told us to wait while he found the keys to the rooms we would be kipping in. After about ten minutes he returned and instructed us to follow him to the rooms. He then proceeded to take us upstairs, while trying all the light switch's in the house to find one that worked. Neil and Andrew went off to the twin room, and I went off to the single room to sort myself out. After removing the dust and dead spiders from the sink I elected to turn the light on, so as to be able to see better, and like most of the rooms nothing happened. So returning to Neil and Andrews' room to enquire as to the whereabouts of our host, I found them engaged in a rather one-sided conversation with the said person involving mostly the Hungarian/Serbo-Croat/gaelic dwarf explaining why his deaf wife left him and how business had dropped off ever since. Interrupting him with a request that he furnish me with a lightbulb forthwith brought looks of amazement from the others and especially the dwarf as I don't think he really understood English. While he was out of the room a hushed conversation took place between the three of us, and it was unanimously agreed that we should make good our escape as soon as possible. When the man returned with the lightbulb I was handed it and asked to put it in as "I've got a bad back and I suffer from vertigo". After watching me complete this mind stretching task, the dwarf then had the tenacity to ask for money up front! At last, a chance presented itself for us to escape when Andrew reminded us that "we would have to go to the bank to get some more cash". We did after a few minutes catch onto the idea, and beating a hasty retreat downstairs Neil went and got the getaway car ready, myself and Andrew following at a very respectable rate of knots. With a hurried "we're going to the bank" screamed over the shoulder we leapt into the car and sped off, narrowly avoiding mutilation by the dwarfs 10 foot tall pirhana-toothed German shepherd. After a desperate phone call to an establishment in Bury where an answer had been unobtainable in the morning, we came up trumps with an address not ten minutes away from the East Lancs Railway, so off we went. After missing the place twice we eventually found it hidden behind a hedge. The door was opened by a young mother who looked as if she had been interrupted from breast-feeding her six month old son. Unfortunately Andrew had got to the door first while Neil and myself were still in the car but assures us this was true. After cleaning up we retired to a Thwaites pub that looked like something left after the Russians had finished off Berlin in 1945, still the beer tasted O.K. and after a few pints we returned to the B & B and scoffed the Kentucky Fried Shoe that we bought on the way back. Arising to the sound of passing dustcarts, we stomped downstairs for a breakfast of cornflakes OR orange juice, and a fry-up consisting of bacon, egg, sausage, fried slice and horror of horrors ... black pudding! Neil looked decidedly against the consumption of a slice of dried sheeps innards, but I wasn't too bothered as I had had it once before. After devouring the gannet and settling up we returned to our patch on the Bolton Street platform. Neil and Andrew leapt off to get a few new engines before dinner, and I stayed at the sales stand awaiting their return. The afternoon was spent doing the Warship to Rawtenstall and back, and then doing the 'Teddy-bear' on load six on its own, whereupon we were leached onto by one of the North Wests well known characters who was last seen bellowing out of the window by his toe-nails, foaming at the mouth, screaming 'MY LORDS' at the top of his voice, poking himself in the eye with his wristwatch in an attempt to tell the time, belching and farting all at once. Still, after the events of the night before we were ready for anything I suppose and we took it all in our stride, which in my case would be very short, and in Neils case the previous evening somewhat unsteady. We had a few laughs about the unilluminated B & B, and after wedging all the equipment in the car for a third and final time set off for home. Apart from stopping off at Berts petrol and ice-creamy comestible emporium the return journey was surprisingly uneventful (this could probably have been arranged had Martin requested it). A good weekend by all accounts, and one I would happily do again ... now all we've got to do is survive the October event, and after that we'll try anything

Thirty Years of the 37

- 1963

1963 was to be, amongst other things, the year that the English Electric type 3's arrived in South Wales, with large numbers in service by the end of the year and more on order. It was also the year that deliveries were completed of the first 119, all of which had been ordered for the Eastern and of which deliveries had commenced at the end of 1960. There were many interesting developments during the year, as the class increased its sphere of operation, and the story unfolds as follows. It should be noted that there were no TOPs classifications in those days, so in the interest of authenticity, although cumbersome they must still be referred to as English Electric (EE) type 3's.

In January the class made its debut at Consett, D6784 and D6785 of Gateshead each worked in Blaydon freights delayed by the weather on 6/1/63. They proved capable of working unassisted a "double" load from South Pelaw to Consett, a weight equivalent of 18 loaded 21 ton coal hoppers which were deemed to require a class Q6 0-8-0 front and rear. By February, Gatesheads type 3's were in regular use on Newcastle - Consett line freight. From February 25th, Blaydon's leading mineral duties were turned over experimentally to 5 treble shifted EE type 3's. Pending official tests they worked to Q6 0-8-0 loadings. Gatesheads D6787 worked through to March on freight on 4/1/63. At the turn of the year, a Hull Dairycoates example started travelling through to Leicester on the 3:30pm fish train to Plymouth. By April this would appear to have become a booked working, and in addition another Hull example worked throughout on the 5:50pm Hull-Banbury fish train. In addition to its own allocation of the English Electric type 3's, Hull was also now seeing examples of the new Vulcan Foundry batch allocated to Sheffield Darnall (D6796-D6804) on the Manchester Piccadilly-Hull passenger services. Hulls own type 3's were also now seen on freight haulage over the Wakefield-Goole line.

Another new venture was the trial of D6737 (Dairycoates), with a brake tender, between Crofton Yard and Rose Grove on 23/1, outward with 35 loaded wagons and back with an even heavier train. In each direction the journey time was approximately 2½ hours. On Sunday 20/1, the 9:48am York-Manchester passenger was worked throughout by a very new D6783, which returned light the same afternoon. The class had been working this train as far as Leeds for some time, but they were usually replaced there by a Patricroft class 5 or 6.

The EE type 3's that were on trial in South Wales, D6742/3, had been seen heading mineral trains not only on the Aberdare branch, but also to Merthyr where Hymek type 3's had not yet been seen. It was rare for the English Electric type 3's to beat their hydraulic cousins to anywhere in South Wales. Although they could manage 50 empties unaided up the steep bank outside Abercynon station, a job that would require the services of two steam tanks, the return load had to be cut to about half that of a single class 56xx tank because of inadequate braking power. By February, 20 more of the class had been ordered for the Western Region in addition to the 100 already on order, and taking the total in service/on order to 239. To be built at Vulcan Foundry, these 20 were also intended for South Wales to replace Hymeks for work in other areas. A run described in the 'Locomotive Running Past and Present' series, in the April 1963 Modern Railways described that of D6728 on an unknown date between Norwich and Liverpool Street. With a total weight of around 325 tons from the load 9, the syphon managed the journey in a total of 110 minutes 10 seconds, against an allowance of 116½ minutes for the 115 miles. It was commented that time was made up on all sections with all speed restrictions adhered to. There was special mention for the uphill climb of 2½ miles at 1:134 from Manningtree to Ardleigh, during which speed dropped only from 69½ to 61mph. It is interesting to compare this journey with those described in the April "Syphon!", in which we reviewed 1961. Another performance log appeared in the May issue of Modern Railways, and detailed a run behind D6747 along the East Coast mainline on the 'up' Sheffield Pullman, unusually loaded to 8 instead of 6 vehicles. The syphon did the job almost exactly to schedule, taking 26 minutes 41 seconds (schedule 27) for the 29.1 miles between Grantham and Peterborough, and 73 minutes 5 seconds (schedule 73) for the 76.35 miles on to Kings Cross. After topping Stoke summit at 53mph after a 1:200 climb, it ran at around 90mph on the long descent southwards, covering the 15.2 miles from Corby Glen to Helpston at an average of 89.4mph.

By February, English Electric type 3's from Darnall were on freight workings to March, and in consequence six of the March "Britannia" Pacifics were stored and faced likely withdrawal. On March 17th, electric traction was suspended over the Sheffield Victoria to Manchester "Woodhead" route for relaying work at Dunford Bridge, the passenger workings being maintained by type 3's from Darnall. Another Darnall example, D6745, worked a Sheffield-Wembley special on March 9th, and D6754 and D6798 (both Darnall) worked further excursions to Wembley on April 27th in connection with a schoolboys football international.

During March, the class were participating in coal haulage runs over the Great Central route via Warsop. By April, Hulls EE type 3's were expected to take over the Hull to Aintree (Liverpool) freight service, travelling outward via the Central Lancashire line one night, and back the next via Blackburn and the East Lancashire line. Doncaster crews had begun training on type 3's from Sheffield Darnall by April, and by May the class was covering some Doncaster depot freight turns. Thornaby diesels (usually EE type 3's) were now working beyond Leeds to Skipton on a new block oil train service, and the Middlesbrough-Saltburn line was almost totally dieselised with EE type 3's and Birmingham RCW and BR/Sulzer type 2's in command of the freight traffic operating with brake tenders. This also led to appearances by type 3's along the route on passenger work, for example on June 3rd D6784/6786/6790/6792 (all Gateshead) worked excursions to Redcar races. Football (should that be Rugby?) excursions from Hull to Widnes on April 6th were headed over the Leeds-Huddersfield-Stalybridge main line by D6732/6738 (both Dairycoates), and Darnalls D6811 worked a Wigan Wallgate-Wembley excursion in connection with the Rugby League cup final on May 11th, travelling via the Manchester-Sheffield electrified "Woodhead" route.

On March 21st, Doncaster Works recieved for acceptance trials the first of those ordered for the Western Region, D6729 (out of sequence). It was also the first to be delivered with the revised front end with a centrally positioned four character headcode box in place of the split headcode boxes positioned either side of the communication doors, which had now been abandoned. It also had Western Region style lamp irons either side of the headcode box, and was finished in the then standard livery of Brunswick green with small yellow warning panels on the front. Regular deliveries quickly began, and by the end of April D6743/6819/6829/6831 had appeared at Cardiff Canton, D6742/6830 at Newport (where they were accomodated at Godfrey Rd multiple unit sidings, not at Ebbw Junction depot), and D6821/6833 at the new Landore depot which was officially opened on May 3rd. The two on loan examples, D6742/6743 were to return to the Eastern Region at the end of the month. D6830 was put to work on the iron ore trains from Newport Docks to Spencer steelworks, and at the end of April D6834/6835 had begun working in multiple on 21 ton, brake-fitted mineral wagon trains in the Eastern valley with coal between Hafodyrnyrs Colliery and the steelworks at Llanwern and Margam. By May, Newport, Cardiff and Landore had each recieved four examples of the class for crew training and local clearance and loading tests. Deliveries proceeded at a rapid pace and they were allocated to regular freight workings as soon as they arrived. To date, Landores quartet, D6821/6831/6833/6837 had been tried on the following sections of line: Port Talbot-Maesteg, Margam-Swansea Eastern depot, Swansea Eastern depot-Pantyyffynnon, Pantyyffynnon-Abernant, Swansea Eastern depot-Llandilo Junction, Llandilo Junction-Lampeter and Llanelly-Cynheidre. D6822/6829/6834/6835 had been regularly seen on the Pontypool Road-Neath line, hauling coal from Hafodyrnyrs Colliery to Margam via Pontypool Balendare Road Halt, Newport and Cardiff. Crew training started at Pontypool Road depot in early June, and they were observed on the then soon to be closed Carmarthan-Aberystwyth line during that month. On April 4th, a pristine condition D6829 made a rare foray away from the freight turns, working the 3pm Gloucester-Swindon stopping passenger train. Elsewhere, Stratford's English Electric type 3 which covered the Harwich-Liverpool Central boat train had, by May, had its diagram extended beyond Sheffield Victoria to Guide Bridge, and thus also introducing a regular daytime diesel working over the electrified Sheffield-Manchester "Woodhead" route. The type 3 proceeded its stint on this Liverpool train by heading the previous evenings "Hook Continental" from Liverpool Street, and then worked the 'up' service back from Harwich to London on the morning following its run to Guide Bridge and back. This exact format was somewhat short-lived, as from the start of the Winter 1963 timetable the Harwich-Liverpool boat train was cut

back to Manchester and diverted from Manchester Central to Piccadilly, thus enabling the stock and loco to work out and back each day, and avoiding a loco change at Guide Bridge. At the time, this had been the only through Sheffield-Liverpool train each day - how times change!

The start of the summer 1963 timetable brought a number of changes. English Electric type 3's replaced Brush type 2's (31's) on the Kings Cross-Cleethorpes express diagrams, an example being on July 5th when D6804 worked the 4:05pm Kings Cross to Cleethorpes. A Stratford type 3 was diagrammed for the 7:50am Colchester-Newcastle and 11:50am Newcastle-Colchester (an engine change presumably occurring somewhere) on Saturdays, the Monday-Friday working being covered by an English Electric type 4 (40). Some stored class B16 4-6-0's were returned to freight work to release EE type 3's from Hull Dairycoates for extra summer passenger traffic, and EE type 3's and Brush type 2's became regular motive power on summer excursions from Sheffield to Skegness. Also during the summer, there was a Sheffield Darnall EE type 3 working through to Yarmouth Vauxhall with the Friday 11:00pm from Manchester Victoria, returning the next day with the 11:47am from Yarmouth. On July 27th, Darnall's D6745 worked the 8:27am Manchester Piccadilly-Skegness.

More new ground was broken on June 19th when a member of the class was seen in Devon for what is believed to be the first occasion. D6847 (Cardiff Canton), in its first month of service, piloted D40 into Plymouth on the down "Cornishman", returning the next day by piloting D23 on the 4:00pm Plymouth-Manchester. The Welsh examples certainly helped the class spread its wings, and more history was made on July 28th 1963 when D6838 (Canton) made the first ever recorded appearance of the class on the Southern Region, working a freight into Salisbury. The English Electric type 3 had now made at least one appearance on every region of British Railways.

In mid-July, a member of the class was sent to Tondur for crew training on a freight diagram covering the 9:5am Tondur-Pontycymer, 10:30am to Margam and 1:20pm back to Pontycymer. It then took a brake van to Tondur to head the 5:50pm to Cardiff Newtown, returning to Tondur via Margam. By August, they had penetrated into West Wales, where after the appearance of D6853 and D6862 on August 8th and 12th, they were seen regularly at Pembroke Dock on freight workings from Whitland. By September, there were 19 of the EE type 3's at Landore, and early the same month the first block oil train was run from the Esso refinery at Milford Haven. This ran as required as the 5:00pm to Coleshill, the type 3 going as far as Margam.

By July, Stratfords type 3's had become the usual motive power for the Fisons Thames Haven-Immingham block tanker train. The increase in the movement of freight in block workings was a reflection of the Beeching policy of the time, which was to try and get more freight traffic moved in this way. An unusual combination was that of D6787 and D350, propelling a brake tender, with the Cliffe-Uddingston block cement train on July 24th, diverted via Bishop Auckland because of a blockage on the main line near Ferryhill. By August, a great deal of the freight traffic in the Scunthorpe area was being covered by EE type 3's from Darnall, many of them working with diesel brake tenders. D6730 (Dairycoates) worked a Hull-Blackpool illuminations special on September 21st, while D6753/6751 were pictured double heading 2M13, 9:55am Grimsby-Manchester Piccadilly one Sunday in October.

On August 28th and September 4th, D6860 (Canton) made test ascents of the Lickey incline with a 15 coach train, including dynamometer car. During October, the same loco was on trial from Swindon works after being fitted with both the BR standard AWS equipment and the ex-GWR pattern of AWS apparatus. It had also been arranged to work, for braking purposes with both the BR standard 21 inch of vacuum and the Western Region 25 inch. If these tests were successful, the Brush 2750hp type 4's (47's) for the Western were to be similarly dual fitted to prepare them for through working to other regions.

Because of a derailment on the Great Central mainline between Gotham and East Leake on October 3rd, the 3:30pm Hull-Plymouth fish train, headed by D6735, travelled through Melton Mowbray to Market Harborough, then via Northampton Bridge Street, Blisworth, Bletchley and Oxford to gain the Western Region.

We finish with the first reported working of an English Electric type 3 on a passenger working in South Wales, which occurred on October 12th when D6856 headed the 11:15am excursion from Swansea to Cardiff in connection with a Wales V England football match. During 1963, D6788-6795/6802-6886/6899-6908/6910-6911 had been taken into traffic, a total of 105 examples.

SETDOWN ONLY

Julian Shields (37175)

Saturday afternoon was spent working on the car. All was peaceful and quiet and yours truly was blissfully happy in the knowledge that his efforts would not be in vain. However, as many of us know, all good things must come to an end and the noise of the approaching car signalled the temporary end of mechanical overhaul.

The messenger did not bring good tidings. The gen was that all next day (Sunday 9th June 1991) there would be dragging between Glasgow and Motherwell and as rumour had it not everything could or would be Brush with supposedly some FMGM's coming out to play. The messenger having no further gen until about 11pm wished me luck (with the car) and departed. Whilst finishing off the work, the frustrating decision to travel north was made on the grounds that if they needed duffs (47's) spare for dragging, something might drop in the morning via the GSW, Glasgow-Carlisle line. On the minus side I didn't want to go, my car needed doing, and more importantly, I had an end of year maths (HNC) exam the day after.

The necessary preparations were made, maths papers and marmalade (!) packed and with confirmation that more gen would be available later, the fast car into town was done for the last unit to Preston. Once on the train out came the maths and some serious revision was done before arrival at a (very) wet Preston. Here another gen call was made, but this only gave serious doubts as to what I was doing. Polmadie now had plenty of spare duffs for both the morning and afternoon trains, with supposedly only three being needed for actual dragging. Nothing was shown on TOPS but a list of syphons on Motherwell was given and the final words were "you might as well come home because nothings goings to work". This was easier said than done as the next train home wasn't until twenty past eleven the next morning. The whole situation was now becoming a bit of a let down, and whilst working out what to do a temporary top move was decided upon, that being caining in the kebab house. One extra large sheish later, a suitable bed had been decided upon, this being the 0040 Aberdeen as far as Dundee.

After a good nights sleep I awoke just south of Motherwell with the train well down and the plus at Dundee looking very dubious. I could see another letdown situation occurring, especially if something were to drop via the GSW. However, good luck prevailed and although not booked to stop anywhere south of Inverkeithing the train very conveniently went into Edinburgh. This enabled time for breakfast before getting a wash and some more revision in on a tram across to Glasgow.

At Central there were quite a few bashers, with one group huddled round a TOPS report. Very little was showing with the two morning trains via the GSW both allocated duffs, with another spare at Polmadie. As expected, both duffs materialised for their trains, leaving a fester for the first Motherwell drag. Most people did some sort of fill in move and I put the time to good use with yes, some tasty home made sandwiches (!) and more revision. Doesn't time fly when you're enjoying yourself and after what seemed like five minutes it was time to view the 1345 Glasgow-Euston. The electric was on the train, although with pantograph down and the driver confirming he was diesel hauled to Motherwell. By now more bashers began to arrive and quoted engines included 37238 which was supposedly now at Polmadie, and 37113 somewhere in the area. One person arrived back from Motherwell with the gen that 37128 and 37152 had departed light engine for Polmadie, and 37051 was a candidate for dragging north. It also became clear that the engine dragging wouldn't be allocated to the train on TOPS, meaning a guessing game as to what would do what. Soon an ETH duff could be seen approaching for the first drag. At the appointed time it stumbled out and now the question was how long before a syphon would drop? Another fester was endured for the next departure, the 1445 Glasgow-Euston - had they a duff for this one? The answer arrived in the form of a black boxed centre panel syphon. 37128 backed on, looking clean in large logo with a fresh coat of yellow paint on one nose, testimony to a recent excellent repair job. As this beast sat ticking over things really started to improve. With many people now trying to sort out a move with 128 and get back to cover as many trains as possible, it suddenly came to someones attention that there was another syphon approaching! This one, however, was a splitbox with centrally mounted black headlight, so could only really mean 37051. The syphon crossed over onto the sidings just south of the station and parked up, engine running waiting to drag south. This caused more

confusion as in theory 051 should have been waiting at Motherwell to drag north, oh well!

Many indecisive people were now getting on and off 128, and a few minutes later the whistle was blown. The driver responded with what seemed a very vigorous action on the power handle as 128 practically flew out of Central. As I was stood on the platform, I could only watch the many bellowing heads with some envy, having decided to wait for even better things (I hoped).

Now there were another two rakes of stock in the platforms, the next off being presumably with 051. It made me wonder then if some poor, misguided soul hadn't written into 'Jim'll Fix it' as to the delight of many in rolled 37152. Yes! Goodwork! Now for those who have sampled 152 lately, you will know it doesn't always behave like what a 37 should, ie its "a bit different" performance wise. Nether the less, this lamb in wolfs clothing dropped straight onto the 1505 from Glasgow, the poor unsuspecting passengers not realising just what they were getting. After what seemed like ages the whistle was blown and out of Central we trundled, passing 051 on our left, its driver waiting to take it into the station. With the handle gently wound back the speed began to pick up as we passed Polmadie (with incidentally no sign of 238), that familiar thrash occasionally being distinguished from all the other noises 152 was making! After a short burst of speed the brakes were applied for Rutherglen East junction where we left the mainline to cut across the little used freight line to Whifflet junction. The highlight of the journey occured on this stretch where on wet rails and at the foot of a gradient 152 decided to riot and shut down completely. After coasting to a stop the driver then coaxed 152 back into life and with a very dubious noise coming from the syphon we slowly got going again. After a momentous struggle the gradient was cleared and on we sped, heading south at Whifflet junction then down through Mossend Yard before finally coming to a halt in Braidhurst loop, just north of the road bridge at Motherwell. Here the 37 was uncoupled and headed back up the yard light engine, whilst the electric carried on into the station.

After alighting, an EMU was done back to Queen Street for a plus ten to view the 1615 Glasgow - Plymouth. On walking down the platform at Central we were greeted by the sight of 152 waiting to take the train out! More good work! We also learnt that 128 had gone forward to Carstairs and 051 was waiting at Motherwell to drag north. So it was back on 152 for another trip to Motherwell, unfortunately passing 051 at Whifflet Junction with the 1000 Euston - Glasgow - never mind. 152 came off at Braidhurst and I got off at Motherwell, to begin what I can only describe as one of the maddest bashing experiences I've ever had!

On the platform an announcement heralded the approach of a northbound express. A few bashers decided to do this back to Central to chase 051. The station supervisors voice rang out loud and clear, "this train is setdown only". The train stopped and despite shouts about five bashers got on. Bert then proceeded to board the train and after a few minutes delay actually dispensed one basher back onto the platform! Yes! After half an hour and another arrival, we were then threatened with the police for obstruction if we didn't move and told to "go away". With our tummies rumbling and not wishing to riot, we departed for shelter in the local fast food parlour. An hour later five of us made our way to the bridge to view the dragging. 37128 was sat on shed, its duties over and a northbound express was just arriving in the station. With no dragging engine in sight the electric pulled forward to the signal opposite the shed building. We waited and wondered. In the distance and ETH duff could be seen coming down the yard; I breathed a sigh of relief.

After watching 37026 on an engineers train another northbound arrived in the station. As usual there was no sign of any dragging engine. We waited and I wondered a lot. I wondered why I was stood on the railway bridge as down the yard came a split box 37 and dropped straight onto the express. 37051! Disaster! Wishing we'd never been born we left the bridge to seek refuge in the nearest watering hole. It was getting dark and we had to be back at Glasgow for the 2330 Euston sleeper as that was our last train home. There were, however, two more northbounds due which would give us a safe plus at Glasgow, all we had to do was get on one!

We wandered back to the station, just in time to see station Bert get in his car and go home. Thank goodness for that. The second to last northbound arrived and as it

stopped a group of bashers ran out from behind a bridge parapet and got on the train. No shouting, nothing. Why I didn't get on I'll never know. We waited on the dark wet platform for the one behind. This was our last chance, miss it and it was overnight on Motherwell. We stood in the rain as the electric rolled in, no sign of anyone. It came to a halt and the carriage door was opened to get in.

"Oi, you lads!"

***** !!

We lept on and ran down the train towards the front, splitting up as we went. More shouting. One carriage didn't have any lights, I dived in, threw the bag on the rack and pretended to be a normal. A normal was sat opposite! There was more shouting.

"Where are the lads who have just got on?"

There was dead silence.

"Right, this train isn't moving until you've got off".

Signs of activity were coming from the corridor, then a peaked cap appeared.

"This is for the lads who've just got on. This is your last chance, if you don't get off we're going for the police and the trains staying here."

It was like a bad dream. We couldn't get off, this was our freedom train to oblivion!

A flash light shone in my face.

"You just got on?"

I sat there thinking please normal, don't give me away as I replied "No".

The flashlight moved on down the corridor and I breathed a short sigh of relief.

If he was not bluffing, the question now was how long would he dare hold the train for? There was going to be a lot of angry passengers if we were mega-late.

We sat there for about seven minutes, then as if to answer my question the carriage jolted. We were moving! We stayed in our seats as the electric sauntered out of the station, not daring to speak. Next to the shed we ground to a halt and deciding to

risk a quick peep out to see what we were getting I pulled the window down. An ETH duff was stood next to the electric, oh well.

As my eyes became accustomed to the darkness I realised there were at least two shunters stood next to the duff talking to the driver. At the same time I noticed three syphons away to the left, and as I watched, the leading engine emitted a great cloud of clag and stormed off up the yard for what I thought would be a freight working. The sound of thrashing gradually died away, then began to get louder again. Strange indeed. Suddenly out of the darkness a beam of light appeared moving towards our train, the syphon was going to drag! Without a care in the world 3752l carefully backed onto the electric, the glare from the signal lighting up the side of the syphon. Once the shunter had done his work and a brake test completed, the light went to green and we were off. Now the rain was really coming down and with twin clouds of clag being blasted into the night sky we stormed off into the darkness of Motherwell Yard. The driver really was a lunatic and 52l was being pushed to the limit as we thundered through Mossend, the incoming rain water completely soaking us to the skin. Soon the wind-factor proved too great for bellowing and we returned to our seats, completely finished that we were behind a syphon and more importantly, even on the train itself! After an incredibly fast run to Polmadie, 52l was uncoupled and after crossing over onto the next track disappeared back home to Motherwell.

Once we arrived at Central, we got off to be told the news that 37026 had dragged the train in front! What a day! All that was left now was to do the 2330 down to Preston (incidentally dragged by the duff we had stood next to at Motherwell), getting in some quick revision and doss before arriving at Preston at 0310. It was then a fast car back to town for a three mile run home, landing back at 0530. 1½ hours doss later it was up for work and Maths exam in the evening!

PS. The train referred to at the bottom of the last page on which 37051 dropped at Motherwell we later found out had actually been ECS. Oh, and I did pass my Maths exam!

Editors PS. It was expected that the same dragging would take place for the next two weekends as well, however, the engineering work only necessitated the closure of both electric routes into Glasgow Central via Newton for the first weekend. On weekdays the InterCity services intermingled with EMU's on the route via Kings Park, except for certain peak hour services as shown in last months gen, when there was not enough capacity.

ON TOUR

THE TAFF VALE TRIUMPH - 22.6.91

Martin Ranson (37250)

This tour must have been the best chance this year of experiencing a mainline super thrash behind two heavyweights. The loco's in question were from the highly elusive Ripple Lane stable. 37892/893 were greeted at Paddington by a sun filled sky and hordes of class 37 fans. Unfortunately the sun disappeared and so did the 37 followers at Reading (to connect for an RFD spoon! Oh dear).

At 0835 the pair exploded into life and left Paddington in a cloud of clag that would have made Readings DMU's jealous. From Paddington it was a straight forward run to Cardiff Central, picking up at Reading (and setting down!), Swindon and Bristol Parkway. The syphons performed superbly, raising high speeds for most of the journey. At Cardiff 892 was detached and put on the rear of the train for top 'n' tail purposes up the valleys.

Now came the hellfire part of the tour, the stiff climb up the valleys. At 1118 we departed and the rain arrived. The train traversed the passenger route upto Merthyr Tydfil under the watchful eye of many semaphore signals and local people waiting for their highly frequent sprinters to take them to Cardiff (ho ho). 37893 reached Merthyr unassisted, and in the wrong platform, and in the sun (hurrah). With the inevitable arrival of a sprinter, a hasty platform change was necessary giving the track bashers some rare pointwork. After arrival in the dead platform the train had to wait for the arrival of a sprinter. The ten minute wait turned into an hour wait due to points failure, and we departed at 1328 (still no sprinter), with 37892 at the helm. The sprinter was passed in the Merthyr Vale loop (full of happy passengers) as we retraced our steps back to Cardiff, and after a short break embarked on what proved to be the greatest experience of our lives - well some of us anyway. Yet again the rain appeared as 37892 left for Cwmbargoed, branching off at Ystrad South Junction onto the freightline which is a highly graded climb for the first four miles. Due to a number of reasons, 892 rose hell within the bashers as it ascended. The rails were wet and greasy, the load was heavy, and 37893's driver was either asleep or liked a good laugh - probably the latter! With a jolt and a horrendous noise 892 began to slip and slide. After several minutes of high rev's, slipping, crawling and stalling, the syphon lost its battle. Throughout the ordeal we had attracted a large audience probably thinking the world was ending (37892 the Doomsday Machine). As 892 gave up, 893 woke up, and then with all 24 cylinders working hard and a cheer from the passengers we shot up the branch to Cwmbargoed. After a wet photo-stop the return run was uneventful in comparison, although a photo-stop at Nelson and Llandcaiaich was unusual.

37893 continued to Cardiff, straight through to signal C318 and back into the London platforms, 893 was detached and put up front with 892 for the run home. Unfortunately the twenty minutes lost throughout the day were not made up even through some dreadfully fast running, especially between Reading and Paddington (Av. speed 75mph). This was a superb tour, let down only by the lack of headboard, but made up for by the super ascent of Mount Cwmbargoed!

THE ROARER REQUIEM - 30.6.91

Andrew Garten (37001)

Or 'The Roarer Requiem', whichever you prefer. Billed as probably the class 85's finale on passenger duties, this was really a chance for those of us who did the correct move last week to obtain some RL "heavy's". For those of us who joined at Watford Junction the tour was marred by the complete removal of the fun as to when PST (Pathfinder Standard Time - 1 hour late) would be obtained as a derailed Motorail coach at Brandon, near Coventry (to which 37213 attended with the breakdown train) had caused severe disruption on the West Coast. With southbound overnights delayed in some cases by over 3 hours it was perhaps surprising that by the time the roarer finally arrived at a wet Watford it was only 103 minutes late, although easily achieving the PST. 85101 took us the short distance to Willesden where Mr Guntripp had been waiting patiently with his steed for about 3½ hours, 37888 being attached to drag us across the North London line to which the juice was switched off until the afternoon. We did not take the advertised route for the railtour via Primrose Hill, but instead proceeded via Hampstead Heath Tunnel where there was a short pause because

of the limited clearance, and Gospel Oak. As I was in the back of the loco it was difficult to hear much thrash, but I was informed that it was a first class performance. 12½ miles later 37888 was detached at Stratford and 85101 continued to Shoburyness where a nice big 37892 was waiting to take us to Liverpool Street, a very suitable 'choice' I felt. How strange that after all this time of being so elusive, and then it should work two railtours in eight days! It had been planned to have 37891, but this was still out of service at Immingham, having cab - shore radio telephones installed I believe. Considering how late we already were, there was quite a long delay at Shoburyness once 892 was on before we left, but it was a fine noisy performance to which I must admit to thoroughly enjoying. The syphon had to work surprisingly hard on this section, taking the route via Tilbury. We had to go into Liverpool Street as permission would not be given for us to reverse at Stratford, and after some photo's at 'the Street' it was time for the 85 to lead again, this time to Colchester St. Botolphs, since renamed Colchester Town. After another photo stop, 892 eased us away from the town centre station to take us to Walton-on-Naze, where we were very careful not to demolish the station and toilets class 313 style. It's an ill-conceived view that East Anglia is generally flat, this stretch included sections as steep as 1:80 which again caused a certain amount of noise from the beast up front. Its work was now over unfortunately, and 85101 took us back to London, stopping at Colchester for 892 to be detached from the rear and run behind us southbound. To ensure our extensive time deficit was maintained there was another loco change at Willesden, swapping 85101 for 85105, before I alighted at Watford. Now for 37893!

THE VULCAN VALLEY VENTURER - 28.7.91 (Pathfinder Tours)

This had long been expected to be the day that 37201, possibly the rarest 37 in the country, would finally make an appearance on a passenger train, albeit a railtour, although in actual fact it had worked the 2043 Shrewsbury to Chester DMU service two weeks before. Peter Watts had even been bold enough to quote in the tour booklet "a bonus for some ... the possible appearance of 37201". Sure enough, after an exhilarating run to Cardiff which included the traversal of Severn Tunnel in the dark, the bombs were removed at Cardiff Central for the addition of 37201 at the fore and 37138 at the aft. 201 was to lead for the run along the Vale of Glamorgan line through Barry and up the hill to Maesteg. After an initial power application on the curve by Canton we settled into a sedate amber along the Vale and then a noisy climb up the hill, past Tondy, where the syphon had to do a little work. 36½ miles later it was all over and I dare say 201 became just another scratch in the book for many a basher, little did we know that the days real riot was yet to come. 37138 rolled back down to Tondy and then took what seems to be the rarer line to Margam (not required for a tram!) and through the depot, passing a fine number of beasts which included 37162/197/215/220/294/350/691/703/796. The bombs (20106/20113) were welded back on at Margam in place of 37201, and after 37138 had taken us to Burrows Sidings, Swansea, they proceeded forward on the long hike up the hill to Onllwyn. It proved too much, and by the time 138 had dragged us back to Neath one had dispensed its coolant to the trackside and the other had dragging brakes! After a long pause (during which PST was obtained) it was decided that 37138 would run round at Burrows Sidings and go forward to Cardiff at least! After a lively run we were put on the centre road at Central, and after a momentary check right away was given to Newport. Many things were going through many minds, and after a slow run on the slow line we arrived at Newport. There was no loco change, but a lengthy delay due to a hot box on the rear coach. This remained with us (we had already lost one coach before the tour) and as we left the gen produced that another rare beast, 37258 was to produce at Gloucester. A frenzy of excitement swept the train (well it did my immediate vicinity anyway) as this quote was confirmed by the on board mobile phone service connection to TOPS and many people disembarked at Gloucester to view the proceedings. A fresh driver was waiting who had obviously not been given the gen as he just climbed into the cab of 138 and prepared for the off! The road was obtained and everybody quickly reboarded. As we passed the type 3's on shed at Gloucester (37012/191/258 and a pair of Hymeks) it looked pretty obvious that 258 hadn't stood much chance of coming out as it was boxed in by 37191 which would have to have been shunted out of the way. Lickey was mounted in fine style in 3½ minutes, and I guess it went over the top at about 25 mph, producing a good, hard-working beat which thrust out into the night air. I was informed that this rated as a good performance. 167 miles after leaving Onllwyn 138 arrived at Birmingham New Street where it was replaced by 20078/20163, which had arrived to bowl me out.

Passenger Information

This month I have abandoned "Electric Themes" and incorporated the information in other sections, in the case of passenger workings these are incorporated in the gen list. I'd be interested to hear any comments/opinions on this change, although bear in mind there would normally only be one months supply of 'EH gen' in each list. I also need YOUR help in collecting the EH gen to make the list as comprehensive as possible. Excluded from the list is the Euston-Fort William & return overnight as I have very few records as to what worked it. One point of interest with regard to this train is that the 1950 Fort William-Euston on Sundays is booked a pair as far as Arrochar, where the leading loco is detached and returns light to Fort William to get the crew back!

Unfortunately there are currently very strong suggestions that the Fort William is to cease at the end of the summer timetable, bringing to a complete end the association of class 37's on West Highland line passenger services. In addition, it is also anticipated that seating accommodation will be withdrawn from the other Anglo-Scottish overnight trains.

Some modification is needed to the two North West diagrams illustrated last month, these now operate as follows, the Monday to Friday diagrams shown on the left:

5N96 0108 Edge Hill-Blackpool (ECS)
 1J96 0714 Blackpool-Manchester Victoria
 2F77 0952 Manchester Victoria-Southport
 5F79 Southport-Manchester Victoria
 1F79 1721 Manchester Victoria-Southport
 1J76 0716 Southport-Manchester Victoria
 1N99 1714 Manchester Victoria-Blackpool
 2F38 1900 Blackpool-Liverpool
 then Liverpool-Edge Hill (ECS)

SATURDAYS

5N96 0108 Edge Hill-Blackpool (ECS)
 1J96 0714 Blackpool-Manchester Victoria
 1N99 1714 Manchester Victoria-Blackpool
 2J90 2027 Blackpool-Manchester Victoria

To save some initial duplication on the 'gen list', 37430 worked 0741 Southport to Manchester Victoria/1706 Manchester Victoria to Southport on 20-22,24,28-31/6, 3,5,7/7. The complete list, with a few simple abbreviations, is as follows:

23.5.91 37430 0741 Southport-MV /1706 MV-Southport /1827 Southport-MV
 25.5.91 37418 0440 Shrewsbury-Pwllheli /0932 Pwllheli-Birmingham NS
 37430 1112 Salford Crescent-Blackpool
 26.5.91 37410 1600 Inverness-Edinburgh
 37418 0835 Derby-Skegness /1755 Skegness-Derby
 27.5.91 37430 1120 Salford Crescent-Blackpool /1730 Blackpool-MV
 31.5.91 37402 1700 Kyle-Inverness
 1.6.91 37418 0440 Shrewsbury-Pwllheli /0932 Pwllheli-Birmingham NS
 37430 1047 Leeds-Carlisle /1625 Carlisle-Leeds
 4.6.91 37430 0945 MV-Rochdale /1028 Rochdale-MV /1110 MV-Rochdale/1133 Rochdale-MV
 1245 MV-Rochdale /1328 Rochdale-MV /1410 MV-Rochdale/1433 Rochdale-MV
 6.6.91 37407 1015 Inverness-Kyle /1705 Kyle-Inverness
 7.6.91 37010 0918 Manchester P.-Plymouth (Stoneycombe-Plymouth)
 8.6.91 37407 1015 Inverness-Kyle /1705 Kyle-Inverness
 37421/430 0440 Shrewsbury-Pwllheli (37430 pilot to Machynlleth)
 37421 0440 Shrewsbury-Pwllheli /0932 Pwllheli-Birmingham NS
 10.6.91 37407 1015 Inverness-Kyle /1705 Kyle-Inverness
 37418 1715 MV-Blackpool
 11.6.91 37407 1015 Inverness-Kyle /1705 Kyle-Inverness
 37418 0716 Blackpool-MV
 37430 1715 MV-Blackpool
 12.6.91 37430 0716 Blackpool-MV /0757 Liverpool-York (MV-Bradford Interchange)
 1210 MV-Rochdale /1233 Rochdale-MV /1313 MV-Blackburn
 1420 Blackburn-MV /1510 MV-Rochdale /1533 Rochdale-MV
 1715 MV-Blackpool
 13.6.91 37430 0716 Blackpool-MV /1715 MV-Blackpool
 14.6.91 37430 0716 Blackpool-MV /1715 MV-Blackpool
 15.6.91 37418/421 0440 Shrewsbury-Pwllheli (Shrewsbury-Machynlleth)
 37418 0440 Shrewsbury-Pwllheli (Machynlleth-Harlech where capped)
 0932 Pwllheli-Birmingham NS (Harlech-Birmingham NS)

17.6.91 37025 1015 IS-Kyle /1505 Kyle-IS /1842 IS-Kyle
 37156 1227 IS-Kyle /1705 Kyle-IS
 37430 0716 Blackpool-MV /1715 MV-Blackpool
 18.6.91 37025 0650 Kyle-IS
 37430 0716 Blackpool-MV /1715 MV-Blackpool
 19.6.91 37141 1315 Waterloo-Exeter (Yeovil-Exeter)
 20.6.91 37025 1842 Inverness-Kyle
 37430 0716 Blackpool-MV /0845 MV-Rochdale /0928 Rochdale-MV
 1013 MV-Blackburn /1120 Blackburn-MV /1210 MV-Rochdale
 1233 Rochdale-MV /1715 MV-Blackpool
 21.6.91 37430 0716 Blackpool-MV /1715 MV-Blackpool
 22.6.91 37408 0650 Kyle-IS /1227 IS-Kyle /1705 Kyle-IS
 24.6.91 37408 1015 IS-Kyle /1505 Kyle-IS /1842 IS-Kyle
 37430 0716 Blackpool-MV /1715 MV-Blackpool
 25.6.91 37408 0650 Kyle-IS /1227 IS-Kyle /1705 Kyle-IS
 37430 0716 Blackpool-MV /1715 MV-Blackpool
 26.6.91 37408 1015 IS-Kyle /1505 Kyle-IS /1842 IS-Kyle
 37421 1610 MV-Rochdale /1633 Rochdale-MV /1715 MV-Blackpool
 27.6.91 37408 0650 Kyle-IS /1227 IS-Kyle /1705 Kyle-IS
 37421 0716 Blackpool-MV /1715 MV-Blackpool
 28.6.91 37408 1015 IS-Kyle /1505 Kyle-IS /1842 IS-Kyle
 29.6.91 37408 0650 Kyle-IS /1227 IS-Kyle /1705 Kyle-IS
 37431 0440 Shrewsbury-Pwllheli /0932 Pwllheli-Birmingham NS
 1.7.91 37408 1015 IS-Kyle /1505 Kyle-IS /1842 IS-Kyle
 37430 0716 Blackpool-MV /1715 MV-Blackpool
 2.7.91 37408 0650 Kyle-IS /1227 IS-Kyle /1705 Kyle-IS
 37430 0716 Blackpool-MV /1715 MV-Blackpool
 3.7.91 37025 0650 Kyle-IS /1227 IS-Kyle /1705 Kyle-IS
 37430 0716 Blackpool-MV /1715 MV-Blackpool
 4.7.91 37025 1015 IS-Kyle /1505 Kyle-IS /1842 IS-Kyle
 37430 0716 Blackpool-MV /1715 MV-Blackpool
 5.7.91 37025 0650 Kyle-IS
 37424 1227 IS-Kyle /1705 Kyle-IS
 37430 0716 Blackpool-MV /1715 MV-Blackpool
 6.7.91 37070 0800 Manchester-Donnington /1100 Donnington-Manchester CHARTER
 (Wellington-Donnington, Wellington-Bilston, Rugeley-Derby)
 37156/408 0650 Kyle-Inverness
 37156 1227 Inverness-Kyle /1705 Kyle-Inverness
 37219 1007 Yarmouth-Leeds (Yarmouth-Norwich)
 0942 Leeds-Yarmouth (1545 Norwich-Yarmouth)
 37430 0800 Manchester-Donnington /1100 Donnington-Manchester CHARTER
 (except sections worked by 37070 as shown above)
 37431 0440 Shrewsbury-Pwllheli /0932 Pwllheli-Birmingham NS (to Welshpool)
 37431/418 0932 Pwllheli-Birmingham NS (Welshpool-Shrewsbury)
 7.7.91 37054 1635 Paddington-Plymouth (Exeter-Plymouth)
 37097 0855 Plymouth-Manchester (Totnes-Exeter)
 1610 Manchester-Plymouth (Exeter-Plymouth)
 37146 0855 Plymouth-Manchester (Gloucester-Crewe, where train capped)
 37219 1945 Lowestoft-Ipswich (Saxmundham-Ipswich)
 37263 1935 Paddington-Penzance (Exeter-Plymouth)
 8.7.91 37025 2105 (7/7) Euston-Inverness (Pitlochry-Inverness)
 37262 0552 Inverness-Aberdeen
 37407 1015 IS-Kyle /1505 Kyle-IS /1842 IS-Kyle
 37408 0650 Kyle-IS /1227 IS-Kyle /1705 Kyle-IS
 37419 0716 Southport-MV
 37430 0714 Blackpool-MV /0952 MV-Southport /1721 MV-Southport
 37431 1050 Inverness-Aberdeen /1524 Aberdeen-Inverness
 9.7.91 37015 1840 Liverpool St-Norwich
 37407 0650 Kyle-IS /1227 IS-Kyle /1705 Kyle-IS
 37408 1227 IS-Kyle /1705 Kyle-IS
 37416 0714 Blackpool-MV
 37430 0716 Southport-MV /1714 MV-Blackpool /1900 Blackpool-Liverpool
 37431 0617 AB-IS /1050 IS-AB /1714 AB-IS /2040 IS-AB

10.7.91	37101	1140 Poole-Newcastle (Poole-Newcastle) - 47815 failed
	37156	1015 Inverness-Euston (Aviemore-Perth) - 47595 failed
		0735 Euston-Inverness (Perth-Inverness) - piloting 47674
	37407	0650 Kyle-IS /1227 IS-Kyle /1705 Kyle-IS
	37408	1015 IS-Kyle /1505 Kyle-IS /1842 IS-Kyle
	37419	0716 Southport-MV /1714 MV-Blackpool /1900 Blackpool-Liverpool
	37430	0714 Blackpool-MV /0952 MV-Southport /1721 MV-Southport
	37431	0617 AB-IS /1050 IS-AB /1714 AB-IS
11.7.91	37156	0617 AB-IS /1050 IS-AB /1714 AB-IS
	37175	1526 IS-AB
	37272	1700 Liverpool St-Norwich (Liverpool St-Witham)
	37407	1015 IS-Kyle /1505 Kyle-IS /1842 IS-Kyle
	37408	0650 Kyle-IS /1227 IS-Kyle /1705 Kyle-IS
	37419	0714 Blackpool-MV /0952 MV-Southport /1721 MV-Southport
	37430	0716 Southport-MV /1714 MV-Blackpool /1900 Blackpool-Liverpool
	37431	0552 IS-AB /0916 AB-IS /1212 IS-AB
12.7.91	37156	0916 AB-IS /1212 IS-AB /1714 AB-IS
	37175	0552 IS-AB
	37407	0650 Kyle-IS /1227 IS-Kyle /1705 Kyle-IS
	37408	1015 IS-Kyle /1505 Kyle-IS /1842 IS-Kyle
	37419	0716 Southport-MV /1714 MV-Blackpool /1900 Blackpool-Liverpool
	37430	0714 Blackpool-MV /0952 MV-Southport /1721 MV-Southport
	37431	0617 AB-IS /1050 IS-AB /1524 AB-IS
13.7.91	37142	0726 Penzance-Glasgow (Gloucester-Crewe)
	37156	0552 IS-AB /0916 AB-IS /1212 IS-AB /1714 AB-IS
	37201	2043 Shrewsbury-Chester
	37407	1015 IS-Kyle /1505 Kyle-IS /1842 IS-Kyle
	37408	0650 Kyle-IS /1227 IS-Kyle /1705 Kyle-IS
	37421	0450 Shrewsbury-Pwllheli /0936 Pwllheli-Birmingham NS (to Shrewsbury)
	37418	1058 Birmingham NS-Pwllheli (Shrewsbury-Pwllheli)
		1725 Pwllheli-Birmingham NS
	37431	0617 AB-IS /1050 IS-AB /1524 AB-IS /2040 IS-AB
	37695	0610 Euston-Ayr CHARTER (Falkland Yd-Killoch/Falkland Yd-Chalmerston)
14.7.91	37175	1905 Aberdeen-Edinburgh
	37407	1030 Kyle-IS /1810 IS-Kyle
	37408	1115 IS-Kyle /1505 Kyle-IS
	37431	1000 AB-IS /1212 IS-AB
15.7.91	37404	0552 IS-AB /0916 AB-IS /1212 IS-AB /1714 AB-IS
	37431	0617 AB-IS /1050 IS-AB /1524 AB-IS
	37407	0650 Kyle-IS /1227 IS-Kyle /1705 Kyle-IS
	37408	1015 IS-Kyle /1505 Kyle-IS /1842 IS-Kyle
16.7.91	37404	0552 IS-AB /0916 AB-IS
	37407	1015 IS-Kyle /1505 Kyle-IS /1842 IS-Kyle
	37408	0650 Kyle-IS /1227 IS-Kyle /1705 Kyle-IS
	37431	0617 AB-IS /1050 IS-AB /1524 AB-IS
17.7.91	37156	1212 IS-AB /1714 AB-IS
	37404	0552 IS-AB /0916 AB-IS
	37407	0650 Kyle-IS /1227 IS-Kyle /1705 Kyle-IS
	37431	0617 AB-IS /1050 IS-AB /1524 AB-IS
18.7.91	37025	0552 Inverness-Aberdeen (Nairn-Aberdeen) /0916 Aberdeen-Inverness
		1227 IS-Kyle /1705 Kyle-IS
	37153	0552 Inverness-Aberdeen (Inverness-Nairn)
	37235	1357 Carlisle-Whitehaven /1511 Whitehaven-Carlisle
		1640 Carlisle-Barrow
	37407	1800 IS-AB /2140 AB-IS
	37431	0617 AB-IS /1050 IS-AB /1524 AB-IS
19.7.91	37025	1227 IS-Kyle /1705 Kyle-IS
	37153	1714 AB-IS (with 37431 as far as Dyce)
	37407	0552 IS-AB /0916 AB-IS /1212 IS-AB
	37416	1714 MV-Blackpool /1900 Blackpool-Liverpool
	37419	1721 MV-Southport /1940 Southport-MV
	37431	0617 AB-IS /1050 IS-AB /1724 AB-IS (to Dyce)

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20.7.91	37025/431	1842 IS-Kyle
	37055	1524 AB-IS
	37141	1216 Paignton-Manchester (Paignton-Exeter)
	37153	1050 IS-AB
	37372	1216 Paignton-Manchester (Gloucester-Manchester) - 47845 failed
	37380	1212 IS-AB /1714 AB-IS
	37408	0650 Kyle-IS /1227 IS-Kyle /1705 Kyle-IS
	37431	0617 AB-IS /1015 IS-Kyle /1505 Kyle-IS
21.7.91	37025	1030 Kyle-IS
	37055	1000 IS-AB
	37380	1706 IS-AB
	37407	1314 AB-IS /1810 IS-Kyle
	37408	1115 IS-Kyle /1505 Kyle-IS
22.7.91	37025	0552 IS-AB /0916 AB-IS /1212 IS-AB /1524 AB-IS
	37042	1120 Glasgow-Euston (Glasgow Central-Motherwell)
	37153	1714 AB-IS
	37196	0735 Euston-Inverness (MP 37-Dalwhinnie)
	37380	0617 AB-IS
	37407	0650 Kyle-IS /1227 IS-Kyle /1705 Kyle-IS
	37408	1015 IS-Kyle /1505 Kyle-IS /1842 IS-Kyle
	37416	0714 Blackpool-MV /0952 MV-Southport /1721 Southport-MV
	37419	0716 Southport-MV
	37431	1050 IS-AB
23.7.91	37025	0617 AB-IS /1050 IS-AB /1524 AB-IS /1800 IS-AB /2142 AB-IS
	37141	1015 Liverpool-Plymouth (Exeter-Plymouth)
		1710 Plymouth-Leeds (Plymouth-Bristol)
	37153	1212 IS-AB /1714 AB-IS
	37696	0605 Edinburgh-Edinburgh via Cardenden
	37407	1015 IS-Kyle /1505 Kyle-IS /1842 IS-Kyle
	37408	0650 Kyle-IS /1227 IS-Kyle /1705 Kyle-IS
	37416	0716 Southport-MV /1714 MV-Blackpool /1900 Blackpool-Liverpool
24.7.91	37025	1015 IS-Kyle /1505 Kyle-IS /1842 IS-Kyle
	37153	0617 AB-IS
	37153/196	1050 IS-AB (Inverness-Nairn)
	37196	1050 IS-AB (Nairn-Aberdeen) /1714 AB-IS
	37407	0650 Kyle-IS /1227 IS-Kyle /1705 Kyle-IS
	37416	0714 Blackpool-MV /0952 MV-Southport /1721 MV-Southport
	37430	1714 MV-Blackpool /1900 Blackpool-Liverpool
25.7.91	37025	0650 Kyle-IS /1227 IS-Kyle /1705 Kyle-IS
	37196	0552 IS-AB
	37229	0617 AB-IS
	37274	0916 AB-IS /1212 IS-AB /1714 AB-IS
26.7.91	37003	0820 Newcastle-Exeter (Newcastle-Leeds)
	37153	0617 AB-IS (Aberdeen-Keith)
	37156	1842 IS-Kyle
	37196/153	0617 AB-IS (Keith-Inverness)
	37274	2130 (25/7) Euston-Inverness (Blair Athol-Inverness) - 47593 failed
	37380	2130 (25/7) Euston-Inverness (Dunkeld-Blair Athol)
	37431	0552 IS-AB /0916 AB-IS /1212 IS-AB /1714 AB-IS
27.7.91	37063	1714 MV-Blackpool /2027 Blackpool-MV
	37207	1705 Paignton-Manchester (Paignton-Bristol)
	37156	0650 Kyle-IS /1050 IS-AB /1524 AB-IS /1842 IS-Kyle
	37407	1227 IS-Kyle /1705 Kyle-IS
	37408	0617 AB-IS /1015 IS-Kyle /1505 Kyle-IS
	37416	0714 Blackpool-MV
	37418	0450 Shrewsbury-Pwllheli /0936 Pwllheli-Birmingham NS (to Shrewsbury)
	37421	1058 Birmingham NS-Pwllheli (Shrewsbury-Pwllheli)
		1725 Pwllheli-Birmingham NS
	37431	0552 IS-AB /0916 AB-IS
	37140	1125 Liverpool St.-Yarmouth (Norwich-Yarmouth)
		1708 Yarmouth-Liverpool St. (Yarmouth-Norwich)

28.7.91	37025	1000 IS-AB /1314 AB-IS /1706 IS-AB
	37138	0623 Liverpool-Onllwyn CHARTER (Maesteg-Burrows Sidings)
		1629 Onllwyn-Liverpool CHARTER (Onllwyn-Birmingham New Street)
	37201	0623 Liverpool-Onllwyn CHARTER (Cardiff-Maesteg)
29.7.91	37063	0952 Manchester Victoria-Southport
30.7.91	37098	1710 Plymouth-Leeds (Plymouth-Exeter)
31.7.91	37063	0714 Blackpool-Manchester Victoria
	37426	1714 Manchester Victoria-Blackpool /1900 Blackpool-Liverpool
	37430	1721 Manchester Victoria-Southport
1.8.91	37003	1141 York-Swansea (York-Leeds)
	37156	1714 Aberdeen-Inverness
	37426	0714 Blackpool-Manchester Victoria /0952 Manchester V.-Southport
	37430	0716 Southport-Manchester Victoria
	37431	1524 Aberdeen-Inverness
2.8.91	37888	0750 Kings Cross-Leeds (Pipers Wood-Doncaster)
3.8.91	37025/156	1842 Inverness-Kyle
	37073	1714 Manchester Victoria-Blackpool /2027 Blackpool-Manchester V
	37156	1030 Inverness-Kyle /1505 Kyle-Inverness
	37407	0650 Kyle-Inverness
	37418	0450 Shrewsbury-Pwllheli /0936 Pwllheli-Birmingham NS (to Shrewsbury)
	37426	0714 Blackpool-Manchester Victoria
	37430	1058 Birmingham NS-Pwllheli (Shrewsbury-Pwllheli)
		1725 Pwllheli-Birmingham NS
	37431	1227 Inverness-Kyle /1705 Kyle-Inverness
4.8.91	37156	1030 Kyle-Inverness
	37196	1000 Inverness-Aberdeen /1314 Aberdeen-Inverness
	37278	1000 Aberdeen-Inverness /1526 Inverness-Aberdeen
	37520/040	1801 Westerleigh-Gloucester CHARTER
	56038/37891	1706 Gloucester-Westerleigh CHARTER
5.8.91	37025	0650 Kyle-Inverness
	37156	1212 Inverness-Aberdeen /1714 Aberdeen-Inverness
	37196	0552 Inverness-Aberdeen /1714 Aberdeen-Inverness
	37408	1227 Inverness-Kyle /1705 Kyle-Inverness
	37416	0716 Southport-MV /1714 MV-Blackpool /1900 Blackpool-Liverpool
	37430	0952 Manchester Victoria-Southport
	37431	1015 Inverness-Kyle /1505 Kyle-Inverness

37219 was the last officially diagrammed 37 to work to Great Yarmouth this summer, with the 'portion' of the 0942 from Leeds which was running 110 minutes late after lightning struck Trent power box on 6th July. The same day 37431 failed on the Cambrian on its return from Pwllheli, failing at Welshpool to where 37418 was sent to the rescue. Both were detached at Shrewsbury in favour of 47358. In the early weeks of the summer, the Cambrian loco was piloted as far as Machynlleth, by 430 on 8/6 and 421 on 15/6. On this latter date the outward working was capped at Harlech because of late running, passengers being bussed to and from Pwllheli. The high number of HST drags on Sunday 7/7 was caused by the failure of no less than 5 such items, possibly connected with those transferred from the Eastern Region. The failure of 86208 on 9/7 resulted in 37015 working throughout to Norwich. This was almost a good week in Anglia, the following day a DMU failed at Trimley on the 1905 Felixstowe-Ipswich. 37238/019 were sent from the North Freightliner terminal to drag the train in, but orders were then given that this must not run passenger and taxi's were provided! The DMU then proceeded from Ipswich station to the stabling point on one engine under its own power. The next day, 37272 was provided for the prestige East Anglian service, with 'coffins' and a boiling day. Unfortunately it failed at Witham, having lost its coolant and 90033 went to the rescue. As Ipswich men won't work passenger trains everybody was detained at Witham and the combination then ran ECS as far as Ipswich where it was reinstated as a passenger train! Although I do not have all the workings, w/c 15/7 37407/408 were the mainstay on the Kyles, 156/404/431 were Over The Top (Inverness-Aberdeen route), and 416/419 and 430 Monday & Tuesday worked out of Manchester. As a result of the fatal accident at Newton, Glasgow, 37042 dragged 90008 out of Central on 22/7, I believe this was the only 37 to drag that day. On 25/7, 37430 derailed at Blackpool prior to working the 0714 to Manchester, 47374 going forward on the train instead. The Next day (26/7), 37003 made a

very rare appearance on a passenger train, working the 0820 Exeter service from Newcastle. It should only have gone as far as York where 47500 was to take over, but this wasn't there in time so the syphon went through to Leeds. By coincidence, it was to work again within a week, on 1/8. 37380 pushed the 2130 Euston-Inverness 'overnight' from Dunkeld to Blair Athol on the morning of 26/7 after 47593 had failed. 37274 took over from Blair Athol. 37207 worked the 1705 Paignton-Manchester to Bristol on 27/7. I am told the 47/8 was bricked by some '47 bashers' as the only engine in the area was an 'NB' 47, however, if this story is correct they would have been well withered as BR dug up the 37. Also on Saturday 27th, 37063 made a most welcome appearance on the evening Blackpool, 37416 which had worked the morning service going for an 'A' exam and 418 and 421 being on Cambrian duties. Still on 27th, 37140 became probably the first and last 'NB' loco to work one of the Norwich-London push pull sets through to Yarmouth. Its use was because the ETH fitted 47 had failed, however, after sitting at Yarmouth for about 3 hours then returning to Norwich the DBS0 was found to have flat batteries and the 86 refused to work (the 86's go through to Yarmouth with the pantograph lowered!); hence the train was capped at Norwich. 37025/409 worked the land cruise to Wick. Week commencing 29/7, 37025/407/408 were the mainstay on the Kyles, 37156/431 working Over The Top. On 2/8, 37888 with its oil train in tow pushed the 0750 Kings Cross to Leeds for approximately 6 miles into Doncaster after 91025 failed - is this the first time a train of Mk IV's has been pushed/dragged and any bashers aboard would be unable to bellow? 37073 worked the evening Blackpool on 3/8, with 37426 looking dubiously OK at Victoria. On Sunday 4/8, IM15 (1950 Fort William-Euston) was rescheduled to start from Inverness because of engineering work at Bowling. 37413 worked ECS from Fort William to Inverness on Saturday 3/8 and then was scheduled to work in a pair with 407 to Edinburgh, with a mixture of Sprinter and bus connections from the West Highland. Sunday 4/8 was this years Gloucester Railday, and the last shuttle of the day was booked for a class 56 one end and a pair of 37's the other. 37040/520 were the syphons and 56051 had been expected to be the 56, but this was penned in at the open day, opposite 'The Class 37 Group' sales stand. 56050 was rumoured to be the replacement but this was defected/wouldn't start so 56034 came from Westbury. When we arrived at Gloucester on the proceeding shuttle we found 56038, with 37891 in tow, had now also arrived in the course of running light engine from Cardiff to March. Some hasty arrangements were obviously made and 56038/37891 backed onto the front of the train instead of 56034, which was banished back to where it had come from. 37520/040 went on the other end as planned and a jovial time was had by all!

Excepting the completely unexpected appearance of 37891 detailed above, I think my 'Working of the Month' is 37235 down the Cumbrian Coast on 18/7 working the 1640 Carlisle to Barrow towing a DMU. The loco returned light diesel to Carlisle, again via the coast route, and the unit was repaired overnight at Barrow. I have been given an alternative proposition of 37372 on 20/7 when it worked from Gloucester through to Manchester on the 1216 from Paignton. You will notice from the gen that it is becoming more common to do loco changes at Crewe instead of Birmingham New Street.

THIS MONTHS PHOTO'S

FRONT COVER: 37682 (triple tone) and 37685 (red-stripe) at London Paddington on 22/6/91 with our railtour, 'The Brentford Bard' Alan Pulford (37109).

OPPOSITE TOP: 37245, still blue, stands at Kyle of Lochalsh on 31/5/91 prior to returning to Inverness with the 1705 'Hebridean Heritage'. Julian Shields (37175).

OPPOSITE BOTTOM: This picture accompanies this months tale "Setdown Only", and shows 37152 coupled to 90016 at the head of the 1505 from Glasgow Central on 9/6/91. (37175).

REAR COVER TOP: An immaculate 37899 "County of West Glamorgan" and 37698 "Coedbach" at Abergavenny having worked the 1445 special service from Hereford in connection with the railday there on 5/5/91. Mark Rigby (37217).

REAR COVER BOTTOM: For the benefit of those of us that were elsewhere on 22/6/91, this is 37893 at Cwmbargoed on the 'Taff Vale Triumph'. Martin Ranson (37250).



