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THE CLASS 37 GROUP

SYPHON EXTRA

THE CLASS 37 GROUP

NUMBER 39 - SEPTEMBER 1991

COMMITTEE

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EDITORIAL

SPONSORED WALK: Our first such event of this kind will take place on Sunday September 29th, 1991 over a distance of 8 miles between Yaxham and County School stations on the former Wymondham to North Elmham freight line. Most of the Committee will be taking part, and if you would like to join us please write to the Editor for further details and a sponsorship form immediately. Alternatively you could sponsor one of the walkers by sending me details of how much you wish to contribute per mile or in total and I will pass it onto somebody's sponsorship form. For those who wish to join us, we might be able to provide transport from Ipswich and Norwich to Yaxham, and also from County School back to Yaxham for those who are able to make their own way to the start. Our thanks go to the "Great Eastern Railway Company" and British Rail for permission to walk this section of line which forms part of the proposed Great Eastern Railway project.

ANNUAL GENERAL MEETING: Our fifth AGM will be held on Saturday 23rd November 1991, the exact venue will be announced in the October "Syphon!". In accordance with the Groups Constitution anybody who wishes to stand for a Committee post must send a written nomination, proposed and seconded and including the nominees written acceptance of willingness to serve the Group in a voluntary, unpaid status, to be received by the Secretary no later than 14 days prior to the date of the AGM. The Committee posts are Chairman, Editor, Membership Secretary, Publicity Officer, Sales Officer, Secretary and Treasurer, after some juggling of the present Committee members it looks as if the Publicity Officer and Secretary posts will be vacant. Any resolutions to be put before the AGM must be received by the Secretary no less than 14 days before the date of the meeting, while the membership must have at least 28 days notice of any amendments proposed to the Constitution (available from the Secretary). This means Constitution amendments must be with Maurice by 28.9.91 at the latest in order that I can give them sufficient publicity in the October "Syphon!".

TEE-SHIRTS: These are now available in all sizes, small, medium, large and extra large, in both black and white. Furthermore we have been able to reduce the price to £5.00! These can be obtained from the Sales Officer for £5 plus £1 for post and packing.

MONTHLY DRAW: Congratulations to Bob Upton, the August draw winner.

PRESERVATION FUND: The total on 8.9.91 stood at £3838:47. Of the increase this month, £180 is thanks to the donations letter issued last month which has so far brought donations from Paul Ivey, Peter King, Phil Brooks, Roger Parr, A.King, G.Latimer, D.Wilson and

Michael Gibson. Other income has been from the monthly draw, donation box collections at Gloucester open day, Old Oak Common open day and August committee and open meetings, and membership number changes by Martin Reeve and Andrew Harlott.

MEMBERSHIP NEWS: Thankyou to the following for joining the Group or renewing your membership during the last month: Mr N.Paine (37031), Mr A.P.Koolman (37084), Steve Marshall (37095), Mr K.Newcombe (37111), Mr J.Barker (37125), Mr K.Downham (37126), Mr G.Sullivan (37127), Mr N.Collins (37148), Mr T.E.Dowle (37165), Mr A.P.Dowle (37166), Julian Shields (37175), Mr I.Hewitt (37190), Mr P.Hayward (37210), Mr J.Hayward (37211), Mr T.Hayward (37212), Mr R.Dodd (37213), Mark Rigby (37217), Mr C.Park (37220), Mr M.Saunders (37227). Further members to have changed their numbers are Mr N.Collins (37148 - 37163), Martin Reeve (37089 - 37148), Andrew Harlott (37253 - 37063), Mr I.Hewitt (37190 - 37253) and Mark Rigby (37217 - 37107).

You can change your membership number to any on the following list by sending £1 (which goes to the Preservation Fund) and a letter of explanation to the Membership Secretary: 37006/015/016/020/021/028/030/035/040/047/057/064-067/071/089/092/094/098-100/103/217 265-304/306-308/401/404/411/415/417/418/421-424/426/428/430/502-511/513-521/668-670/672-674/676-693/695-699/701-705/707-715/717-719/796/798-803/883-886/888-890/894-899/901-906.

DIARY: 18.9.91 Open Meeting (Wednesday) at The County, St Helens Street, Ipswich, in the refurbished side (Green Room) from 2010.

29.9.91 SPONSORED WALK - see this months Editorial for full details.

5.10.91 SALES STAND, East Lancs Railway diesel weekend, arrangements being made. This would also include Sunday 6.10.91.

16.10.91 Open Meeting (Wednesday) at The County - see 18.9.91

23.11.91 AGM, further details to be advised but see this months Editorial.

THANKS for the 'gen' this month to Jerry Dickinson, Mark Rigby, Andrew Wilkinson, David Wilson, Julian Shields and Mr A.Louth, more thanks next month!

DEADLINE for the October "Syphon!" will be 25/9/91.

NEWSDESK

37057 IM-TI FMYI-MDST
37116 IM-TI FMYI-MDST

37273 CF-HQ FPEK-FPYX
37416 TI-IS MDRT-PISA

37521 IM-CF FPCI-FPEK
37668 ED-CF FPAE-FPEK

37430 was reallocated to IS/PISA but then transferred back to TI/MDRT without moving north, 37416 being transferred instead.

LIVERIES: Newly reported are 075/178/672 - Railfreight Distribution, 139/796 - Coal, 521 - Petroleum, 677 - Construction. The repaint of 37178 reduces the ranks of allover blue examples to 11 - 003/013/131/139/140/154/170/216/217/219/245. Thanks to the request for information of 37428, this is in Railfreight Petroleum livery.

NAMES: Tinsley depots 37073 was named "Fort William" at that location on 15/8/91. This would seem a strange choice, and it also seems perculiar that after years of only 37/4's getting to Fort William 37025 should also arrive there, with a freight, on 29/8/91.

GENERAL: It is my sad duty to report, in the continuing saga of 37273 that this loco' was removed from accountability at 1430 on Friday 16th August 1991 and transferred to Headquarters. Although officially shown as "stored unserviceable" rather than withdrawn, it is not expected that it will be returned to service. It had been out of service since 6/1/91 after toppling down an embankment at Johnston, near Milford Haven during which time it was ransacked of copper in addition to the inevitable damage caused. The future would also still appear to be in the balance for 37137 and 37903 which were in collision with each other and are both still shown 'on decision'.

37421 derailed on the bridge at Dovey Junction on 24/8/91 while working 1058 Birmingham New Street-Pwllheli. I believe it was only yards from going into the water and the seriousness of the incident was such that loco' hauled trains are once again banned from going to Pwllheli at least until the end of this summers timetable. Instead they have been diverted to Aberystwyth and the diagrams are:

1J11 - 0450 Shrewsbury-Machynlleth, 2J19 - 0816 Machynlleth-Aberystwyth, 2G68 - 0925 Aberystwyth-Birmingham, 2J13 - 1325 Birmingham-Aberystwyth, 2G68 - 1742 Aberystwyth-Birm.
1J12 - 1058 Birmingham-Aberystwyth, 2G68 - 1450 Aberystwyth-Birmingham.

PASSENGER INFORMATION

There is only space to accomodate the "no heat" workings in this months news-sheet, the 37/4 workings will be listed in the October "Syphon!".

2.7.91	37104	0956 Whitehaven-Newcastle (Carlisle-Newcastle)
2.8.91	37156	0552 IS-AB /0916 AB-IS /1212 IS-AB /1714 AB-IS
	37240	1703 Edinburgh-Cardenden-Edinburgh
3.8.91	37196	1714 Aberdeen-Inverness
	37278	1800 Inverness-Aberdeen
4.8.91	37025	1030 Kyle-Inverness /1810 Inverness-Kyle
	37156/413	1505 Kyle-Inverness CORRECTION
	37278	1955 Aberdeen-Inverness
5.8.91	37225	1040 Poole-Glasgow (Carlisle-Glasgow Central, 87004 had cab drop-light shot out, 37225 lost 19 minutes on schedule)
	37235	0714 Blackpool-MV /1714 MV-Blackpool /1900 Blackpool-Liverpool
6.8.91	37025	1050 IS-AB /1524 AB-IS /1800 IS-AB
	37156	0552 IS-AB /0916 AB-IS
	37235	0714 Blackpool-MV
7.8.91	37003	1141 York-Swansea (York-Leeds, 47815 failed, 47519 forward @ Leeds)
	37156	1227 Inverness-Kyle /1705 Kyle-Inverness
	37232	1700 Dyce-Montrose (Aberdeen-Montrose)
	37240	0617 AB-IS /1050 IS-AB /1714 AB-IS
8.8.91	37087	1642 Edinburgh-Cardenden-Edinburgh
	37156	1212 IS-AB /1524 AB-IS /1800 IS-AB
	37232	1700 Dyce-Montrose (Aberdeen-Montrose)
	37240	0552 IS-AB /0916 AB-IS
9.8.91	37009	1658 Weymouth-Cardiff (Bristol-Cardiff)
	37053	1714 MV-Blackpool /1900 Blackpool-Liverpool
	37240	0617 AB-IS /1212 IS-AB /1714 AB-IS
10.8.91	37010	0800 Exmouth-Plymouth (Exeter-Plymouth)
	37053	0714 Blackpool-Manchester Victoria
	37156	0617 AB-IS /1050 IS-AB /1714 AB-IS
	37229	0652 Ayr-Mallaig (Ayr-Dumbarton Central) CHARTER
	37240	0552 IS-AB /0916 AB-IS /1212 IS-AB /1524 AB-IS
	37254	1030 Paddington-Penzance (Lavington-Penzance)
11.8.91	37045/225	0930 Crewe-Llandudno /1207 Llandudno-Crewe SPECIALS
	37156	1000 IS-AB /1314 AB-IS /1706 IS-AB
12.8.91	37156	0617 AB-IS /1050 IS-AB /1524 AB-IS /1800 IS-AB /2140 AB-IS
13.8.91	37098	0800 Exmouth-Newton Abbot (Exeter-Newton Abbot)
	37153	0617 AB-IS /1050 IS-AB /1524 AB-IS
	37156	1800 IS-AB /2140 AB-IS
14.8.91	37153	0617 AB-IS /1050 IS-AB /1524 AB-IS
15.8.91	37153	1050 IS-AB / 1524 AB-IS 1714
	37240	0617 AB-IS /1050 IS-AB /1524 AB-IS /1800 IS-AB
	37245	1600 Yarmouth-Norwich
16.8.91	37240	0617 AB-IS /1015 IS-AB /1524 AB-IS
17.8.91	37170	0617 AB-IS
	37170/668	1015 IS-AB
	37240	0552 IS-AB /0916 AB-IS /1212 IS-AB /1714 AB-IS
	37245	0938 Birmingham NS-Yarmouth (Norwich-Yarmouth)
	37668	1524 AB-IS
18.8.91	37219	1450 Ipswich-Lowestoft
	37240	1706 Inverness-Aberdeen
19.8.91	37240	0617 AB-IS /1050 IS-AB /1524 AB-IS /1800 IS-AB
20.8.91	37010	1435 Paddington-Penzance (Newton Abbot-Plymouth)
	37012	1658 Weymouth-Cardiff (Westbury-Cardiff, 47277 failed)
	37240	0617 AB-IS /1050 IS-AB /1524 AB-IS
	37518/077	2130 (19/8) Euston-Inverness (Carnforth-Carlisle)
21.8.91	37240	0552 IS-AB /0916 AB-IS /1212 IS-AB /1714 AB-IS
22.8.91	37240	0552 IS-AB /0916 AB-IS /1212 IS-AB /1714 AB-IS
	37263	1210 Hereford-Birmingham NS (Ledbury-Great Malvern, train capped)
23.8.91	37175	1714 Aberdeen-Inverness

23.8.91	37240	0552 IS-AB /0916 AB-IS /1212 IS-AB
	37258	1355 Plymouth-Southampton (diverted to Waterloo)
		1915 Waterloo-Exeter
24.8.91	37068	1905 Leeds-Kings Cross (Doncaster-Grantham, wires down @ Newark)
	37098	0720 Nottingham-Paignton (Exeter-Paignton)
		1345 Paignton-Nottingham (Paignton-Exeter, 47085 forward)
		0750 Newcastle-Paignton (Exeter-Newton Abbot, train caped)
	37175	0552 Inverness-Aberdeen /0916 Aberdeen-Inverness
	37185	1705 Leeds-Kings Cross (Doncaster-Grantham, wires down north of Newark crossing, 2 hours late @ Grantham, train loco 91022)
	37232	1015 IS-Kyle /1505 Kyle-IS /1842 IS-Kyle
	37254/263	1705 Paignton-Manchester P (Gloucester-Birmingham NS)
	37696	0950 Edinburgh-Perth (Edinburgh-Haymarket, piloting steam loco)
25.8.91	37175	1706 Inverness-Aberdeen
	37232	1030 Inverness-Kyle /1810 Kyle-Inverness
	37252	1325 Ipswich-Ely /1500 Ely-Ipswich
26.8.91	37045	1550 Carlisle-Whitehaven /1705 Whitehaven-Carlisle
		1846 Carlisle-Whitehaven (returned to Carlisle ECS as booked)
	37113/252	1000 Liverpool St-Ipswich (Harwich PQ-Ipswich)
	37175	0617 Aberdeen-Inverness /1050 Inverness-Aberdeen
	37218/238	1238 Ipswich-Colchester /1512 Colchester-Liverpool St (Colchester-Clacton) SPECIAL
	37232	0650 Kyle-IS /1227 IS-Kyle /1705 Kyle-IS
	37240	1524 Inverness-Aberdeen /1800 Aberdeen-Inverness
27.8.91	37232	1015 IS-Kyle /1505 Kyle-IS /1842 IS-Kyle
28.8.91	37098	1205 Newcastle-Plymouth (Exeter-Plymouth)
	37156	1015 IS-Kyle /1505 Kyle-IS /1842 IS-Kyle
	37232	0650 Kyle-IS /1227 IS-Kyle /1705 Kyle-IS
29.8.91	37156	0650 Kyle-IS /1227 IS-Kyle /1705 Kyle-IS
30.8.91	37098	1236 Penzance-Paddington (Plymouth-Exeter)
	37232	1842 Inverness-Kyle
31.8.91	37138/201	1553 Hereford-Euston (Hereford-Shrewsbury, steam excursion)
	37196	0614 Edinburgh-Kyle (Edinburgh-Inverness, 37409 forward) CHARTER
	37232	0650 Kyle-IS /1227 IS-Kyle /1705 Kyle-IS
	37254	0815 Newquay-Manchester P (Gloucester-Birmingham NS where caped)
1.9.91	37232	1115 Inverness-Kyle /1505 Kyle-Inverness
	37025	1810 Inverness-Kyle
	37705/888	0815 St Pancras-Worksop /1448 Worksop-St Pancras (Harworth-Firbeck J/Doncaster-Seymour J/Bolsover-St Pancras) CHARTER
	37896/899	0235 Worcester-Worksop (Bristol-Harworth/Firbeck J-Worksop) CHARTER
		1610 Worksop-Bristol (Elmton J-Seymour J/Bolsover-Bristol) CHARTER
2.9.91	37025	0650 Kyle-IS /1227 IS-Kyle /1705 IS-Kyle
	37194	0703 Salisbury-Waterloo
	37232	1050 IS-AB /1524 AB-IS /1842 Inverness-Kyle
3.9.91	37025	1015 IS-Kyle /1505 Kyle-IS /1842 IS-Kyle
	37232	0650 Kyle-IS /1227 IS-Kyle /1705 Kyle-IS
4.9.91	37025	0650 Kyle-IS /1227 IS-Kyle /1705 Kyle-IS
5.9.91	37025	1015 IS-Kyle /1505 Kyle-IS /1842 IS-Kyle
6.9.91	37025	0650 Kyle-IS /1227 IS-Kyle /1705 Kyle-IS
7.9.91	37153	1010 Edinburgh-Inverness (Perth-Inverness, replaced 26001/002)

At the risk of possible chastisement, the Membership Secretary and I are both going for 37254's mega trek between Lavington (between Newbury and Westbury) and Penzance on 10/8/91 as the "working of the month". It would be interesting to take a vote between this and 37258's trip to Waterloo on 23/8, since repeated by 37194 on 2/9.

37504 was most unusual motive power for one of the mega expensive charter services out of Inverness on 17/8, while on 21/8 37501/519 took the stock of the 0727 Penzance to Glasgow forward from Warrington as empties to Craigentenny - the passengers being put on a following service.

37428 worked the 1350 Inverness-Brora and 1557 Brora-Inverness on Sunday 1/9/91, the first time a 37 has worked on the Far North this year I believe.

In an attempt to stem the flow of NB's on the Inverness-Aberdeen line, 37416 and 47532 and 47436 were reallocated for that specific use during August, with limited success.