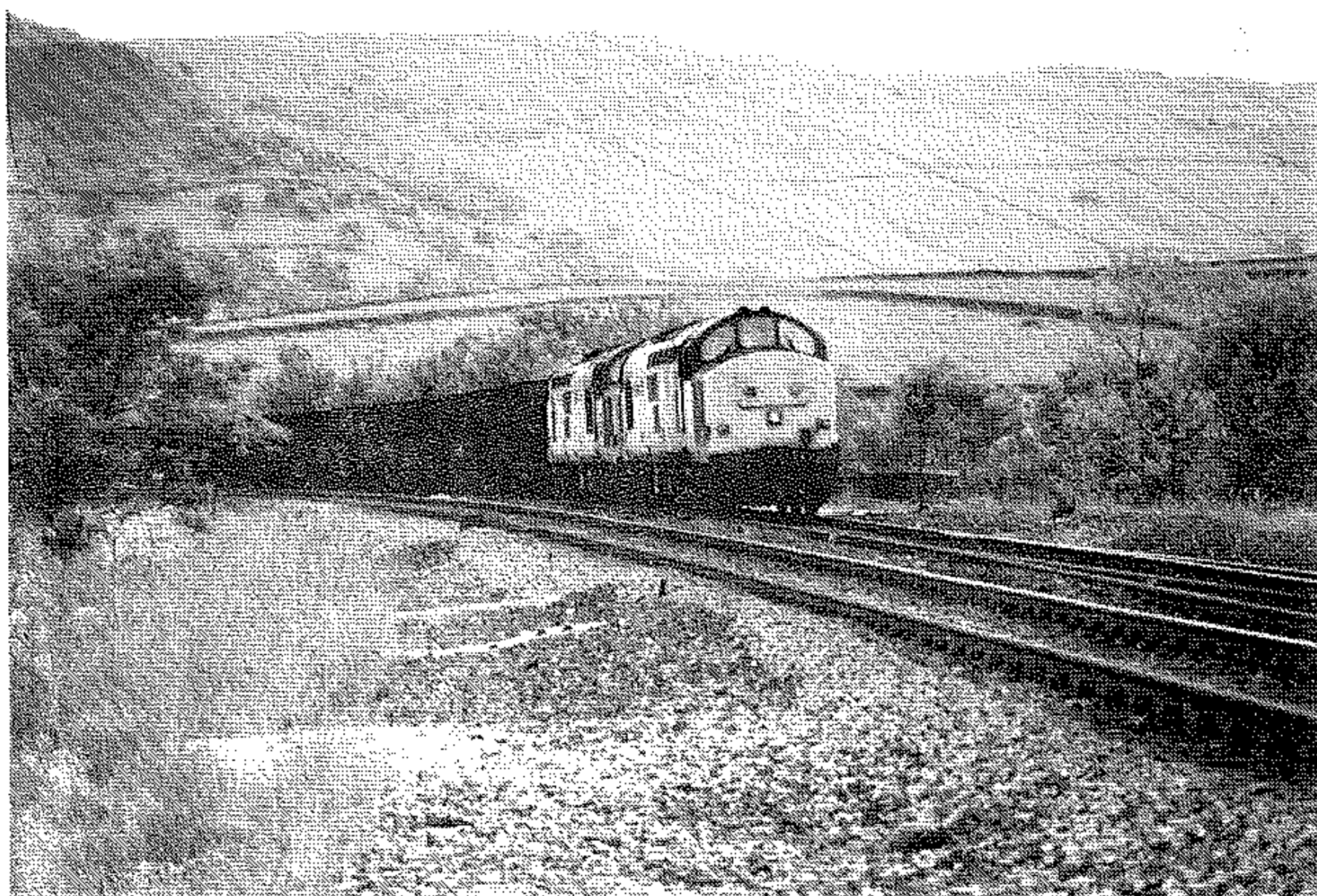


ŠYPHON!

THE MAGAZINE OF
THE CLASS 37 GROUP

OCT 1991



37



THE CLASS 37 GROUP

SYPHON!

THE CLASS 37 GROUP

NUMBER 40 - OCTOBER 1991

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EDITORIAL

SPONSORED WALK: Hopefully the first of many, this took place on Sunday 29th September over a distance of 8 miles between Yaxham and County School stations on the former Wymondham to Wells line. After a photocall our 5 intrepid walkers set off at 1110, aiming to reach the pub at North Elmham by 1300 for a break. After reaching Dereham in good time at about 1150 we did not reach our target until 1340 but thanks to the hospitality of the landlady there was still time for a couple of pints. Our penalty was that as we left the pub it started to rain, and this got progressively harder so that when we reached County School at about 1445 we were all soaked! Although there were only 5 walkers (I admit it was short notice) it is thanks to the magnificent efforts of Dave Ruddick, Dean Warner, Maurice Barber, Alan Pulford and myself that we have provisionally raised almost £300 in sponsorship for the Preservation Fund.

ANNUAL GENERAL MEETING: This will be held on Saturday 23rd November 1991 in the upstairs room at The County, St Helens Street, Ipswich, starting at 1330. Any resolutions to be put before the A.G.M., or nominations to stand for a Committee post, must be received by the Secretary, proposed and seconded, not later than 14 days before the date of the meeting. In addition, Committee post applications must include a statement to the effect of the nominees written acceptance of willingness to serve the Group in a voluntary, unpaid status. Committee posts are Chairman, Editor, Treasurer, Membership Secretary, Publicity Officer, Sales Officer and Secretary. Constitution amendments received by Maurice within the deadline were as follows:

- (i) Removal of the word 'adult' in paragraph 4:1:3, the relevant sentence of which currently reads "Individual adult members shall be eligible for appointment as Officers of the Group".
- (ii) Removal of the part of paragraph 6:3:1 which dictates that members of the Executive Committee shall "not be involved with the Executive Committees of any other railway orientated Group/Society."
- (iii) Combine and unify paragraphs 9:5 and 9:6 so that they read: "All assets remaining in the General Fund account and Preservation Fund account at dissolution shall be dispersed in accordance with the wishes of the membership present and entitled to vote".
- (iv) A new paragraph, 5:11, to read: "Only bona fide members of the Group are permitted to attend a General Meeting, unless at the written invitation of the Executive Committee."

I would emphasise that the third point is purely hypothetical. Voting will be by a show of hands of all members present.

SWEATSHIRTS: We have just purchased another selection of these ready for winter, a full list of sizes and colours is in the 'Sales Report'. Furthermore we have been able to reduce the price to £12:00 by ordering a larger number, and I believe for the first time we have some black ones. Order now from the Sales Officer and please include £1 for postage and packing.

MONTHLY DRAW: The September winner was Mr J.Lisle (37112) - congratulations. If you are not in the hat already, why not write to Rod for details of how to join?

PRESERVATION FUND: The total credited to this account on 10.10.91 was £4135:38. The increase from last month is thanks to donations from Mark Rigby, M.Hayes, D.Bratt, Mike Warwick, M.Shoesmith, Tim Streton, John and Mark Ireland; collections at Laira, Cambridge and Brighton open days and the September open meeting; another membership number change, and a transfer of £250 from the General Account.

MEMBERSHIP NEWS: Many thanks to John Ireland (37026), Mr G.Sansom, (37049), Mr D.Pulfer (37103), Mr C.Mills (37104), Dean Warner (37105), Mr D.Champion (37217), Mr R.Pittard (37218), Mr M.Wigley (37221), Mr A.Burns (37224), Mr C.Hargrave (37225), Mr A.Groves (37429) and Mark Ireland (37797). There is one number change, Mr C.Park (37220-37096).

HOW YOU CAN HELP: Contributions are always welcome for the magazine and newssheet, ie information of sightings, haulages, passenger workings (including 37/4's), 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: 13.11.91 Open Meeting (Wednesday) at The County, St Helens Street, Ipswich, in the 'Green Room', starting at 2010.
23.11.91 5th Annual General Meeting, The County, St Helens Street, Ipswich, the actual meeting will start at 1330. Full directions next month.

THANKS are on the next page after the 'Newsdesk'.

DEADLINE for the November "Syphon Extra" will be Wednesday 30th October.

SALES

GROUP SWEATSHIRTS with logo on breast, available as follows:

Extra Large (Black/Navy/Red/Dark Grey/Cream), Large (Black/Light Grey/Green Blue), Medium (Red/Yellow/Black/Dark Grey) ** now REDUCED in price ** £12:00

GROUP TEESHIRTS, in Black or White with split and centre headcode 37's on front, both colours in all sizes - Small/Medium/Large/Extra Large ** now only £5:00

RAILTOUR TEESHIRTS (Tyne, Tees & Wearman) Large size only £5:00

RAILTOUR TEESHIRTS (Brentford Bard) Large or Extra Large £5:00

BOXER SHORTS with teeshirt logo on leg (only 1 pair left) £8:50

SYPHONS! - our first audio tape (as reviewed in 'Rail' issue 93) £3:50

SYPHONS - THE SECOND EDITION audio tape £3:50

GROUP MUGS (teeshirt logo) - £2:00; 30th Anniversary limited edition MUG £2:50

PHOTO'S, 7"x5" colour enlargements, card framed - 37116 or 37263 £1:00

PRESERVED BR DIESEL & ELECTRIC LOCO'S booklet/register, by Andrew Garten 50p

CLASS 37 RENUMBERING LIST by Mike Millward 50p

KEYFOBS - bonded leather in red/blue/white/green/black/tan 50p

PHOTOSTICKERS - 37011/012/026/055/081/107/116/159/187/673/698 35p

NOTEPADS - 20p * please note that PENS and ENAMEL BADGES are temporarily sold out *

"SYPHON!" back issues, Feb/April/June/Dec 1988, Feb/April/June/August/Oct/Dec 1989, Feb/April/August/Oct/Dec 1990, Feb/April/June/August 1991 35p

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, Books, Notepads, Magazines, Keyfobs, Photo's - 24p

Audio tapes - 50p per tape

Teeshirts, Sweatshirts, Video's, Mugs, Boxer Shorts - £1 per item.

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

NEWSDESK

Reallocations during the period 9.9.91 - 8.10.91 were as follows:

| | | | | | | | | |
|-------|-------|-----------|-------|-------|-----------|-------|-------|-----------|
| 37013 | IM-TI | FPCI-MDTT | 37128 | IM-ED | FPCI-FPAE | 37273 | | FPYX-FXXX |
| 37057 | TI-IM | MDST-FPCI | then | ED-IM | FPAE-FPCI | 37431 | ED-IM | FPAE-FPBI |
| 37068 | IM-TI | FAXI-MDTT | 37154 | IM-TI | FPCI-MDST | 37717 | CF-TE | FMHK-FMTY |
| 37110 | TE-IM | FMTY-FAXI | then | TI-ED | MDST-FPAE | 37890 | | FPCI-FPFR |
| 37116 | TI-IM | MDST-FPCI | 37261 | IM-TI | FPCI-MDST | 37891 | | FPFR-FPCI |

LIVERIES: More syphons with new colours are: 049/140 - civil engineers, 131 - triple tone Coal, 235 - triple tone Distribution, 668 - triple tone Petroleum; a livery list appears elsewhere in this months issue. Having gone to Glasgow Works for an Intermediate overhaul 37140 has lost its corporate blue, a similar fate will befall 37013 which has recently entered Doncaster Works for an Intermediate, although its paintwork was not in such good condition as that on 140.

NAMES: 37684 has been named "Peak National Park".

GENERAL: 37273 has now been officially withdrawn after a short period stored unserviceable (further details elsewhere). Already withdrawn 37096 and 37260 have been removed from TOPS completely and moved north from Doncaster to MC Metals at Glasgow by September, and had been broken up by the beginning of October. 37023 arrived at Ipswich for the first time since its migration south to DCAA on 21/8 when it was sent to Felixstowe to collect some new Tiphook wagons. In the evening it went to St Neots on 6E81. By now a familiar sight in Anglia, 37245 was used to drag green 31165 from Stratford to Ipswich on 21/8. Similarly, 37515 was seen heading south past Copmanthorpe at 1459 on 1/8 with D821 and D8568 in tow (37672 had earlier been seen heading north up the ECML light engine). New class 60's are continuing to take work from the 37's including some well known duties, 60's having been reported on Llanwern ore trains and all Corby-Lackenby steel coil trains now appearing to be in the hands of them. As previously mentioned, the Glazebrook-Haverton Hill is now worked by a class 47. 37428 worked the 0650 Kyle-Inverness passenger service on 12/9 and then returned to Kyle with a new set of points to replace those destroyed during a shunting incident the previous day. It arrived at Kyle at 1700, returning to Inverness on the front of the 1705 with 37232, the latter having worked the 1227 Inverness-Kyle. 37401 was assigned to the 0657 Dunbar-Mallaig charter on 7/9 but failed while working the Bo'ness-Dunbar empties. It was rescued by 47674 (which was replaced by 37410 at Cowlairs North Junction) and the tour commenced from Edinburgh with a sprinter connecting from Dunbar.

WORKS: CREWE - 37137 and 37903 had both arrived by October for collision repairs.

DONCASTER: 37074/075/178/235/668/677/684/796/892 were present on 1/9 at 1100. In more detail, the following were present at 1100 on 8/10/91: 37013 - Intermediate (OK 25/10), 37068 - engine repairs (OK 12/12), 37074 - collision damage (OK 17/10), 37235 - Intermediate (OK - 15/10), 37422 - engine repairs (OK - 19/10), 37503 - engine repairs (OK - 16/11), 37668 - light overhaul (OK - 9/10), 37677 - light overhaul (OK - 16/10), 37696 - light overhaul (OK - 19/10), 37892 - light overhaul (OK - 26/10).

GLASGOW: Present on 9/9 were 37139/405/521/714; 37096/260 had by this time been moved to MC Metals and had been cut up by the beginning of October. At BRML Glasgow at 1120 on 8/10 were: 37139 - Intermediate (OK - 31/10), 37140 - Intermediate (OK 28/10), 37175 - Intermediate (OK 5/11), 37405 - engine repairs (OK 18/10), 37521 - light overhaul (OK 18/10), 37667 - light overhaul (OK 25/10), 37710 - light overhaul (OK 4/11), 37714 - light overhaul (OK 17/10).

THANKYOU to everybody who has written with information or spoken to me with 'gen' over the last couple of months, these people include: David Wilson, Andrew Wilkinson, David Reid, Steve Keeble, Henry Freyne, Marcus Linfoot, Stephen Maloney, Glyn Horton, Roger Parr, Mike Warwick, Colin Wilks, Maurice Barber, Paul Ivey, Timothy Streten, Andrew Donald, Jerry Dickinson, Dean Warner, Harry Egremont, Keiron Lewis, Mark Rigby.

West Anglia Gala Day

Building on the success of previous years, this years Cambridge/West Anglia Gala day on Saturday 14th September was set to be another motive power extravaganza, including the use of two pairs of 37's on a series of shuttles between Cambridge and Kings Lynn (along with members from class 31/56/59/60). From the syphon bashers point of view especially, things did not go according to plan and events unfolded as follows. It had been arranged that the 37's to be used would be a pair from the DCAA pool and a pair from the FAXI pool, and provisionally 37108/245 and 37032/068 had been lined up. Unfortunately, FAXI's workload meant that at short notice they decided they were not able to spare a pair but could still supply a single. Railfreight Distribution decided they could supply a pair instead and given this option the organisers took it. Various numbers were quoted, none of which included 37031/252 which actually turned up due to the fact they were the only spare pair at Ipswich, the other pairs still being involved with their diagrammed work. This pair was not a very popular choice, especially 37252 as it had worked only 3 weeks earlier on the tour from Liverpool Street to Ipswich/Colchester although I expect there must have been somebody who needed them and it was a chance to gain some mileage. The DCAA pair appeared as booked but did not include the widely predicted 37108 as this was out of service until mid-night, not surprising as I understand this machine is not too healthy. Again we were supplied with a machine that is quite common this year, 37245, along with 37023 which was making its debut following its southbound migration.

Things did not go too badly during the day, although when 56012 arrived with the 0930 from Kings Lynn the operators did run it round at Cambridge and put it on the front of the 1045 back to Kings Lynn. Fortunately they realised their mistake and took it off again, replacing it with the booked 37031/252. The main comments and criticisms have surrounded the 1825 and 1855 shuttles from Kings Lynn to Cambridge, I think to use the term 'lively debate' would be a bit of an understatement. To set the scene, it had been arranged that the two pairs of 37's would return together on the 1855 service all working in multiple. By the evening things were running very late, 56012 leaving Cambridge over 75 minutes late on the last 'down' service, the 1705 to Kings Lynn. What actually then happened was that we got a quadruple header but it was 37252/031 and 31165/196 on the 1825 service. 37023/245 remained at Kings Lynn to work the 1855 but in the end this was capped. To find out what went wrong I approached my friends at Anglia Control and this was the reply:

"The problems began early in the afternoon when the 1333 Cambridge-Kings Lynn was double headed by 56012 and 60048. After this working 56012 was to be used on a return service to Cambridge. After staggering all the way from Kings Lynn to Ely and losing much time a technician travelling with us who was from Stratford solved the problem. It transpired that the fault was caused by the control air cock being left in the up position thus causing low power to the traction motors.

With regard to the farce with the 37's, although I was not there myself I believe that the driver refused to work the train with 37245/023 as he claimed that 37245 did not have a workable headlight and he refused to split the loco's. With this in mind, and also the late running of the services, the decision was taken to send the RfD loco's - 37031/252 back with the 31's. This train only just ran thanks to Guard Ashton of Cambridge who agreed to work the train although he was not on duty. The behaviour of certain people at Kings Lynn has, however, called into question whether an event of this type will ever be staged in the area again."

Further to the above, the 1855 to Cambridge was capped because the lights wouldn't work in the unit and those people remaining were supplied with a 2 car DMU instead. As for my own comments on these events: 37245 definitely has headlights at both ends although I do not know if they were both working. To my knowledge, the quadruple headed 37's were never officially advertised, this information only appeared on unofficial literature supplied by those with access to internal BR documents. Had the 1825 Kings Lynn-Cambridge worked as originally planned with the 4 syphons, it would have been restricted to load 4 and would also have had the 56 coupled within the 37's. 1991 certainly seems to have been a year during which precedents have been set and there has been a hidden compulsion for every event to go one better than the last. Many problems appear to have been caused by over ambitious planning, and the widespread availability of 'gen' in advance (which is often inaccurate) has not helped. Despite all the planning there is so many things that can, and do go wrong, it only needs a simple thing like a headlight to spoil peoples day, but sadly we must accept this.

Regional View

ANGLIA

Celebrity loco 37116 made a brief appearance at Ipswich following its reallocation to the Tinsley Distribution pool, being allocated back away via 4M45 (1300 Ipswich to Trafford Park) on 9/9/91 with 37057. Other observations in the Anglia region of late: MARCH: 18/7 - 683, departed at 0918 towards Ely light engine; 1/8 - 108 @ 0830 stabled at MPD. IPSWICH: 1/8 - 113/140/219/262/075/019/107 - stabled 1245-1451; 14/8 - 245 light engine @ 0715; 26/8 - 019/113/216/219/252/262 stabled @ 1320, 218/238 on railtour. STRATFORD: 26/8 - 216 @ 0845. RIPPLE LANE: 18/8 - 705/709/888/893 @ 1625.

EASTERN

NEWCASTLE: 9/8 - 358 towing DMU n/b @ 1050; 15/8 - 221 n/b cement @ 1302. FERRYHILL: 104 s/b ballast @ 1020 on 28/8. TYNE YARD: 7/8 - 214 s/b oil tanks @ 1445; 15/8 - 516 n/b alumina @ 1035; 25/8 - 071/111/354 @ 1110. THORNABY: 25/8 - 048/051/070/104/110 214/250/255/358/359/370/378/429/506/509/511/512/513/681/713/715/718/719/884/902 @ 0955; 5/9 - 070/083/109/128/190/209/373/509/511/713 @ 1105, 515 e/b steel @ 1125.

EASTGATE LINE: During the summer months the cement trains averaged about 7 trips per week, with combinations reported including the following in May, June and July - 214/429/427+429/354/379/354+428/373+214/373/429+214/354+379/427/358/013/379+373/429+354/427+379/370+427/373+370/252. Furthermore, it is reported that the loco returns to Thornaby on days where only one trip is required, but returns to Tyne Yard on days when there are two runs.

YORK: 28/7 - 429/214 @ 1016; 30/7 - 003/071 @ 2112; 1/8 - 003/672/427/378/358 @ 1222; 9/8 - 003/251 @ 1050; 15/8 - 212 s/b 7E34 Gartcosh-Doncaster "Russells" speedlink coal (only one wagon) @ 1219, 515 - n/b aluminium empties @ 1428, 222 - n/b 6S46 Doncaster-Gartcosh "Russells" @ 1500, 512 - s/b steel, 251 stabled @ 1346; 17/8 - 154/202/207/285/251/261 @ 0949, 682 s/b light engine @ 1440; 21/8 - 37239/47227 - 7E34 @ 1155, 512 n/b Pengam-Blyth aluminium empties @ 1256; 22/8 - 239 s/b light engine @ 0936; 24/8 - 066 stabled @ 1112; 27/8 - 20092/025 hauled 37203 n/b light engine @ 1021, 066 n/ light engine @ 1053; 28/8 - 138/201 s/b steel @ 1540; 2/9 - 37418/706 hauled s/b by 31549/212 light engine @ 1230, 514 n/b scrap @ 1401, 513 n/b aluminium empties @ 1230, 508 n/b metals @ 1303; 5/9 - 071 stabled @ 1538; 7/9 - 507 n/b aluminium empties @ 1153, 57696/47363 s/b light engine @ 1233, 515/516 n/b steel @ 1348; 14/9 - 511 n/b aluminium empties @ 1143; 22/9 - 221 stabled @ 1330.

DONCASTER: 1/8 - 079 stabled @ MPD @ 0645, 066 @ Decoy Yard @ 0646, 213 stabled @ MPD @ 1932; 9/8 - 212 n/b @ 1215 with 1 parcel van; 15/8 - 251 n/b @ 1415 with 1 parcel van, 705/709 s/b oil tanks @ 1416, 146 stabled @ 1417; 29/8 - 37709 positioned 47245 in sidings @ BRML @ 0630; 1/9 - 796 outside BRML, 068/032 @ MPD @ 1120; 4/9 - 003/079 @ MPD @ 0848, 422 @ BRML @ 0851; 5/9 - 095 @ MPD @ 0905, 032/242 @ MPD @ 1440.

WORKSOP: Present for the first Open Day on 1/9 were 708/275/688/031/239. 37211 was in the Rockware Glass sidings and 705/888 and 899/896 arrived during the day with railtours.

TINSLEY: 28/7 - 053/513/029/073/026/019/055/079/225/095 between 1446-1520. 1/9 - 055/063/079/426/514 @ 0850; BROCKLESBY: 16/7 - 708 @ 0907 e/b with one tank wagon, 0914 668/707 w/b bogie tanks, 013 @ 0946 e/b light engine (still blue), 100 @ 1058 w/b steel coil, 714 @ 1427 light engine towards Immingham, 890 @ 1507 light engine w/b, 714 returned with steel coils @ 1605, 707/668 returned with e/b bogie tanks @ 1607, 31569/37893 light engine to Immingham @ 1735, 128/285 e/b bogie tanks @ 1804. In addition 37275/377 and 381/351 were seen a number of times during the day on iron-ore workings, our correspondent agrees with my own thoughts that it is quite a spectacular sight and sound as these trains come off the curve from Immingham, something I am fortunate to have on video. 37109 and 37255 were seen at FRODINGHAM.

PETERBOROUGH: 18/7 - 032/144 @ 1108 on 6E83 Middleton Towers-Monk Bretton sand, 110 @ 1312 on n/b Plasmor building blocks, 272/026 @ 1547 on 4M45, 1300 Ipswich-Trafford Park, 893/890 @ 1739 with s/b bogie tanks on the up fast line, 045/031 @ 1853 on 6S93 Wisbech-Deanside; 1/8 - 047/272 s/b @ 1311, 705 s/b Petroleum @ 1749

MIDLAND

CARLISLE: During the night of 3/7 the 2008 Coatbridge-Felixstowe (4L95) passed through with 37059/079, and 412/420 hauled 6S55 Burngullow-Irvine; 30/7 - 717 stabled (1012-1531), 185 @ 1148 n/b RfD then s/b light engine to station and n/b light engine @ 1243,

031/045 s/b timber @ 1300, 069/203 s/b steel empties @ 1305-1346, 040/520 s/b steel empties 1318-1321, 509 n/b alumina @ 1325, 373/370 @ 1524 Clitheroe-Gunnie cement, 042/517 n/b steel empties @ 1550, 714 s/b steel empties @ 1553, 717 s/b light engine @ 1531, 519/145 light engine n/b arriving Carlisle at 1815. CHESTER: 015/046 w/b timber @ 1400 on 27/8; CREWE: 27/8 - 070 stabled @ 0910; TOTON MPD: 28/7 - 223/212 @ 1620. DERBY: 29/8 - 718 n/b steel @ 1349, 414/679 s/b RMC stone 1446-1507, 719 n/b Metals @ 1521, 678 n/b cement @ 1620: BESCOT: 27/8 - 100 n/b steel @ 0932, 008 hauling 47321/47362 s/b light engine at 1018: SALTLEY: 27/8 - 681 s/b cement @ 1123.

SCOTLAND

37152/406/410 were stabled at Craigentenny @ 1155 on 7/8, 37692 passed s/b light engine through Edinburgh Waverley @ 1127 on 15/8. The following syphons were seen on a trip round Central Scottish depots on 25/8: AYR TMD (0339-0354) - 375/165/229/131 167/274/380; GRANGEMOUTH TMD (0730) - 184; MILLERHILL (1030) - 152/212/696/693/690/695; MOTHERWELL (1213) - 516/510/225/293/271/501/519/505/042/099/517/503/427/373/077/518/040 145/504/153; EASTFIELD TMD (1315) - 156/080/376/692/404/424/410/114/407/170; SHAWFIELDS Stabling Point: 087 @ 1430. In addition 045 and 188 spent the day at CARLISLE.

SOUTHERN

More workings on the Southern follow, starting as usual with the Cardiff Tidal-Hamworthy (6045/6V99): 710 (31/7), 099 (2/8), 004 (6-8/8), 712 (16/8), 901 (20/8 - 6045 failed, 6V99 was 47 hauled), 138 (21-22/8), 078 (23/8), 905 (28/8), 078 (30/8 & 3/9), 004 (5/9), 272/691 (6/9 - 6V99 worked by 691 only, 272 to Eastleigh then worked 6M79), 078 (10-13/9, 37078/47197 on 6045 on 11/9), 201 (20/9). The new working mentioned last month, 6049 (2347 Crewe-Eastleigh) and 6M79 (1426 Eastleigh-Crewe) has seen the following: 271 (30/7 - 6049 only), 009 (1/8), 101 (2/8), 009 (3/8 - 6049 only, and 5/8), 045 (6/8), 009 (7/8), 045 (8/8), 101 (9/8 - 6049 only), 271 (12/8 - 6M79 was 37271/47314/47345), 009 (13/8), 16/8 - 272 worked 6049, 101 worked 6M79, 079 (20/8), 244 (21/8), 242 (22-23/8, 6M79 included 47147 on 23/8), 194 (24,27,29/8), 079 (28/8), 272 (30/8), 194 (31/8 - 6049 only, 2/9 - 6M79 only), 272 (3/9), 026 (5/9), 272 (6/9 - 6M79), 008 (10/9 - 6049 only, 11/9 - 6M79 only), 015 (12/9), 298 (13/9).

Other workings, in date order: 29/7, 162/220 (6058, 0807 Ripple Lane-Horsham, then light engine to Micheldever), 5/9, 072/371 (6058), 21/8, 709 (6Z63, Ripple Lane to Eastleigh, returned light engine), 26/8, 162 (6Z48 Fawley-Eastleigh, then 6Y50 to Holybourne), 24/8 (4Z69 Southampton Maritime-Wilton - 37272), 27/8, 162 (6Y50/6Y51), 888 (6Z63, returned light engine), 28/8, 162 (6Z49), 215 (6Y50), 3/9, 667 (6V62, Eastleigh-Tiverton), 888 (6051, 0523 Ripple Lane-Micheldever, 6L31, 0956 Micheldever-Ripple Lane), 5/9, 705 (6051/6L31), 9/9, 667 worked 6058 then 6V99 to Cardiff, 371/280 worked 6051 then 280 went to Fawley for 6V08 and 371 worked 6Z49. 893 worked 6051/6L31 on both 10/9 and 13/9. On 25/9, 37215+294 and 37178 were all at Eastleigh, while back on 10/8 37891 was seen with w/b oil tanks at Basingstoke at 0925.

WESTERN

READING: 14/8 - 372 light engine 1830, 895 with two parcels vans @ 2020; 15/8 - 893 oil tanks @ 0945, 258 ballast @ 0955, 223 coal @ 2020; 16/8 - 888 oil @ 0655, 258 civil engineers @ 1050, 215/350 oil tanks @ 1100. DIDCOT: 27/8 - 079/230 stabled @ 0650. SWINDON: 1/9 - 174 stabled @ 2306. BRISTOL BATH ROAD TMD: 1/9 - 092/191/899 @ 0200, 092/191/272 @ 2145; 25/8 - 092/174 @ 0030. LAIRA: 21/8 - 671/674 @ 1130, 671 minus roof panels and grills. The same two were also observed there on 22/8 and 23/8. 37420 was noted stabled at Laira at 1830 on 19/8. Can somebody tell me which syphons were present at the Open Day? ST BLAZEY: 15/9 - 412/669/670 @ 1105. Elsewhere in Devon and Cornwall, 671 was seen at both BURNGULLOW (1140) and LOSTWITHIEL (1745) on china clay duties on 15/8, and 675 with a china clay train at TAVISTOCK JUNCTION at 1100 on 21/8. At CARDIFF, 47535 was seen towing a dead 37026 through CENTRAL @ 1245 on 10/9 towards Canton TMD.

GLOUCESTER: 30/7 - 038 stabled @ 0700; 31/7 - 038/298 stabled @ 0945; 1/8 - 258/197/298 stabled @ 1615; 22/8 - 142 @ 0645; 25/8 - 142/254/263 @ 0100; 3/9 - 054/263 @ 1610; On display at the Railday on 4/8 were 902, 350 and 298, while 040/520 and 891 were all involved on shuttle services and 197 took over from 47401 during the afternoon on a Gloucester station to Over Junction shuttle service after the failure of the Brush. Also in the area was 37141 which spent most of the day in New Yard on a ballast. 37350/667 were seen @ 1430 on 29/8 with tanks heading south down Lickey, and 254 was at WORCESTER @ 0850 on 23/8.

All In A Days Work

(Please note the date was 26.4.90, and most workings mentioned have since changed).

The following text details a Thursday mornings 'work' obtaining some photographs of freightliners around the Ipswich area at two locations in particular, Nacton and Claydon. Things went perfectly, which is by no means always the case, although the Felixstowe line is a particularly good location for such an exercise because the freights have to fit in with the DMU's on the single track line.

One of the best moves that can be made in the morning is to cover the 1006 Felixstowe - Willesden (4M47) and 1008 Felixstowe - Garston (4M81). These two are both reliable runners and operate very close together, the odds that neither will come along right time are very slim. Bearing this in mind I made my way to Felixstowe Road, Nacton, which is on the south eastern side of Ipswich on the outskirts about 3 miles from the town centre. The line here runs alongside the road for quite a considerable distance and I drove up and down a couple of times trying to select the most suitable vantage points. In the end I settled for a spot just the Ipswich side of the new Sainbury's store (actually not built on railway land I believe) and beside a gated pedestrian crossing. To help matters there was a 20 MPH speed restriction as the track was being reballasted. No sooner had I got out of the car than the warning siren went off to say a train was on its way and looking up the line towards Felixstowe there was a nose in the distance. It was 'split' with a headlight and another 37 was in tow. This should have been 4M47 but where was the train?

Unfortunately the pair were running light in its path, I always prefer to get a picture with a train load if possible as I think it makes things look much more interesting - don't you? As they slowed to take the slack I could see that the front item was in triple tone livery and the rear one was large logo blue. They turned out to be 079 and 057, the latter named 'VIKING'. This is an area of heathland and one has to select photographic positions carefully as there are a lot of trees and gorse bushes about, both on the right and wrong sides of the fence, and they can easily get in the line of vision.

Assuming the other 'liner' was at Trimley and would leave as soon as 079 + 057 were clear of Derby Road (don't forget it's single line) I jumped back in the car and headed further out of Ipswich. Just before Felixstowe Road crosses the A45 dual carriageway I found another good gap in the trees and bushes with a convenient service road for parking nearby. A bit further along is a crossing with gates that are opened by the user, but the view up line was a bit too head on for my liking so I headed back to my original idea. Once alongside the line I wandered up and down for a couple of minutes checking the position of the trees when I heard a very familiar horn. I couldn't believe it, some days you can be out for hours and not see a thing but today things were running right on tee, or should that be tea! The horn was for the aforementioned crossing and in no time another pair were in sight. It was 242+032 on 4M81 and they hammered past probably at around line speed which is 60 MPH from Nacton to Trimley. 242 is in triple tone whereas 032 at the rear was in red stripe railfreight. I saw a pair together in this guise recently and remember thinking how smart they looked.

The time was now 1050, and I had to decide what to do next. The best views along this stretch of line looked to be of trains going down road to Felixstowe, so it seemed a good idea to hang around for the 1130 from Ipswich, 4L97 which is the 2054 from Coatbridge near Glasgow and more commonly referred to as the second Coatbridge. Impatience got the better of me and I decided to take a trip in to Town and view the yard from London Road bridge to see if 4L97 was waiting. Freightliners can run very late or even very early, so I would not want to wait around for a train that was not going to come if possible. Just as I got to London Road bridge at about 1110 a pair started to move out on a 'liner'. It was 057+079 again. They were in the right road for 4L97 but I wanted to check it was not 4M45, which goes main line, being let out an hour early - a highly unlikely move. Sure enough they took the branch so it was in the car again and a fast move back to Nacton where I had come from. If they had run non stop they would probably have just beaten me. Although the railway looks to take a much longer route round than the road as it loops up via Westerfield, the road is a bit of a stagger and it is surprisingly difficult to beat a train over this section. As they had been let out 20 minutes early I assumed they would be held at either Westerfield or more likely Derby Road to cross with the DMU from Felixstowe.

I raced alongside the line, there was no sign of a distant tail light so I assumed all was well and that I had made it. After about 10 minutes the unit came along heading towards Ipswich; it was a 3 car East Suffolk set and I counted 8 passengers. This might not seem a lot but at least it was better than the 2 passengers I had seen on the Felixstowe-Ipswich bus earlier - and that runs every 15 minutes! After a wait of around another 10 minutes when I began to wonder if 4L97 had been held at Westerfield that familiar growl could be heard in the distance. Along they came just as it was trying to rain, slowly of course because of the 20 MPH PW restriction, and I got a photo of them passing under the Ransomes factory footbridge. As I was standing right beside the board signalling the end of the speed restriction I could enjoy listening to them being opened up as they disappeared off into the distance. I now had to decide what to do next. The choice was to cover the bomb (nuclear flask) somewhere on the East Suffolk as it was a Thursday, 4M45 which is the 1215 from Ipswich to Trafford Park which travels out via Stowmarket, or 4M47 which is the 1245 to Willesden and heads south via Colchester. All are 37 hauled! I decided on 4M45, a personal favourite. This always has a pair on and is a good reliable runner, except for the day I went to Stowmarket for it and it never came. After another visit to London Road bridge to check its presence I made my way to Claydon, about 6 miles north of Ipswich and probably best known for the chimney at the cement factory which seems to spend most of every day polluting Ipswich. Claydon is pretty good for photo's with two overbridges and a level crossing all within close proximity. I chose the latter where the old station buildings are still extant on the down side and on the up side there is the cement factory and a scrapyard. The whole area is on a long sweeping curve which goes the wrong way for ideal photographs of down trains but I thought what the heck anyway and positioned myself by the crossing. Sometimes 4M45 will leave Ipswich a few minutes early, although this will only result in it catching the 1200 Ipswich-Cambridge unit up, but today it must have left right on time as the barriers went down at about 1225. There's a long delay on these ones and after a few minutes of impatientness the pair eventually came round the corner thundering northwards. This time it was a triple tone pair, 029 and 355. It's a shame there were no freights due in the up direction as this looked as if it would have made a much nicer picture. Still, I'll just have to try and catch the second Coatbridge on a Saturday morning one week, although I've never managed it yet!

37273 Withdrawn

37273 was the youngest member of the class withdrawn so far, being one of five delivered in October 1965 after which there was only D6608 (37308/274) which arrived in January 1966. It was a Vulcan Foundry machine and carried works number VF995 and English Electric number 3566. Originally numbered D6606, it was renumbered to 37306 in April 1974 as part of the TOPS renumbering programme, and then again to 37273 in February 1989 (taking the number vacated by what is now 37410) when a separate number series was required for the 37/3 sub-class of unrefurbished but rebogied 37's. Except for a brief period across the Severn, it was always allocated to depots in South Wales going first to Landore at Swansea when new, then to Bristol Bath Road in 5/67, back to Landore in 8/67, Cardiff Canton in 10/69, back to Landore again in 10/71 before returning to Canton in 2/86. Its demise has been well documented in "Syphon!" and "Syphon Extra" this year, this being brought about when it over ran catchpoints at Johnston near Milford Haven on 6/1/91 and ended up down the embankment. It was recovered at the end of April and taken to Cardiff Canton for assessment and although the damage was not thought to be too severe it had been robbed, especially of copper, by the local gypsies. On 16/8/91 it was stored unserviceable, and then at 1430 on September 29th 1991 became the 6th member of the class to be withdrawn, the first in Railfreight triple tone livery. Its last exams were done at Bescot on 4/1/91 (A exam) and Canton on 6/12/89 (B exam). Its last Intermediate overhaul was performed at Laira from which it was released on 13/10/89, this also being its last tyre turning. Its last six maintenance/repairs were all done by Canton and were for exhaust system (6/12), voltage regulator (17/11), speedometer (29/10), jumper cables (9/10) and exhaust again on both 20/7 and 13/7. I'm sure we all have our own memories of each of our favourite class, the evening of 13/2/88 sticks in my mind in particular. I had been to Hereford socialising and getting some pictures of the freights on the North and West route and was allocated home via the 1650 Hereford-Oxford unit for a 50 to Paddington. The unit came in and was declared a failure; 37306 was the first on the line on the stabling point adjacent to the station and the driver confirmed he would be taking it to Oxford on the unit. Overcome with the excitement I waited as it was started up and moved, but this excitement turned to shock and horror as I realised it was being moved out of the way so that 47369 could work the unit instead due to a last moment change of plan.

Thirty Years Of The 37 - 1964

Compared to 1963 when 104 examples of the English Electric type 3 were taken into service (D6885 being incorrectly shown as delivered in 1963 in the August "Syphon!") the rate of delivery slowed to 53 new units in 1964, no doubt due to the heavy workload of Vulcan Foundry in building other new types as well as engine replacement on the "Baby Deltics". These 53 examples included the last of the last batch of Robert Stephenson & Hawthorn built Darlington machines, D6885/87-98. The complete list of those delivered during 1964 was D6885/6887-98/6909/6912-50. Although they were all delivered to Canton and Landore depots in South Wales, there were many interesting developments during the year as you will read, including the first regular visits of the type to the Southern Region towards the end of the year. Most of this information is taken from back issues of 'Modern Railways'.

By the turn of the year Swansea's Landore depot had nearly 40 examples of the class on its books which covered all but a few freight turns west of Llandilo junction (near Llanelli). They had also recently taken over most freight services in the Margam and Neath areas but so far had barely penetrated the Cardiff valley lines where they are now so widespread. A particularly interesting working was that of iron ore trains between Spencer Steelworks at Llanwern and Newport Docks. Each train moved 1400 tons of ore and had an English Electric type 3 at each end, and the entire schedule of 16 trains each day was carried out with only two pairs. In general, the class were gradually taking over freight traffic duties in South Wales, but a large number of low class freights remained steam hauled.

Also from the turn of the year the type made their first regular appearance on the London Midland Region 'Western' lines, an example working northwards to Tring on a Saturdays cement train. From the start of the current winter timetable in 1963, the 7:18am Ipswich-Liverpool Street via Cambridge passenger service had become an English Electric type 3 instead of the previous type 4 (class 40). At this time the English Electric type 3's and 4's were the main power on Norwich-Liverpool Street trains, although this was to change during 1964 with the introduction of the Brush type 4's (47's). The closure of March steam depot resulted in a Stratford type 3 being diagrammed on the 21:00 Whitemoor-Ardsley freight, returning on the 21:30 Ardsley to Whitemoor the following night. It filled in by working the 4:40am Ardsley-Doncaster and 9:25am return on Monday-Fridays, while at weekends the roster included additional trips between Leeds and Doncaster. Whilst on the subject of Stratford based type 3's it is opportune to mention the proposed naming of D6703/6704 and 6707, which were to have been named the First, Second and Third East Anglian Regiments respectively. A number of dates and tales abound, but the most reliable source would suggest that only D6703 ever actually carried the nameplates (from 4/63 - 9/63 approximately) although they were never unveiled but the fixing bolts were still noted in position at the end of the year. D6704 and D6707 may have carried their nameplates for a similar period but this has never been confirmed.

Not everybody it seemed was overjoyed with the English Electric type 3's, a point proven by the following passage titled "BR diesel policy - a review of past and future trends" from the May 1964 issue of 'Modern Railways': "The 108 ton, 1750 hp type 3 Co-Co is an elephant of a machine, sent to do a horse's work. A locomotive of this size and weight ought to have more power installed. The manufacturers of the equipment would cheerfully have offered essentially the same locomotive rated at over 2000 hp; this would have meant extension of the locomotives capability at negligible cost that would surely have been useful. To emphasise the inconsistency between the five chosen types, this is the only one to retain the "decorative" snouts at the ends, which at one time were very fashionable but add to the weight, length and cost of the locomotive, while making it nearly impossible to perform such an obviously necessary task as cleaning the windscreen." These comments were accompanied by a picture of D6798 at Kings Cross on a Sheffield Pullman train to illustrate the point.

On January 10th, 1964, an up empty wagon train double headed by D6878/6843 was derailed about $\frac{1}{2}$ mile east of Bridgend. One end of D6878 and both ends of D6843 were badly damaged, but both engines were sent to Crewe works for repair where they were seen during March. This must have been close to the spot where D6983 when only seven months old was in collision with D1671 in December 1965, after which it was withdrawn and scrapped.

From early 1964 South Wales based members of the class began to be sent to Laira for

wheel turning as the new diesel depot at Canton which would provide such facilities was still under construction and did not open until September 1964. While providing good braking power, the bogies were not reported as being entirely suited to the sharply curved South Wales valleys, the result being that the tyres needed turning about once every 10 months.

In connection with the Rugby League cup final at Wembley on May 9th, Hull's D6733, D6735, D6740 and D6741 all got as far as Marylebone via the Great Central Amersham line and Wembley. North of Leicester on the Great Central route English Electric type 3's were still diagrammed on the 1050 Bournemouth-York although Brush type 4's started to infiltrate. A 12 coach Doncaster-Blackpool whitsun excursion headed throughout by D6748, took a 2-6-4T as pilot between Bolton and Rochdale on the return, the first steam/diesel combination recorded on the Central Lancashire line. Elsewhere on whitsun Monday, race specials from Newcastle to Redcar were mostly in the hands of English Electric type 3's.

Two South Wales members of the class made unusual visitors to the London area during May. D6831 arrived at Paddington on May 19th piloting Warship type 4 number D819 on the 6:30am Weston-super-Mare to Paddington, returning light engine to Swindon, and D6923 hauled a freight from Acton to South Wales on May 20th. However, perhaps one of the most unusual types of work ever undertaken occurred on May 30th when an EE type 3 hauled a Heysham-Milford Haven pigeon special forward from Craven Arms! Coal trains between Neath (Neath & Brecon) and Colbren/Abercrave were handed over completely to EE type 3's from April 13th, and from May 6th the Swansea St Thomas - Brynamman line was similarly treated.

During 1964 Sheffield's Darnall depot was closed and replaced by the new, purpose built facility at Tinsley. It was from here that a member of the class once again worked the overnight Manchester to Yarmouth passenger train on a Friday night with the introduction of the summer timetable. To be precise the service resumed on June 19/20th with D6754 in charge of the first working.

Another important development during 1964 with which the English Electric type 3's were involved was the dieselisation of the "Lickey bankers". The diesels made their debut during week ending July 18th when an immaculate D6938 (then only 1 month old) arrived for banking duties with a further three of the class expected. D6922 arrived at Bromsgrove at the beginning of August and it was expected that the banking duties would be fully dieselised by the beginning of September, after which Bromsgrove shed would close. It was expected that the Hymek type 3's were to be used for this work, and at some subsequent time they were trialled, along with English Electric type 3 and BRC&W type 2 (37/25) combinations.

The start of the summer timetable saw the transfer of some of Thornaby's type 3's to Hull Dairycoates (replacing B16 4-6-0's). The evening non-stop Brough-Hull workmens train, one of the last regular steam turns in the area was also taken over by an EE type 3. They also took over local freight trips between Lincoln and Barnetby during June. Hull Dairycoates D6736 was an unusual visitor to Gloucester on June 9th, arriving during the early hours and after a spell at Horton Road shed departed north later in the day with empty stock. D6862 (Landore) worked an inspection special over the Central Wales line from Llanelli to Shrewsbury on July 2nd. It was fitted with a powerful headlight, a condition which it was assumed imposed in connection with the likely elimination of manned level crossings on the route, and a condition that still exists today. By the summer the South Wales English Electric type 3's had started to work freight on the Cardiff valleys lines, with loco's based at Aberdare, Abercynon and Merthyr.

On September 13th, D6706 worked through to Farnborough with an air display special from Southend, possibly only the second ever visit of the class to the Southern Region. This seemed to act as a spur, and towards the end of the year the class had been employed on a number of freights to and from the Eastern Region, for example D6714 on the 1045 Purfleet-Feltham additional cement train and 1357 Feltham-Ripple Lane on October 20th. This is the first time the class had been reported on freights to the Southern although they were frequently used on through workings to and from the Western and London Midland regions. By the end of 1964 Stratford based EE type 3's had a regular working to Oxford via the Cambridge-Bletchley line (which at the time was proposed for closure) arriving at Hinksey Yard with freight at about 14:15 and returning East with a return freight at about 15:45. They also had other duties on the London Midland region

Western lines besides the Tile Hill oil train. At least one had been employed fairly regularly on one of the Dagenham-Halewood car component or car carrying trains as far as Rugby where the train would be taken over by electric traction on the newly energised West Coast main line.

After the delivery of D6938 to Cardiff Canton in June 1964, there was a long pause until D6939 was delivered 4 months later in October. Once deliveries had recommenced, D6944/6945 began crew training between Merthyr and Cardiff, and D6939/6940/6941/6943 appeared at Worcester at the beginning of November for the same purpose. The South Wales based EE type 3's did not have many workings into England but one was regularly employed on coal empties from West Drayton which it took over at Swindon. Others made occasional trips to Westbury on freight duties.

One item that I have not included in the above text is a report that as early as 1964 South Wales based English Electric type 3's were having their train heating boilers removed at Swindon Works (the 1960's version of newly delivered class 90's having their ETH isolated?). The boilers were then taken to Crewe Works for installation in Brush type 4's (47's) that were being newly constructed. There seems to be some confusion in the text books that I possess as to whether the English Electric type 3's had Clayton RO-2500 or RO-2000 boilers. Brush type 4's were built with a variety of boilers, one of which was the Clayton RO-2500. If it is true that these boilers were transferred from what are now 37's to 47's, then it is possible there could still be 47's running around with an original part of a 37 within them! Perhaps somebody could provide an answer to this question?

Livery Line Up

Our last list was in the April "Syphon!", and since that time the number of 37's in the old style corporate blue has diminished from 22 to 8 although the number in 'large logo' is almost unchanged, reducing from 14 to 11 (including 37358). The full list including this months changes is as follows (reports of inaccuracies are welcome):

| | | |
|-----------------------------|--|------|
| <u>BR BLUE:</u> | 003/013/154/170/216/217/219/245 | (8) |
| <u>BLUE LARGE LOGO:</u> | 057/108/116/128/152/175/209/261/264/408 | (10) |
| <u>CIVIL ENGINEERS:</u> | 010/012/023/035/038/046/049/054/058/083/097/098/133/140/141/146/153 158/174/191/196/197/207/221/230/232/254/263/372/156 | (30) |
| <u>DEPARTMENTAL GREY:</u> | 025/066/071/072/087/088/092/095/104/142/162/240/251/258/262 | (15) |
| <u>INTER CITY/MAINLINE:</u> | 401/402/404/405/406/407/409/410/415/416/417/419/420/423/424/426 430/431 | (18) |
| <u>RAILFREIGHT GREY:</u> | 504/512/690/691/692/696/701/797/802/898 | (10) |
| <u>RED STRIPE GREY:</u> | 008/032/068/250/351/370/371/373/377/378/379/676/678/685 | (14) |
| <u>TRIPLE TONE:Coal:</u> | 131/139/165/167/212/213/222/223/229/239/274/278/375/376/380/689/693 694/695/697/698/699/702/703/704/796/798/799/800/801/803/894/895/896 897/899 | (36) |
| <u>Construction</u> | :144/211/214/354/422/425/427/429/677/679/680/681/682/684/686/687/688 | (17) |
| <u>Distribution</u> | :009/015/019/026/029/031/045/047/053/055/059/063/065/070/073/074/075 079/101/107/113/114/178/185/194/198/218/225/235/238/242/244/252/271 272/298/403/411/412/413/414/669/670/671/672/673/674/675 | (48) |
| <u>Metals</u> | :004/037/040/042/048/051/069/077/099/100/106/109/110/111/137/145/190 201/202/203/227/241/255/275/293/381/501/502/503/505-520/667/711-719 883-886/901-906 | (65) |
| <u>None applied</u> | :285/683 | (2) |
| <u>Petroleum</u> | :078/080/138/184/188/215/220/248/273/280/294/359/418/421/428/521/668 705-710/887-893 | (30) |
| <u>OTHERS</u> | Green - 350; Blue with silver roof and large logo's - 358. | |

37054

This real life tale comes from the days which were half way between the halcyon days of the early eighties and the grim reality which exists during most of the present. I was not really a 'basher' at the time, but was tempted out if the machine was big enough, and this is what happened on Saturday 13th June, 1987.

It was Friday night, and as things had been pretty dull so far that summer I decided it was only worth a short trip the next day. The move was for the 1039 Norwich to Newcastle (originates from Yarmouth) as far as Thetford, to return on the 1358 Thetford to Norwich (1039 Birmingham - Yarmouth). This would give the opportunity for photo's at Thetford (different!) and haulage off 2 trains that had consistently chucked out freight loco's so far that summer.

Slumber was aroused from at about 0830 and the obligatory fast car was taken to Norwich Thorpe station. It was then a quick excursion into the city for cash, returning ASAP to the station, courtesy of Eastern Counties Miniline in both directions - dreadful! It pulled onto the station fourcourt and halted adjacent to the station entrance. We got out and Jane, very quick off the mark, remarked that there was a nose sitting on the end of platform 1. A quick investigation revealed this to be the case and a breakneck sprint to the car ensued to deposit the cities produce and gain a camera bag. This destroyed the move to Thetford and 1½ returns to Peterborough were purchased. Meeting others on the platform we made our way towards the beast to find an enormous 37054 sitting proudly at the front of the 1039 to Newcastle with load 11. Apparently it had already worked the 0909 portion from Yarmouth to Norwich with a rake of coffins (air cond's) that form the 0955 Norwich to Liverpool Street.

Pictures were obtained and the train boarded. Two days earlier I had seen 054 on the North Walsham - Harwich tanks (another train of the past) rumble through Ipswich. It was coming up to departure time and at 1040'ish the throttle was opened. We were off, first syphon working of the summer in Anglia. 47301 was on the headshunt neighbouring two photographers standing on the ballast. Under Carrow Road bridge and onto the climb upto the swing bridge Crown Point was ignored as all heads peered out towards the beast pouring muck across Norwich. Trowse, and another photographer was passed. The journey was pretty sedate through suburbia and out through Hethersett - past the signal box and under the new road. Wymondham was flattened but this got off lightly compared with Attleborough. It was between here and Thetford that probably the best running of the trip occurred, with estimates and very educated guesswork putting us at somewhere very near the 90. Thetford was arrived at a whole 7 minutes early where the TTI's with PORTIS left the train - not that they had been very evident.

Presently time arrived and we departed. Everything seemed to be pairs today with 31411+439 passed on the 0821 from Birmingham, and 31422+424 on the 0748 from Leeds - actually running in the right order for a change. Ely arrived, and so did the rain destroying any chance of a decent picture of the beast on the bend. However, I still got a good soaking by admiring the view up front with a couple of other hardy souls. Off the bend and the throttle was opened again with greasy rails and a long straight gentle incline - and semaphores.

On through Manea and presently we approached March. The yards held 31217+264, 31268+255 coupled as two pairs of standby loco's. Would we stop at the station as these workings sometimes did. There was a red at the end of the station platform and we slowed down to about 10-15 mph and then the green was obtained. About 30 bashers were waiting to jump the syphon and it was said that 3 actually got on. This did not please the guard! As the green was obtained the handle was yanked onto full power and away we shot. Why wait at a station where the Newcastle is not booked to stop?

The rain had now stopped and we 'marched' onto Peterborough through Whittlesea. Good progress was made until we got just under the ECML where we were halted by a red for about 5 minutes. Presently a DMU contraption emerged on the 1000 Birmingham - Norwich which had obviously got out in front of the Newcastle - Yarmouth as when we pulled into the station it still stood there behind 47627.

We leapt off and I charged to the front for more pictures. Peterborough saw a crew change and then the syphon was off again with a real meaty piece of throttle to get the ensemble under way, shooting away from the platform (I can still see the drivers face!). I don't know if 054 got all the way to Newcastle as it was booked into Doncaster Works for treatment, but it would certainly have got to "Donny".

A very good day with 80 odd quality miles from 37054, can I have some more please??

Passenger Information

In an attempt to shorten the 'gen list' now that the 37/4 workings are included, some of the more regular diagrams will be referred to by the following code letters:

A = 1015 Inverness-Kyle /1505 Kyle-Inverness /1842 Inverness-Kyle
 B = 0650 Kyle-Inverness /1227 Inverness-Kyle /1705 Kyle-Inverness
 C = 0714 Blackpool-MV /0952 MV-Southport /1721 MV-Southport
 D = 0716 Southport-MV /1714 MV-Blackpool /1900 Blackpool-Liverpool

The following are corrections to the list printed in the September "Syphon Extra":

16.8.91 37240 0617 AB-IS /1050 IS-AB /1524 AB-IS
 17.8.91 37170/668 1050 IS-AB
 25.8.91 37232 1030 Kyle-Inverness /1810 Inverness-Kyle

Furthermore, it is reported that 37240 did not work any passenger trains on 15/8, but did assist 37153 on the 1930 Inverness-Aberdeen ECS after it had hit a cow between Keith and Huntly. Also 37170 did not work 0617 Aberdeen-Inverness on 17/8 as it came up on tanks with 37668 and then worked as shown above. This month's 'gen', starting with a couple of unreported oldies is as follows:

22.6.91 37154 0802 Glasgow C-Poole (Glasgow C-Braidhurst Junction)
 12.7.91 37421 1018 Swansea-Crewe (Knighton-Crewe)
 25.7.91 37040 0700 Glasgow C-Kings Cross (Polmadie-Motherwell) dragging 91022
 37175 0705 Glasgow C-Euston (Glasgow C-Motherwell) dragging 87020
 37407 1015 Inverness-Kyle /1505 Kyle-Inverness
 37416 0716 Southport-MV /0952 MV-Southport
 37431 1050 Inverness-Aberdeen /1714 Aberdeen-Inverness
 2.8.91 37407 1842 Inverness-Kyle
 37416 1721 MV-Southport
 4.8.91 37407/413 1950 Fort William-Euston (diverted to start from Inverness)
 6.8.91 37416 = D, 37430 = C
 7.8.91 37416 = C, 37430 = D
 8.8.91 37416 = D
 9.8.91 37407 = B, 37408 = A, 37416 = C
 37426 0952 MV-Southport /1721 MV-Southport
 37431 1050 Inverness-Aberdeen /1524 Aberdeen-Inverness
 10.8.91 37407 1015 Inverness-Kyle /1505 Kyle-Inverness
 37408 = B
 37418 1058 Birmingham NS-Pwllheli (Shrewsbury-Pwllheli)
 1725 Pwllheli-Birmingham NS
 37421 0450 Shrewsbury-Pwllheli (Shrewsbury-Barmouth - stock 2 hours late)
 0936 Pwllheli-Birmingham NS (Pwllheli-Shrewsbury)
 12.8.91 37403 = A, 37408 = B, 37430 = C, 37419 = D
 37431 0552 IS-AB /0916 AB-IS /1212 IS-AB
 13.8.91 37403 = B, 37408 = A, 37416 = C, 37419 = D
 37431 0617 AB-IS /1050 IS-AB /1524 AB-IS
 14.8.91 37403 = A, 37408 = B, 37416 = D
 37419 0714 Blackpool-Manchester Victoria (then to A exam)
 37426 0952 MV-Southport /1721 MV-Southport
 37428 1050 Inverness-Aberdeen
 15.8.91 37403 0650 Kyle-IS /1227 IS-Kyle /1705 Kyle-IS
 37408 0552 IS-AB /0916 AB-IS /1212 IS-AB /1524 AB-IS /1800 IS-AB/2140 AB-IS
 37416 0714 Blackpool-MV
 37426 0716 Southport-MV
 37428 0617 Aberdeen-Inverness then diagram A
 37430 0952 MV-Southport /1721 MV-Southport
 16.8.91 37408 = A, 37416 = C, 37428 = B, 37430 = D
 17.8.91 37408 = B, 37428 = A
 37418 0450 Shrewsbury-Pwllheli /0936 Pwllheli-Birmingham NS (to Shrewsbury)
 37426 1714 MV-Blackpool /2027 Blackpool-MV
 37430 1058 Birmingham NS-Pwllheli (Shrewsbury-Pwllheli)
 1725 Pwllheli-Birmingham NS
 18.8.91 37408 1115 Inverness-Kyle /1505 Kyle-Inverness /1810 Inverness-Kyle
 37409 1000 IS-AB /1314 AB-IS
 37428 1030 Kyle-Inverness

~~19.8.91~~ 37408 = B, 37416 = D, 37426 = C, 37428 = A
 20.8.91 37408 1015 Inverness-Kyle /1505 Kyle-Inverness
 37409 1842 Inverness-Kyle
 37419 1714 MV-Blackpool /1900 Blackpool-Liverpool
 37426 0716 Southport-MV (then to Tinsley for A exam)
 37428 = B, 37430 = C
 21.8.91 37408 = A, 37409 = B
 37415 0714 Blackpool-MV
 37426 0716 Southport-MV /1721 MV-Southport /1849 Southport-Bolton(relief)
 37430 1714 MV-Blackpool /1900 Blackpool-Liverpool
 22.8.91 37408 = B, 37426 = D, 37428 = A
 37419 0952 MV-Southport /1721 MV-Southport
 37430 0714 Blackpool-MV
 23.8.91 37409 = A, 37419 = D, 37426 = C, 37428 = B
 37408 1800 Inverness-Aberdeen
 24.8.91 37408 0617 AB-IS /1050 IS-AB /1524 AB-IS /2040 IS-AB
 37409 0650 Kyle-IS /1227 IS-Kyle /1705 Kyle-IS
 37419 0714 Blackpool-MV /1714 MV-Blackpool /2027 Blackpool-Liverpool
 37421 1058 Birmingham NS-Pwllheli (Shrewsbury-Dovey - derailed on bridge)
 37430 0450 Shrewsbury-Pwllheli /0936 Pwllheli-Birmingham NS (to Shrewsbury)
 25.8.91 37408 1000 AB-IS /1526 IS-AB /1955 AB-IS
 37428 1115 Inverness-Kyle /1505 Kyle-Inverness
~~26.8.91~~ 37408 1015 Inverness-Kyle /1505 Kyle-Inverness
 37415 0714 Blackpool-MV /0952 MV-Southport /1714 MV-Blackpool
 1952 Blackpool-MV (relief)
 37426 1749 Southport-MV (relief)
 37428 0552 IS-AB /0916 AB-IS
 27.8.91 37415 = C, 37426 = D
 28.8.91 37426 0714 Blackpool-MV /0952 MV-Southport /1721 MV-Southport
 37430 1714 MV-Blackpool /1900 Blackpool-Liverpool
 37431 0617 AB-IS /1050 IS-AB /1524 AB-IS /1800 IS-AB
 29.8.91 37409 1015 Inverness-Kyle /1505 Kyle-Inverness /1842 Inverness-Kyle
 37416 1800 Inverness-Aberdeen
 37431 0617 AB-IS /1050 IS-AB /1524 AB-IS
 30.8.91 37406 0650 Kyle-Inverness /1227 Inverness-Kyle /1705 Kyle-Inverness
 37416 0617 AB-IS /1050 IS-AB /1524 AB-IS
 37419 0952 MV-Southport /1721 MV-Southport
 37426 1714 MV-Blackpool /1900 Blackpool-Liverpool
 31.8.91 37409 0614 Edinburgh-Kyle CHARTER (Inverness-Kyle/Kyle-Edinburgh)
 37415 1714 MV-Blackpool /2027 Blackpool-MV
 37416 0552 IS-AB /0916 AB-IS
 37418 1058 Birmingham NS-Aberystwyth /1450 Aberystwyth-Shrewsbury
 37428 1015 Inverness-Kyle /1505 Kyle-Inverness /1842 Inverness-Kyle
 37430 0450 Shrewsbury-Machynlleth /0816 Machynlleth-Aberystwyth
 0925 Aberystwyth-Shrewsbury /1427 Shrewsbury-Aberystwyth
 1742 Aberystwyth-Shrewsbury
 37431 1212 IS-AB /1714 AB-IS
 1.9.91 37058 0930 Edinburgh-Kings Cross (Newcastle-Ferryhill)
 37428 1030 Kyle-Inverness /1350 Inverness-Brora /1557 Brora-Inverness
 37431 1000 IS-AB /1314 AB-IS /1706 IS-AB
 37515 0900 Kings Cross-Edinburgh (Darlington-Durham)
 2.9.91 37415 = C, 37419 = D
 3.9.91 37054 1304 Plymouth-York (Cheltenham-Birmingham NS) HST failure, 47095 fwd
 37415 = D, 37419 = C
 37416 1050 IS-AB /1524 AB-IS
 4.9.91 37372 2100 Plymouth-Glasgow (Exeter-Bristol) 47837 failed, 47815 forward
 37415 = C, 37428 = A
 37426 1714 MV-Blackpool /1900 Blackpool-Liverpool
 5.9.91 37415 0952 MV-Southport /1721 MV-Southport
 37416 0552 IS-AB /0916 AB-IS /1212 IS-AB /1714 AB-IS
 37428 0650 Kyle-Inverness /1227 Inverness-Kyle /1705 Kyle-Inverness
 37430 1714 MV-Blackpool /1900 Blackpool-Liverpool

12.8.91 37415 = D, 37428 = A
 37416 1800 Inverness-Aberdeen
 37418 1253 Crewe-Swansea (Shrewsbury-Swansea) /2041 Cardiff-Crewe
 37419 1738 Exeter-Waterloo (Exeter St Davids-Yeovil Junction)
 7.9.91 37153 1455 Inverness-Edinburgh
 37410 0657 Dunbar-Mallaig (Cowlaigs North Junction-Mallaig) and
 1536 Mallaig-Dunbar (Mallaig-Edinburgh) CHARTER
 37415 0714 Blackpool-MV /1714 MV-Blackpool /2027 Blackpool-MV
 37416 1050 Inverness-Aberdeen /1714 Aberdeen-Inverness
 37423 = A, 37428 = B
 8.9.91 37413 1115 Inverness-Kyle /1505 Kyle-Inverness
 37419 2035 Exeter-Basingstoke
 37423 1030 Kyle-Inverness /1810 Inverness-Kyle
 37426 1240 MV-Southport (relief)
 9.9.91 37025 1227 Inverness-Kyle /1705 Kyle-Inverness
 37133 0937 Paddington-Hereford (Newport-Hereford)
 37415 = C, 37426 = D (1900 Blackpool-Liverpool caped at Preston), 37428 = A
 37416 0552 IS-AB /0916 AB-IS /1212 IS-AB /1524 AB-IS
 37423 0650 Kyle-Inverness
 10.9.91 37025 1015 Inverness-Kyle /1505 Kyle-Inverness /1842 Inverness-Kyle
 37156 1800 Inverness-Aberdeen
 37191 0745 Paddington-Penzance (Exeter-Plymouth CAPED)
 37416 0552 IS-AB /0916 AB-IS /1212 IS-AB /1524 AB-IS
 37426 = C, 37428 = B
 37430 1714 MV-Blackpool /1900 Blackpool-Liverpool
 11.9.91 37025 0650 Kyle-Inverness /1227 Inverness-Kyle /1705 Kyle-Inverness
 37156 0617 AB-IS /1050 IS-AB /1714 AB-IS
 37158 2205 Cardiff-Bristol
 37416 1800 Inverness-Aberdeen
 37426 = D, 37428 = A, 37430 = C
 12.9.91 37025 1015 Inverness-Kyle /1505 Kyle-Inverness /1842 Inverness-Kyle
 37232 1227 Inverness-Kyle
 37416 0617 AB-IS /1800 IS-AB
 37426 = C, 37430 = D
 37428 0650 Kyle-Inverness
 37428/232 1705 Kyle-Inverness
 13.9.91 37025 0650 Kyle-Inverness /1227 Inverness-Kyle /1705 Kyle-Inverness
 37415 0952 MV-Southport /1721 MV-Southport
 37416 0617 Aberdeen-Inverness
 37426 = D, 37428 = A
 37430 0714 Blackpool-MV /2043 Shrewsbury-Chester
 14.9.91 37023/245 0930 Cambridge-Kings Lynn /1215 Kings Lynn-Cambridge
 1440 Cambridge-Kings Lynn SPECIALS
 37025 1015 Inverness-Kyle /1505 Kyle-Inverness
 37031/252 1045 Cambridge-Kings Lynn /1315 Kings Lynn-Cambridge
 1625 Cambridge-Kings Lynn /1825 Kings Lynn-Cambridge* SPECIALS
 15.9.91 37671/673 0437 Manchester P.-Paignton (Newton Abbot-Paignton)
 1234 Paignton-Plymouth Laira (Paignton-Newton Abbot & Plymouth-Laira)
 1643 Laira-Paddington (Laira-Exeter)
 16.9.91 37015 1340 Poole-Manchester P. (Southampton-Reading) 47567 forward
 37025 1050 Inverness-Aberdeen /1714 Aberdeen-Inverness
 37153 1703 Edinburgh-Edinburgh via Cardenden
 37232 1227 Inverness-Kyle /1705 Kyle-Inverness
 37415 1714 MV-Blackpool /1900 Blackpool-Liverpool
 37426 1721 MV-Southport
 17.9.91 37144 1803 Ipswich-Peterborough (Ipswich-Ely CAPED)
 37153 1642 Edinburgh-Edinburgh via Cardenden
 37156 1050 Inverness-Aberdeen /1714 Aberdeen-Inverness
 ✓ 37415 = C, 37426 = D

* quadruple header of 37031/252 and 31165/196

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|--------------------|------------------|---|
| 18.9.91 | 37232 | 015 Inverness-Kyle /1505 Kyle-Inverness /1842 Inverness-Kyle |
| | 37415 | 0952 MV-Southport /1721 MV-Southport |
| | 37416 | 0617 AB-IS /1050 IS-AB /1524 AB-IS |
| | 37428 | 0650 Kyle-Inverness |
| 19.9.91 | 37232 | 0650 Kyle-Inverness /1227 Inverness-Kyle /1705 Kyle-Inverness |
| | 37415 | 0716 Southport-MV /1714 MV-Blackpool /1900 Blackpool-Liverpool |
| | 37426 | 0952 MV-Southport /1721 MV-Southport |
| 20.9.91 | 37156 | 1800 Inverness-Aberdeen |
| | 37232 | 1015 Inverness-Kyle /1505 Kyle-Inverness |
| | 37415 | 1714 MV-Blackpool /1900 Blackpool-Liverpool |
| | 37426 | 1721 MV-Southport |
| 21.9.91 | 37152 | Set Ayr-Mallaig (Ayr-Dumbarton) CHARTER, 37404 forward |
| | 37156 | Nov 0617 AB-IS /1050 IS-AB /1524 AB-IS |
| | 37232 | 1015 Inverness-Kyle /1505 Kyle-Inverness |
| | 37706 | 0742 Crewe-Crewe CHARTER (Earlestown West J.-ICI Winnington, Manchester P.-Briggs sidings /Buxton sidings-Buxton /Wigan-Ashton /Springs Branch-Bickershaw /Springs Branch-Newton-le-Willows /Parkside-Edge Hill /Garston Church Rd-Fidlers Ferry Signal box /Latchford-Crewe) |
| | 37421 | 1058 Birmingham NS-Aberystwyth /1450 Aberystwyth-Shrewsbury |
| | 37430 | 0450 Shrewsbury-Machynlleth /0816 Machynlleth-Aberystwyth |
| | | 0925 Aberystwyth-Shrewsbury /1427 Shrewsbury-Aberystwyth |
| | | 1742 Aberystwyth-Shrewsbury |
| 23.9.91 | 37219 | 0705 Ipswich-Lowestoft |
| | 37419 | 1714 MV-Blackpool /1900 Blackpool-Liverpool |
| | 37426 | 1721 MV-Southport |
| 24.9.91 | 37219 | 1650 Norwich-Lowestoft /1740 Lowestoft-Norwich |
| | | 1850 Norwich-Lowestoft /1955 Lowestoft-Norwich |
| 25.9.91 | 37219 | 0700 Norwich-Cambridge /0848 Cambridge-Yarmouth |
| | | 1120 Yarmouth-Cambridge /1415 Cambridge-Norwich |
| | | 1520 Yarmouth-Cambridge (Norwich-Cambridge) /1816 Cambridge-Norwich |
| 26.9.91 | 37219 | 1035 Norwich-Yarmouth /1120 Yarmouth-Cambridge /1415 Cambridge-Norwich |
| | | 1520 Yarmouth-Cambridge (Norwich-Cambridge) /1816 Cambridge-Norwich |
| 28.9.91 | 37219 | 1005 Yarmouth-Peterborough (Yarmouth-Norwich) ADEX (1G29) |
| 29.9.91 | 37225 | 1855 Waterloo-Exeter (Salisbury-Exeter) |
| 30.9.91 | 37110 | 1545 Sheffield-Peterborough (ECS to Lincoln, service train to P'boro) |
| | 37225 | 0703 Salisbury-Waterloo |
| 5.10.91 | 37216 | 1744 Portsmouth-North Walsham (Thetford-Norwich) 47821 failed CHARTER |

37426 was dragged dead within 0716 Southport-Manchester Victoria on 12/8, being taken on to Tinsley by train loco 37419. It was back in service by 23/8, when as well as performing the workings shown it hauled "The Lancashire Pullman" from Blackpool to Preston. There was super-power on the 2100 Euston-Fort William concerning the train which left London on Sunday 18/8; 37406 was attached at Edinburgh and was joined by 37403/37404 at Corrour to save a light engine, triple syphon up the West Highland! Two possibilities for 5/9 for which I do not have full details; 37212 worked a Kings Cross-Newcastle train from an unknown point to York where the train was capped, and even more vaguely 37174 is reported to have worked an unknown service from Bristol to Keysham. 37133 piloted a steam loco on the 0937 Paddington-Hereford steamex from Newport on 9/9 because of the fire risk. The same day the 1900 Blackpool-Liverpool hauled by 37426 was capped at Preston as somebody decided to jump in front of the train. Although reported elsewhere as passing through Bournemouth, my sources inform me that 37015 started the 1340 Poole-Manchester from Southampton on 16/9, the syphon going as far as Reading where 47567 went forward. The next day (17/9) 37144 worked the 1803 Ipswich to Peterborough as far as Ely where the train was capped as there were no lights in the DMU. The following week can only be described as "the week when 219 went everywhere in Anglia", with stock all week except for Monday 23/9 when it dragged set 107. After a lot of thought, basically because there is not that much out of the ordinary to choose from, I've decided 37225 on 30/9 was my "Working of the Month", although I think I would have chosen 37015 on 16/9 had it come through from Poole. A couple of late items not listed in the gen or considered for this months working of the month are:

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|----------|-------|---|
| 8.10.91 | 37225 | 0745 Basingstoke-Exeter (Basingstoke-Salisbury) |
| 12.10.91 | 37010 | 1705 Carlisle-Hereford EXCURSION |

SYPHONS ON THE LONDON & SOUTH WESTERN

The recent spate of class 37 hauled passenger trains on the Waterloo to Exeter route has certainly aroused a great deal of interest and I have recieved several letters on the subject. I have no idea when or if a syphon last worked a passenger train east of Salisbury, their recent appearances on the route are probably because there are now a few Salisbury drivers that have 37 knowledge having been recently transferred from Westbury. Further chaos was caused when these drivers first arrived at Salisbury because they didn't know 47's.

Thanks to details provided by Mark Shoesmith (37096) I am able to give full details of how the story has proceeded since the historic working of 37258 on 23/8/91.

23.8.91 37258 1355 PLYMOUTH-SOUTHAMPTON (TO WATERLOO)
1915 WATERLOO-EXETER ST. DAVIDS

37258 worked because of a severe shortage of engines. Due to the 1422 Exeter-Waterloo being caped because the 50 off this service went to rescue a 47 on the 1100 Waterloo-Exeter, the 1355 Plymouth-Southampton was now going to Waterloo. 33101 was supposed to take over from 37258 when it reached Salisbury but did an additional Yeovil Junction-Waterloo in place of the caped 1422 Exeter-Waterloo. There were now no engines at Salisbury and 37258 was sent through to Waterloo and was allocated back on the 1915 Waterloo-Exeter. When the 37 reached Waterloo it was shunt released and left Waterloo at 1950. At Exeter St Davids the 37 ran round its stock and worked it E.C.S. to Laira.

2.9.91 37194 0703 SALISBURY-WATERLOO

37194 also worked due to a motive power shortage. At Eastleigh that morning the choice was between 37194 and 37667 and it appeared the person who had the choice didn't want 667 but did want 194. When 37194 reached Waterloo it did an E.C.S. working to Clapham Yard and then went light engine to Eastleigh.

5.9.91 37272 was allocated to do the 0703 SALISBURY-WATERLOO the following morning (6/9) but was reallocated during the night for 33202 to do the train.

6.9.91 37419 1738 EXETER ST DAVIDS-WATERLOO (EXETER ST DAVIDS-YEOVIL JUNCTION)
37419 came off at Yeovil Junction in favour of the engine off the 1615 Waterloo to Yeovil Junction. 37419 then went back light engine to Exeter St Davids.

8.9.91 37419 2035 EXETER ST DAVIDS-BASINGSTOKE

50029 was supposed to work this train but went to Laira so 37419 was pressed into service again. 37419 was meant to go as far as Yeovil Junction on this train but worked through. When 37419 reached Basingstoke it ran light engine to Salisbury leaving a 47 to take the E.C.S. off this service to Eastleigh. 37419 spent the night at Salisbury and was supposed to go dead inside the 50 on the 0615 Salisbury to Exeter St Davids but the 37 was a bit late in being started up so the 0615 left without it. 37419 stayed at Salisbury until 0830 and went light engine to Westbury.

THIS MONTHS PHOTO'S

FRONT COVER: 37425/681 (both triple tone grey liveried) at Chinley in the Peak Forest on Sunday 23/6/91, the day after "The Brentford Bard". Mark Rigby (37107)

OPPOSITE TOP: To accompany the article "All in a days Work" in this magazine, 37057 and 37079 are seen passing under the Ransomes footbridge at Warren Heath on the edge of Ipswich on 26/4/90 working 4L97 (2054 Coatbridge-Felixstowe). 37057 was still large logo blue and named "Viking". Andrew Garten (37001)

OPPOSITE BOTTOM: 37430 in Mainline/Inter City livery stands at Southport on 4/6/91 having worked the 1706 from Manchester Victoria Mark Rigby (37107)

REAR COVER TOP: With the tower in the background, 37063 stands at Blackpool North prior to working the 0714 to Manchester Victoria on 31/7/91. Both the Blackpool and Southport diagrams continue to run in the Winter timetable with the exception of the 0952 Manchester-Southport. Andrew Wilkinson (37408)

REAR COVER BOTTOM: 37501/519 stand at Preston with HST in tow on the cancelled 0727 Penzance-Glasgow. They are waiting to work ECS to Craigentenny, the date being 21/8/91. Andrew Wilkinson (37408)

