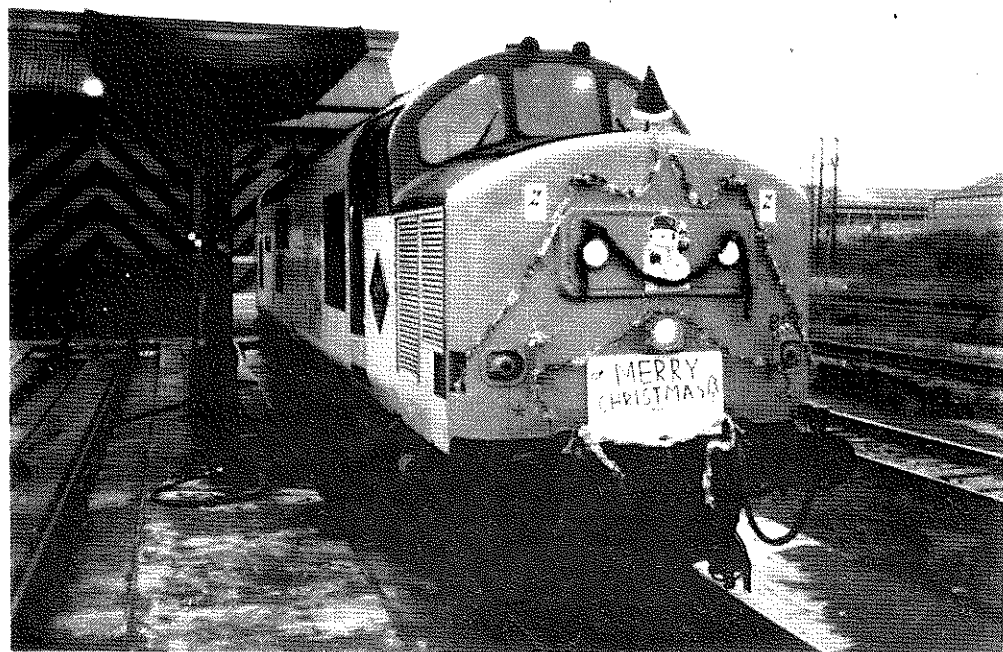


ŠYPHON!

THE MAGAZINE OF
THE CLASS 37 GROUP
DEC 1991



37



THE CLASS 37 GROUP

SYPHON!

THE CLASS 37 GROUP

NUMBER 42 - DECEMBER 1991

COMMITTEE

Chairman	: Andrew Garten,	1 Leggatt Drive, Bramford, Ipswich, Suffolk IP8 4ET
Editor	: Jerry Dickinson,	7 Pine View Road, Ipswich, Suffolk IP1 4HS
Treasurer	: Jane Garten,	1 Leggatt Drive, Bramford, Ipswich, Suffolk IP8 4ET
Membership	: Maurice Barber,	2 Roughton Road, Thorpe Market, Norfolk NR11 8TE
Sales	: Dean Warner,	10 Surbiton Road, Ipswich, Suffolk IP1 4AX
Secretary	: Martin Reeve,	49 Croft Street, Ipswich, Suffolk IP2 8EF
Monthly Draw	: Rod Saunders,	61 The Drakes, Shoeburyness, Essex SS3 9NY

REPRESENTATIVES

Scotland	: Andrew Donald,	3G Afton Road, Kildrum, Cumbernauld, Scotland G67 2DS
Technical	: Keith Fransham,	79 Shipstone Road, Norwich, Norfolk NR3 1JZ

EDITORIAL

Above is the new Committee line up of 'The Class 37 Group' as from our AGM which was on 23.11.91 and a full report of which appears elsewhere in this magazine. Please note the new names and addresses for the Editor and Membership Secretary in particular, as these are the two people you are most likely to be writing to. I'd like to welcome Martin Reeve back to the Executive Committee, and also thank Neil Murphy who did not stand for re-election this year for the hard work he has put in while holding the positions of Membership Secretary, and Treasurer before that. There were no applications for the post of Publicity Officer, if anybody is interested please write to the Secretary for further details.

This is my last magazine as Editor, a job I have done for the last 3½ years, Jerry Dickinson will take over from the January "Syphon Extra". My first publication was the July 1988 newssheet. At this time the membership total stood at 79, the magazine was an expensively produced photocopying exercise, and the Preservation Fund had just been started the previous month. I have worked to several main principles over the years; I have tried to strike a balance between the passenger and freight aspects of the work of the class, remain impartial and non-controversial, report only class 37 related news, include as much of the information that people send me as possible, and reply to all your letters. Changes were made only gradually, indeed much of the layout and format is similar to what it was when I inherited "Splitbox", the predecessor to "Syphon!". However, developments in the last 3½ years mean the magazines and newssheets are now bigger, properly printed, and have much better photo reproduction; and hopefully this progress will continue. It takes a lot of time and effort to collect all the information necessary, ie reallocations, livery changes, works reports, passenger workings, articles and photo's, and one of the things I will miss most is reading the letters and talking to those who have supplied me with these details. Over the years many days holiday have been taken from work to write the magazine (including this one), and as Mike Millward my predecessor will probably verify I look forward to having slightly more spare time in the future - I may even learn how to use the video and microwave! I can remember many events involved with writing the magazine, like the day I wrote off a Fiesta and caused £500 worth of damage to my own car going to visit Jerry to collect some gen. More recently, when I went to assemble the already late running October "Syphon!" I discovered Maurice still had the master copy. This got delayed in the post, but luckily I was able to get the previous master to hold together one last time (did anybody notice the slightly different cover format?). Last month the curse of the Post Office struck again, after 4 days the newssheet had not arrived at the printers so I hurriedly typed a duplicate copy in the evening - next day they both arrived together at the printers.

Despite all this, I had a lot of fun writing the magazines and newssheets, and I would like to thank everybody who has sent me letters, gen, photo's, articles, etc during this time. I'd also like to wish Jerry well in the future, and hope that you give him as much support as you have given me in the last 3½ years. Now lets proceed with this months issue, which is a "Pandora's Box" of goodies.

CHRISTMAS DRAW: The response has been very good, many thanks to those who have already purchased their tickets. For those who haven't, a reminder that the draw will take place on December 18th. The last posting day before Christmas is the 19th, so hopefully we can get the prizes to you for Christmas, and the winners will be given in the January "Syphon Extra".

MONTHLY DRAW: Recent winners have been Mr J.Lisle (October) and Henry Freyne (November).

PRESERVATION FUND: There has been another big increase this month, on 1.12.91 the total stood at £5195.56. The increase is thanks to sponsored walk money collected by Andrew Garten and Alan Pulford, donations from John Haydock and Mr R.Allsopp, donations box collections at the November Open Meeting and the AGM, Christmas draw monies and a donation and membership number change from Mr D.Bechelli.

MEMBERSHIP NEWS: Many thanks to the following new members and those of you who have renewed your membership in the last month: Mr M.Dunn (37015), Mr A.Cooper (37016), Crispian Cousins (37051), Mr N.Turner (37060), Mr R.Allsopp (37068), David Wilson (37106), Henry Freyne (37108), Roger Parr (37133), Mr S.Millington (37230), Mr S.Tingey (37223), Mr J.Saxton (37234), Mr J.Shergold (37235), Mr G.Shergold (37236), Mr D.Bechelli (37241), Mr J.Dewing (37244), Mr M.Bullock (37416) and Stephen Coupe (37226). In addition there is one membership number change, Mr D.Bechelli (37241-37415).

DIARY: 18.12.91 Open Meeting (Wednesday) at The County, St Helens Street, Ipswich, in the 'green' room, starting at 20.10.

THANKS will be found on the inside back cover after 'Passenger Information'.

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

Starting with this months reallocations, which upto 28.11.91 were:

37108 SF-TI DCAA-MDST	37241 TE-HQ FMTY-PPYX	37255 TE-IM FMTY-FMYI
37219 IM-SF FAXI-DCAA	37250 TE-IM FMTY-FMYI	

LIVERIES: 066/095/264 are now civil engineers; 358/378 Trainload Distribution; 894 Trainload Coal. This means that 37358 has lost its unique livery within the class of blue with silver roof and large logo's. With 37175 and 37261 also in works, the number of syphons retaining the large logo rail blue livery will probably soon be reduced to just 057/108/116/128/152/209/408.

NAMES: 37023 was named "Stratford" on 20/11/91 at Stratford TMD. The nameplates are those that were previously worn by 47007 and have a blue background. 37008 has recieved the unofficial name "HORNET", painted on in the same way as those which were carried by the rail blue examples and complete with 'Tinsley rose'.

GENERAL: 37140 eventually found its way to Selhurst for load bank test, arriving on 25/11 after being involved on passenger work with 37238 on 23/11. 37405 has finally been released from Glasgow Works, despite being shown as still present on TOPS on 23/11 it was actually in traffic, albeit blown up at Eastfield TMD! 405 was involved in a collision with a Sprinter on 10/4/91. 37137 has also been released and is back in traffic. It's not such good news for 37008 though which was involved in a severe incident at Tilbury while on freight work on the afternoon/evening of 29/11/91. The driver had to be cut out by the emergency services and 37008 sustained serious damage which first reports suggest may not prove economic to repair. It was the only 37 to be delivered new to Ipswich, this being in February 1961.

Syphons in works on 28/11/91 were 175/264/350/376/692 (Glasgow), 261/358/378/422/503 711/718/797/891/894 (Doncaster) and 903 (Crewe).

REGIONAL VIEW

ANGLIA

37905 was an unusual visitor to Ipswich on 23/11/91, arriving at approximately 0715. Other observations around the Region: RIPPLE LANE: 17/11 - 888/892/893. STRATFORD TMD: 19/11 - 108 was the only 37 present, had also been seen several times on the North London line. COLCHESTER: 9/11 - 238/075 arrived @ 0825 from the north. IPSWICH: 27/9 - 023 @ 0900 (stabled at station); 055 @ 0905 stabled in Yard. MARCH TMD: 19/10 - 032/108/110/194 @ 1600. WHITTLESEA: 27/9 - 073/185 w/b steel @ 1225.

EASTERN

PETERBOROUGH: 27/9 - 890 s/b oil @ 1420; 8/10 - 705 s/b tanks @ 1735; 24/10 - 063 stabled @ 0822; 15/11 - 070/238 n/b freightliner @ 1428. GRANTHAM: 11/10 - 202 @ 1445 n/b oil tanks. DONCASTER: 11/10 - 213 stabled @ 1135; 24/10 - 890 @ 0903, 211 @ 1225. IMMINGHAM: 26/10 - 128/167/229/676/705/890/891.

YORK: 26/9 - 221/418 stabled @ 1350; 29/9 - 116/128/209 @ 1328 (all large logo livery); 8/10 - 058 @ 1620; 13/10 - 058/128/707/708 stabled @ 1315; 20/10 - 516/058+047/285+116; 24/10 - 213 s/b coal @ 1204; 22/10 - 109 n/b steel empties @ 0815, 058 s/b spoil empties @ 0815, 242 chemicals 0845-0920, 083 n/b track panel empties @ 0855, returning s/b with trip freight @ 0944, 019 s/b light engine @ 1039, 213 Russells SCN (7E34 Gartcosh-Doncaster) @ 1123, 058 n/b light engine @ 1208, 058/221 stabled @ 1245. Later the same day 107/218 were seen with a s/b freightliner @ 1830; 25/10 - 0905 n/b civil engineers @ 0905, 095 s/b civil engineers @ 0955, 203 n/b steel empties @ 1001, 058 n/b civil engineers @ 1126, 223 Russells SCN (7E34) @ 1212, 511 n/b Pengam-Blyth aluminium empties @ 1242, 213 hauling 97250 n/b @ 1407, 31223 hauled 37358 s/b @ 1431, 515 n/b scrap @ 1457, 255 n/b metals @ 1605; 27/10 - 058/707/708/057 stabled @ 1349; 3/11 - 419 stabled @ 1149; 10/11 - 285/057/116/202 stabled @ 1253, 066 arrived light from the north @ 1255; 16/17th November - 066/370/419; 23/11 - 066/057 stabled at 1430; 24/11 - 095/057/116/066 (with 25 other loco's) stabled @ 1320.

TYNE YARD: 8/10 - 506 n/b empty steel @ 1535. The following 37's have been noted on the EASTGATE/BISHOP AUCKLAND line: 214/429 (28/8), 373/427 (29/8), 429/214 (30/8), 427/370 (5/9), 427 (6-7/9), 214 (9/9), 214/379 (1/10), 354 (3/10), 429/373 (8/10), 109 (13/10), 429/214 (15/10), 379/354 (21/10), 214 (22/10), 370/429 (28/10), 379/354 (30/10), 373 (5/11), 370/427 (11/11). 37370 was sent light engine on 26/10 to assist another 37 which had become disabled on the line due to the autumnal fall of leaves.

MIDLAND

CARLISLE: 9/10 - 511 n/b empty steel from Newcastle line @ 1228, 227 n/b alumina @ 1300; 21/11 - 145/511 n/b steel @ 0137. PRESTON: 9/10 - 223 s/b coal @ 1213; 16/11 - 248/078 s/b steel @ 1055, 669/671 s/b china clay @ 1900. WARRINGTON BQ: 16/11 - 509 stabled @ 1025. MANCHESTER VICTORIA: 18/11 - 901 stabled for most of the day. MANCHESTER PICCADILLY: 12/11 - 079/238 (time not known). BIRKENHEAD: Further 37's noted on the 6M09 Usk-Birkenhead North and 6V66 return service mentioned last month are 239 (8/11), 213 (11/11), 239 (18/11) and civil engineers loco 37191 on 20/11. Additional were worked by 213 on 19/11 and 212 on 21/11. On 6/11 at about 0700, 37239 failed near Canning Street crossing on the Mersey Docks & Harbour line while working 6M09. 37059 was sent to assist, removing 239 from the train and stabling it near Duke Street crossing then working 6M09 to Birkenhead North. It left with 6V66 at 0845, collecting 239 on the way, going forward at 0915 towards Rock Ferry, Hooton and Chester. ELLESMERE PORT: Noted so far this year have been 706 (25/5), 418 (19/10), 116 (27/10), 421 (9/11). Present on 12/10 @ 0750 were 015/418/421/706. 015 later ran light to Crewe with 31308/47054/47368. CREWE: 24/9 - 225 stabled @ 1010; 12/10 - 010/015/430 stabled @ 1210. BUXTON: 28/9 - 680/683/686 were stabled outside the shed @ 1200. LANGLEY MILL: 6/11 - 074 n/b light engine @ 1119, 719 s/b steel @ 1305. NOTTINGHAM: 8/11 - 713 w/b light engine @ 1907. DERBY: 24/10 - 066 hauling 47311/47308 n/b @ 1348, 512 scrap empties s/b @ 1423, 714 n/b metals @ 1452. WATER ORTON: 22/10 - 714 e/b Ferrywagons @ 1341, 203 e/b one steel wagon @ 1509, 372 w/b steel @ 1559, 678/688 w/b stone @ 1600; 4/11 - 714 w/b light @ 1529. WASHWOOD HEATH: 23/10 - 162/072 s/b tanks @ 1423, 372 s/b distribution @ 1438, 884 s/b scrap @ 1519, 687 s/b stone @ 1523. BESCOT: 4/11 - 713 @ 0900; 19/11 - 230 stabled @ 1330, 716 s/b light engine @ 1416, 717 n/b steel @ 1534; 21/11 - 098 n/b engineers @ 1330, 371/280 n/b tanks @ 1355. SHREWSBURY: Within 5 minutes of 37010 having departed with a special passenger working at approx. 2045 on 12/10, 37004/008/009 (and 37078) had all arrived with freight services off the same line. WILLESDEN: 9/10 - 075/238 stabled @ 0800; 107/? stabled @ 0815 on 12/10.

SOUTHERN

Further workings emanating from the Eastleigh/Southampton area are as follows, starting with 6045/6V99 Cardiff Tidal-Hamworthy which has been worked by: 886 (27/9), 902 (2/10), 372 (3/10), 078 (4/10), 138 (7,8,10/10), 889 (31/10), 248 (4/11 - 6V99 only), 905 (19/11). 6049 (2347 Crewe-Eastleigh) and 6M79 (1426 Eastleigh-Crewe) has been worked by: 225 (28/9 - 6049), 225 (30/9 - 6M79), 194 (1/10), 242 (2/10), 225 (4,8/10), 280 (10/10 - 6M79), 272 (29/10), 271 (30/10), 101 (31/10), 6049 on 2/11, and 6M79 on 4/11), 026 (5/11), 107 (14/11), 272 (15/11), 107 (19/11). Other workings in date order include: 1/10 - 294 on 6079 Tiverton-Eastleigh tanks; 7/10 - 261 assisted 47049 on 4M57 So'ton Maritime-Trafford Park; 9/10 - 280/294 worked 6236 and 294+class 60 did 6249; 28/10 - 162/215 (6236), 162 (6249), 215 (6Y50/6Y51); 4/11 - 709 worked 6064 tanks to Micheldever then ran light engine to Ripple Lane; 7/11 - 026 worked 4M11 Eastleigh-Southampton Maritime-Garston, and on 13/11 890 worked a 6250 additional to Hollybourne. It is noted that local workings to Hollybourne and Fawley etc. are being worked by members of the class that are based at Eastleigh for about a week at a time. 37's performing such duties in recent weeks have included 072/162/215/248/280/521. FARNBOROUGH: 10/10 - 893 @ 1036 on e/b oil tanks.

WESTERN

DIDCOT: 7/10 - 225 stabled @ 0802; 20/11 - 107 in Yard @ 1400. READING: 7/10 - 158 stabled in station area @ 0802, 709 tanks @ 0821; 16/11 - 038 ballast duties, 888 w/b oil @ 1135. Also seen was 272 with a train of tube stock for RFS industries. OXFORD: 16/11 - 222 n/b Yeomans @ 1337. CHELTENHAM: 14/11 - 884 s/b steel @ 1740. GLOUCESTER: 8/11 - 046/097/886 stabled on depot @ 1342, 904 w/b steel @ 1342. ABBOTSWOOD JUNCTION: 16/10 - 711 s/b steel @ 1607; 21/10 - 242 s/b STA tanks @ 1321; 15/11 - 884 s/b steel @ 1621. WORCESTER: 2/11 - 097/142/146 were all involved with weekend engineering work. HEREFORD: 25/11 - 223 w/b HEA hoppers @ 1341, 013 n/b VAA/VEA vans @ 1405 (crew change), 712 w/b steel @ 1543. CARDIFF CENTRAL: 9/11 - 074/013 e/b light engine @ 1450 (013 was immaculate in triple tone grey without sector markings); 16/11 - 059/013 e/b light engine @ 1415. MISKIN: 28/10 - 222 e/b 6B07 Gwaun-Cae-Gurwen - East Usk @ 1145, 201 e/b light engine @ 1217, 701 e/b 7B87 Port Talbot-Llanwern @ 1229. 37895 was at CMMBARGOED on the afternoon 7C90 to Aberthaw. PENCOED: 29/10 - 898 w/b Cawoods @ 1324, 520/504 e/b light engine @ 1326, 901 e/b steel @ 1352, 889 w/b MGR @ 1353, 711 w/b light engine @ 1356, 803 e/b MGR @ 1432, 699 e/b bogie tanks @ 1515, 904 w/b steel empties @ 1531, 886 e/b tiphook steel @ 1610. LLANWERN: 30/10 - 502/293 e/b Mossend-Llanwern/Margam @ 1002, 799 e/b Port Talbot-Llanwern @ 1142. On both 28/10 and 29/10, 56032/040 were working as a pair on iron ore trains. Freight workings noted on Sunday 27/10 in South Wales were 803 on 7M14 Tower Colliery-Ellesmere Port 'Cawoods', 802 worked 6C71 Aberthaw-Tower and 7C71 return, and 904 worked an afternoon Margam-Ebbw Vale steel.

AGM 1991

This is edited "highlights" from our 5th Annual General Meeting, held at The County Hotel, Ipswich on Saturday 23rd November, 1991.

Item 3 - Chairmans Address (by the Editor as Acting Chairman).

The Acting Chairman sought to cover the activities of the Committee during the last 12 months that are not covered in the other officers reports.

(i) Committee. All those who stood for election at the last AGM have remained in post for the whole year. Two additional non-Executive members were co-opted, Martin Reeve (without portfolio) and Rod Saunders (to administer the monthly draw), the latter as he deals with Group monies and must therefore be accountable. To relieve the Editors workload, Jerry Dickinson took over as Railtour Organiser for the "Brentford Bard", a role which has since been regained by Andrew Gatten with Jerry to provide assistance, particularly with regard to negotiations and liaison with British Rail. Due to the high number of railway events held on Sundays this year problems were encountered with dates for Committee meetings, and a number were held on Summer Saturdays! The Acting Chairman thanked the other Committee members for their hard work and financial contributions.

(ii) Open Meetings. Have continued on a monthly basis in Ipswich but attendances have been poor and we need to investigate ways we can improve them, perhaps by looking at alternative days, times, venues, etc. An Open Meeting may be tried in Norwich.

(iii) Lotteries. Monthly draw was revamped by Rod Saunders, proceeds continue to be split 50/50 between Prize and Preservation Fund. There are currently 19 members and payment can be made by cash, cheque or standing order. Our lottery licence was renewed in January, there was no summer draw but a modified version is currently running as a Winter/Christmas draw.

(iv) Open Days. The Group has attended many events this year (see Sales Officers Report) however, there were 4 BR organised events we did not attend. These were Bristol (pitch cost too high), Wimbledon (originally clashed with Colchester), Worksop and Crewe (clashed with class 37 hauled charters). An attempt was made to attend at Crewe but all spaces had been filled. All open day costs (pitch, vehicle hire, petrol, accomodation) have again been borne by the Committee.

(v) Preservation Fund. The total has risen impressively through the year with income from a wider range of activities than in past years (see Treasurers Report).

(vi) Donations Box. The current version has appeared frequently at Open Meetings, Committee Meetings and Open Days. Design is simple but it has netted about £150 so far.

(vii) VAT/Tax. Investigations have been made to ensure the Groups interests are protected. There is no need to register for and collect VAT unless turnover exceeds the current limit of £35,000 pa. The Acting Chair has been assured that the Groups profits will not interest the Inland Revenue.

(viii) Sponsored Walk. 5 people took part on our first such exercise on 29/9/91, between Yaxham and County School stations, and raised nearly £300 for the Preservation Fund.

The aims set at last years AGM have largely been achieved, exeptions being Group trips where efforts had floundered through a lack of interest, and an investigation into shares and fundraising, which appears again in this years aims which are:

- (i) to strengthen our position in the North-West where we now have a firm base;
- (ii) thoroughly investigate shares and increasing investment in the Preservation Fund;
- (iii) increase publicity and membership of the Group;
- (iv) Ideally run two railtours, one from the north and one from the south;
- (v) widen the range of Group merchandise available for the 1992 'sales season';
- (vi) Increase the Preservation Fund total to £7,500 by the next AGM.

Item 4 - Treasurers Report.

Group accounts continue to be held with Nationwide Anglia, current interest rate is 7.43% net. Problems have been encountered with the length of time spent on transactions, and the Nationwide have advised they may introduce charges for depositing change. There are problems with a cheque drawn in May for our printers who claim the cheque was not recieved. After much correspondence the Nationwide discovered it had been cashed, but we are still waiting to find out by whom, the police will be involved if necessary and a replacement cheque will not be sanctioned. Accounts have been investigated with other building socities and banks, but so far all compare unfavourably with the Nationwide. The accounts (which were distributed amongst those present) show the Group continuing to increase turnover all the time. Not all expenditure incurred by Committee members is

claimed, for example Open Day costs, postage and stationery. The Preservation Fund stood at £5162:33, surpassing the target figure set at last years AGM, income has come from donations, sponsored walk, and transfer of monies from the General Account.

Item 5 - Membership Secretarys Report.

The target of between 250 and 300 members has been attained with a current figure of 271. Renewals have averaged 80% throughout the year, with 90% in May and July, and 100% in March. The Railtour and Open Days have helped to increase Group membership.

Item 6 - Sales Report.

The Group has attended events at London Bridge, Hereford, Coalville, East Lancs Railway (June and October), Gloucester, Old Oak Common, Colchester, Cambridge, Laira and Brighton, and ran the "Brentford Bard" railtour. Most successful was the railtour (£389) with East Lancs Railway (June) second (£212). Least successful was Old Oak (£85). Our first full year with the metal framed sales stand, which has given us a more professional look and protection from the elements. Best sellers have been 30th anniversary mugs, improved design Group teeshirt, and the metal badges. Donated colour prints and magazines also good sellers. During the year we have restocked with video's, audio tapes, T-shirts, mugs and sweatshirts. Part year sales since April 1991 is already a record £2100:32. 1991 has been a hectic year and 1992 already has events lined up at Bescot, Thornaby and Norwich. The Sales Officer thanked all those who have helped on the stand this year.

Item 7 - Editors Report and Subscription Rates.

The donations letter had been distributed twice, January and August. A new feature "30 Years of the 37" started in February, and newssheet has reverted to 4 pages. Size of cover photo's was increased from June (finally), glossy covers have continued at our printers expense. "Electric Themes" has disappeared and all ETH workings are now included in "Passenger Information", a change which has been well recieved. The August issue was a 28 page bumper issue. In recent months the Editors own deadline of getting the magazine/newssheet to the members by the 10th of each month has slipped due to holidays, late information and the postal service. Twice the Editor has supplemented postage to the first class rate at his own expense, and drives the master copy to the printers at Norwich most months rather than risk relying on the Post Office. The Editor concluded by thanking Maurice Barber for assembling and distributing the final article. Subscription Rate: This will remain unchanged at f6.

Item 8 - Railtour Sub-Committee and Publicity Officers Report (by Jerry Dickinson)

(i) Railtour Sub-Committee: Jerry thanked those who contributed towards the "Brentford Bard" railtour. This was beset with problems, the main one being BR's reversal of their decision to sanction the Colnbrook branch at very short notice. The 'Greenford loop' was obtained as partial compensation but this had to be cancelled due to late running. Letters were sent to those who pre-booked outlining the problems, and it was pleasing that some positive response was forthcoming. Those who pre-booked will be offered a £5 discount on a future tour on the basis that InterCity have offered the railtour sub-Committee a £1000 discount on our next tour. The railtour did not make a profit but with two exeptions all guarantors were refunded their monies in full. Running railtours gives the Group a high level of publicity (even if a certain magazine published a photo of the class 47!).
(ii) Publicity Report: Most of the Groups publicity has been via the railtour, attendance at Open Days is good for the Groups image. Advertising can be costly, a ¼ page advert in "Rail" currently costs approx' £150, and such advertising must be cost effective. At the moment we are competing for publicity with groups buying class 50 locomotives.

Item 9 - Election of Executive Committee.

The Committee was elected unanimously as shown on the inside cover of this magazine.

Item 10 - Constitution Ammendments (proposals were publicised in the October "Syphon!")

(i) Having taken legal advice regarding the removal of the word 'adult', the Acting Chair advised this proposal should be rejected, which it was unanimously.
(ii) This was carried unanimously subject to the addition of the following wording: "members of the Executive Committee can be involved with the Committees of other railway orientated Groups/societies subject to them declaring their interest in any other such society, and the position they would take in the event of a conflict of interest".
(iii) The unification of para's 9:5 and 9:6 was accepted unanimously.
(iv) This was carried subject to the additional wording "it must be made clear at the start of any such meeting that non-members of the Group are not entitled to vote".

Thirty Years Of The 37

- 1965

1965 was to see the completion of the last orders of the English Electric type 3's for British Railways with D6951-6999/6600-6607 all accepted into traffic. This left only D6608 which although not officially accepted until January 1966 had been completed and delivered to Doncaster Works for acceptance trials in November 1965. The majority of these final examples were for South Wales with D6951-58/69-70/72-99 6600/2/5 going to Cardiff Canton and D6971/6601/3/4/6/7 to Landore. D6959-68 were a small batch of boilered examples for Tinsley. Although they were a continuation of the second series of machines (ie centre headcode panels/roof mounted horns) they could perhaps be identified as a third series from D6959 onwards as these latter machines saw a significant uprating of the control gear, incorporating voltage balance rather than current balance wheelslip detection equipment, and the power circuit featured negative to ground earthing and associated control circuitry such as that for power control.

A special mention should be made of D6988, which when delivered on 3 June 1965 contained the 2000th diesel engine supplied to British Railways by English Electric (although 1209 of them were 350hp 6KT shunter type engines). Before its absorption into the GEC empire, the total of engines supplied was to reach 2412.

Moving onto the events that were to take place in 1965, the year got off to a bad start on the Great Eastern with Brush type 4's taking over most of the Norwich to Liverpool Street turns from 4th January. A couple of months later the 1650 Liverpool Street to Lowestoft was added to their collection, although the English Electric type 3's retained work on the Harwich boat trains along with Brush type 2's (31's), and were used on approximately 90% of Liverpool Street to Cambridge line trains. It was noted during March that Tinsley EE type 3 diagrams included Kings Cross to Cleethorpes passenger workings, while D6733/6739/6781 all worked specials into Kings Cross in connection with the Rugby League cup final at Wembley.

By February, Cardiff Canton based type 3's from Barry manned by Severn Tunnel Junction crews were diagrammed to work throughout to Old Oak Common with the 15:15 Barry to Old Oak Common banana train, an 'as required' working that at the time was running about 3 days per week. The fish trains from Hull which took the class over the Great Central line to Leicester finished in February, although this route still witnessed examples of the class as they made their delivery runs from Doncaster Works to the Western Region.

A brand new D6977 (officially accepted May 1965) was exhibited at Marylebone on 30th April to mark the 7th International Congress on Combustion Engines.

It is now an accepted part of life that every year we will be subjected to the usual crop of rumours as to what will work what in the summer. This practice may have been going on for longer than we think as during the spring of 1965 it was suggested that the Western Region had plans to use pairs of English Electric type 3's on some of its accelerated west of England and south Wales services that summer. To add further fuel to the argument Old Oak Common crews were undergoing crew training on the class. However, on May 22nd the first high speed test run actually occurred when D6881/6882 (86A/CF) powered the down 0845 'Bristolian', returning to London with the 11:35 from Weston-super-Mare. There was more to come, and on June 3rd the same pair of loco's broke every Western Region speed record in the book during a test run from Paddington to Plymouth, out via Westbury and back via Bristol. This particular event is covered in more detail elsewhere in this months magazine.

D6938 worked through to Weymouth on April 20th in place of a failed type 3 "Hymek" with a train from Bristol.

Continuing with the rumours theme, it was understood during the early summer that the Eastern Region was studying the possible adoption of push/pull operation of its Great Eastern main line services to and from Liverpool Street. A scheme for the suitable modification of an EE type 3 and a brake second as a driving trailer had been drafted. 25 years later this scheme was actually effected, although with 86's instead of 37's. On June 24th, a train of car components from Dagenham to Halewood was powered by D6707, the first occasion that it was known the components train, as distinct from the car-ferry trains, had been worked by an Eastern Region locomotive as far as Rugby. The class continued to strengthen their presence on the Western Region, by June they were responsible for one or two more additional freight workings from South Wales to the London area. From June 14th steam turns were eliminated from Bromsgrove shed and even local shunting duties were performed by English Electric type 3's. With the run-down of the Great Central line, those being delivered to South Wales were rerouted

via Chesterfield, L1 and Tyseley during the summer, D6989/6990 being noted at Tyseley on 29th June. This change of route also gave Bromsgrove crews a hand in their delivery with the class being routed that way rather than via Banbury. A Doncaster crew would work as far as Saltley where Bromsgrove men would take over as far as Gloucester, from where south Wales crews would work the final leg to Cardiff Canton. Returning to passenger workings, as in previous years a Tinsley EE type 3 worked through to Great Yarmouth on summer Saturday reliefs. A feature in the January 1966 edition of 'Modern Railways' about the Doncaster area included two illustrations of the class taken on Saturday August 14th 1965, one of D6741 heading a train for Filey holiday camp (1N52) away from Doncaster, the other of D6817 hauling the 7:46 Sheffield to Yarmouth (1K24) through Worksop. By July 1965, Tinsley's batch of series 2 machines (D6959-6968) had been represented twice at Kings Cross on the Saturdays 1100 from Leeds, but not so far on any Kings Cross to Cleethorpes workings.

What is believed to have been the first visit of the class to Birmingham Snow Hill occurred on July 29th when D6943 towed in an ailing Cardiff-Birmingham Diesel Multiple unit. The unit had failed at Worcester Tunnel Junction and had been rescued by D6939, but this too had failed between Fernhill Heath and Droitwich although it was able to coast with the train into Droitwich station where D6943 took over.

Two days later on July 31st, D6917 made what was a rare visit for the class to Crewe, arriving from the Western Region towing Brush type 4 (47) D1753. Further south on the West Coast line, D6982 made what was reported to be the first visit of the class to Stafford on August 6th, deputising for a Brush type 4 on the 1810 Stafford-Cardiff class 8 freight.

The new and unusual workings continued and on August 13th D6989 worked a special from Gatwick Airport to Cardiff via Kensington Olympia. A week earlier D6871 had performed a similar working and this was probably the furthest penetration yet of the class into Southern Region territory.

On August 17th, an unidentified train of passenger stock was noted climbing from the Severn Tunnel and heading towards Bristol behind the unusual pairing of Britannia Pacific number 70048 which was being piloted by D6926. Steam workings in south Wales had all but finished by the end of 1965 although there were still some workings on the North & West route to Bristol via the Severn Tunnel which continued to produce unusual steam/diesel workings through the Tunnel, usually hauled by EE type 3's, for example D6854 piloting 2-10-0 number 92074 on October 30th.

To mark the withdrawal of regular steam working within and into the Western Region, a special train ran from Paddington to Bristol, Gloucester and Cheltenham on November 27th, 1965, the first steam hauled train out of Paddington for some months. A pair of English Electric type 3's (D6881/6882) were provided for the final leg from Swindon to Paddington, and after a late start and 40mph permanent way slack another high speed run saw the pair complete the 77½ miles in under 64 minutes.

From September at least, a Stratford based member of the class worked over the Great Northern line with a new Dagenham to Wakefield car carrier service, operating Mondays excepted (Mondays as well when required). The loaded train left Ripple Lane at 4:00am and arrived at Wakefield at 10:50am. It returned from Wrenthorpe Exchange sidings (north of Wakefield) with the empty car flats at 14:30, arriving Ripple Lane at 21:11. Also by the Autumn, the class had been replaced on the York-Bournemouth trains which ran via the Great Central by Immingham or Tinsley Brush type 4's (47's).

Steam returned to Lickey bank duties on 7th October with "Hall" class 4-6-0, which was used following the derailment of D6939 at Bromsgrove. D6893 worked a Cardiff-Shrewsbury special parcels service on December 18th, and it was reported that since the beginning of November EE type 3's were appearing with greater frequency on the 1810 Stafford to Cardiff class 6 freight instead of Brush type 4's. Also as the year closed, D6813 was paired with a North Eastern Region brake tender and employed on workings to and from Spencer steelworks at Llanwern in South Wales.

Finally, on December 17th following heavy rain, a Carmarthen-Bristol ECS hauled by D1671 ran into debris caused by a landslip near Bridgend. This derailed the Brush type 4 into the path of a Newton Abbot-Margam freight being headed by D6983 which was unable to avoid a head on collision. Considerable damage was caused and the south Wales main line was blocked for 3 days. Unfortunately the driver and secondman of the ECS were both killed, and the extent of the damage led to the condemnation of both locomotives. Although not officially put to store until January 1966, this meant that the full fleet of 309 units were never actually all in revenue earning service at the same time. Furthermore, both locomotives involved in the collision were only 8 months old at the time.

A Christmas Tale

Glyn Horton (37072)

When winter comes to South Wales it's like being hit by a deep-frozen cactus, nothing simple like snow or anything like that, but ice, freezing rain, sleet etc - in short anything uncomfortable. And no more did I feel this than when I left my colleagues after joining them in the Christmas festivities at Cardiff city centre's most popular pub. Although dark it was still fairly early, and although I regretted leaving that warmth and hospitality I had already decided to pass the evening by, woodland as I am, standing on windswept Central station doing some Christmas Eve spotting. All rather crazy to your average BR customer, but, so I heard, this was a particularly good time for observations due to the number of loco's making their way to Canton shed for laying-up over the holiday. I could hardly have known that as I made my way through the sparkling rain and windswept streets that I was in for the sighting of my life.

I arrived in the station foyer windblown and wiping the raindrops from my forehead looked around. Anyone I know? There's a drunk in the corner - he's there every night. Drawing a blank I walked slowly up the steps of platform 3 and 4, still wondering why I should want to be on Cardiff station on a night as bad as this, and when I tell you that it's breezy enough in May that gives some indication of what it's like in grotty weather.

Unfortunately I hadn't underestimated it. The rain gushed off the GWR type awnings and the wind buffeted the various signs, trolleys and light-hangings, and just to make the place really unhospitable I realised the place seemed to be deserted, giving the station a bleak, hard, cold appearance enhanced by the glistening platforms and the creaking station signs. It was unsettling, but undaunted I selected a sheltered spot by the lift shafts, the buffet being closed.

It all turned out to be rather disappointing, a couple of decrepit "Heritage" dmus, three Sprinters, an HST with its trailing power car KO'd and a 47 - most were making their way to Canton. There was only one syphon, 37146 trundling slowly through in dirty "Dutch" livery, its destination the same as the others. I decided to wait half an hour more. Half an hour later and I'd seen nothing. Enough I thought, it's time for home. The pen and paper were stowed away in my jacket pocket, when I heard a 37 type horn blare in the far distance. It was the direction from which it came that surprised me, as it blasted again a warning note from the Canton end of the station. Peering through the drizzle I could make out a dark shape moving slowly on the centre road, no ... two shapes - it was two 37's coupled together. But there was something wrong, the reason why I had not seen the loco's before hearing them, why was there no quartz headlight?

The throbbing of the EE engines grew louder and more distinct, and I suddenly realised that the leading loco didn't show a light beam because it didn't have a headlight. All there was was a dull glow coming somewhere on the front of the loco which seemed to be unusually dark. I felt a numbness coming over me as I noticed the darkness was a result of the loco being in Brunswick green and the glow formed itself into a misty but clear four character headcode panel, just below which was a yellow panel and white buffers. I made a note of the number as it passed me, I shall probably always remember it, D-6-9-8-3, the second loco was in the more commonplace Railfreight Petroleum colours, 3-7-2-7-3. Now I knew this was a withdrawn loco of course, it must be on its way for scrapping - Doncaster Works probably. I had actually seen 37273 at Canton some days previously and walked around getting my final photos of this forlorn wreck, a very different loco from what I saw before me now, for I noticed that the engine was far from damaged, and seemed to be relatively unscathed. No bashed in nose end, no battered sides, just a normal, rugged 37. The leading loco gave a blast on its horn and both loco's opened up full throttle as they made their way out of the station complex and down "the bank", threading the crossovers and echoing off the sides of the office blocks, warehouses and hotels. One more final horn warning and both loco's disappeared into the menacing darkness, perhaps it would be truer to say that they merged into it. Suddenly realising how much I was alone, and how cold it had become, I felt that I had to get off that platform. Quickly I made my way to the waiting room - not the most inviting place with its hard plastic seats and high windows, but it had a heater which made it more than welcome. Inside, as the wind whirled outside, my head whirled muddled thoughts. What in heaven's name had I just seen? Somehow, for some reason, 37273 was running about as good as new, its power plant restored and ready for any

task. There was only one explanation; it had been repaired and reinstated, BR realising that they couldn't do without one of the Petroleum growlers after all, no matter how many 60's there were. The question of D6983 was practically unanswerable. Somewhere at the back of my mind I had a dim recollection this was a casualty of the Bridgend crash in 1965, a worse off to be repaired it was dismembered on the spot, without even a trip to Canton for a more private death. So why was it here now at this time of night? Some kind of joke, a prank played by the Canton staff on the unwary spotter? A homage to a long departed loco? It was possible, it had to be possible - it was the only explanation that came close to reality. Of course there was an explanation - next week I would see D6983 again, on the front cover of "Rail" or something, with a full story about the repainting.

My thoughts were interrupted by the door opening and a blast of cold air hitting me like a dagger. My annoyance at this was diminished when I realised it was an old friend of mine who worked at Canton and knew practically everything that went on there. We often went to him if we wanted to know if any particular loco was on shed, what was under repair, reallocations - in short, everything. He had come over to see if there was any new coaching stock in, him being a carriage fan, and had learned of some unfamiliar parcels vans in the mail dock. We had both only intended to stay for a short time on the station but before long we were both in deep conversation about the railway world, and inevitably in this part of the country the subject swung towards 37's. He stubbed out a cigarette and suddenly said "there's one loco we won't see around here any longer, I can tell you."

"Which one's that?"

"37273. They needed space at the depot, and couldn't spare anything to send it up to Doncaster or Glasgow, so they called in the contractors and had it broken-up there on the spot. They started this afternoon, it'll be just a heap of scrap now."

As I walked home that night, through the rain and sleet, with the gale shrieking past my ears, I could have sworn that I heard, somewhere in the far distance, carried on the wind, in the air itself, the faint sound of a 37's horn blaring.

MY TOP TEN

Andy Mellors (37194)

The appearance of Jerry Dickinson's "Top Ten" a while ago certainly set my mind thinking. How exactly do you compile such a list, and what criteria should you use in selecting your best moves? Rare track, a new engine or maybe just a good thrash perhaps? Anyway, this set me to work on my own list of personal favourites which I have listed below:

1. 37003 1M44 1030 Hull-Liverpool 26th June 1986

The appearance of this big Gateshead machine on the front of a South Trans-Pennine service took everyone (myself included) by surprise. Apart from a foray down the Cambrian in August 1987, this engine has done very little since. The loco replaced a defective Ped (31) at Hull but was removed at Sheffield in favour of 31447. 37003 remains, at the time of writing, the sole all blue split-box class 37.

2. 37519 2P34 1536 Carlisle-Whitehaven and

2P29 1655 Whitehaven-Carlisle 15th April 1989

As rare track goes, it doesn't come much rarer than this! After arriving at Carlisle on a late running Pathfinder railtour (surprise surprise!), I witnessed 37519 backing on to a defective Heaton DMU (yet another surprise!) bound for Whitehaven. Needless to say, the remainder of the railtour was flagged and 519 was taken round the Cumbrian coast. The DMU window bars prevented any excessive bellowing, but the guard was persuaded to give up possession of his window for a few miles so that I could savour the moment. My only regret was that the train was not going all the way round the coast to Barrow, but one day perhaps?

3. 37429 1C72 1530 Derby-St.Pancras 7th October 1988

Another example of some (at the time) rare track. This Fridays only train had, during the summer of 1988, been a consistent headache for the provision of motive power, frequently dropping anything from Peak to Ped to Brush. It had been rumoured that from the end of the Cambrian summer timetable a spare 37/4 from Shrewsbury would pick up stock from Oxley then travel ECS to Derby to form the train to London. Nevertheless, the appearance of 429 took a few people by surprise, not least the Peak bashers on board 45106 at St.Pancras awaiting its departure north. Various farces, including Crewe sending 37431 over for the train on the Friday before Christmas despite it

having already departed behind a Duff (47) some 1½ hours earlier. At a revised departure time, meant only 37428, 429 and 430 actually made it to St.Pancras. The train gradually reverted to Derby stock and a Research Duff. Nonetheless, it was good while it lasted.

4. 37411 1Z26 'The Pennine Voyager' 4th November 1989

A combination of wet greasy rails, a well loaded train and a driver who was reluctant to open the engine beyond notch 2 for any great length of time, meant that Pete Watts and the guard had to get out and apply sand to the rails between Barnsley and Penistone. This was not before 411 had recorded in excess of 100 'slips'. As if that wasn't enough 37411 reappeared on 'The Pennine Wanderer' the following March, although the train ran in the opposite direction thereby avoiding a similar fate.

5. 37110/37203 1E33 0820 Tenby-York 1st July 1989

This day will continue to be remembered by those who were there for a very long time to come. My first recollection of the days forthcoming event was on New Street station just before departure of the 0602 to Aberystwyth. Gen was circulating that, due to a locomotive imbalance as a result of their derailment earlier that week at Tidal sidings, 37110 and 37203 were required at their home depot, Thornaby. On arrival at Cardiff, a quick visit was made to Canton where the pair were sat over on the front of the shed. When asked what they were doing, the foreman simply replied '1E33' - as if he'd already been asked a thousand times! The rest of the days events are legendary - it is not every day in recent times that you can have 250 miles of 37 haulage on the NE-SW route! 37057 and 37107 had the last laugh by working Yarmouth portions all day, but if given the opportunity again (which is very unlikely!) I know where I'd go every time.

6. 37422 1440 Leeds-Cardiff & 2030 Cardiff-Wolverhampton 17th September 1989

Having had 37015 on the mega mileage trek to Sharpness for the umpteenth time that day in connection with the Gloucester Rail Day, news filtered through that 37422 was en-route to Cardiff after a Duff had expired in the Birmingham area. 422 had been at Saltley since arriving fresh from Glasgow Works earlier in the week. On arrival at Cardiff the demic Duff was left in the platform and 422 ran round to work the delayed train north. The performance was epic - the Lickey did not exist! On arrival at New Street the driver was asked what his view was on his charge to which he replied something about it being 'different to usual'! 37422 disappeared into the night and was soon back at its native Buxton earning its keep on stone trains.

7. 37235/37799 1Z17 'The Barry Bucketeer' 19th August 1990

The assault of the Lickey by a 37 is always greeted with anticipation by 37 followers. On this occasion, with a dead 37799 leading, 37235 obliged with an impressive display. The driver should also be commended, since he had little indication (except for the thrash) as to what was going on in 37235 which was behind the dead engine he was driving from.

8. 37087 Norwich-Liverpool St 31st August 1985

This was during the days when the wires only went as far as Ipswich. Having arrived at Norwich behind 47596, for some reason - which remains a mystery even to this day - 37087 was commandeered to work the return working back to London. Even more surprising, on arrival at Ipswich there was a conspicuous absence of an 86, and 37087 worked through to 'The Street'.

9. 37403 LCGB 'West Highlander' 2nd September 1989

The performance of 37403 on the West Highland with the load 12 Pilkington rake in tow pushes that of 37411 (see number 4) into oblivion. In typical West Highland fashion, the driver kept 403 wide open, and the cold silence of the night was broken at around 4am by no less than 230 'slips' as 403 crossed Rannoch moor and climbed to the summit at Corrour.

10. 37053/37074 1L93 0800 New St.-Yarmouth 16th September 1989

The lack of anything better to do as the summer of 1989 drew to a close, led me in search of 37216 allocated to perform on the Yarmouth 'portions' for the day. On arrival at Norwich on the morning Yarmouth-Leeds, 37216 was declared a failure with a defective drivers deadmans device. 37053 and 37074, both not long out of overhaul at Laira - and complete with artificial centre headcode panels - were rustled up and thanks to an eager driver (and a station supervisor who appeared to be somewhat rational in telling control the truth!) both loco's gave a spirited performance.

Following my comments in the September "Syphon Extra" which implied that class 37's were almost extinct on the Far North line of Scotland (I actually meant on timetabled passenger trains), I have recieved the following information from Group member Crispian Cousins which shows they still make regular visits on other duties. I will leave Crispian to take up the tale in his own words.

Inverness signalling centre furnishes me with news when possible of class 37's on the Far North, but owing to the vast area covered - over 160 miles - sometimes workings get missed. With the introduction of the ubiquitous Sprinter, 37 hauled passenger services are rarely seen, except in the role of breakdown relief. Civil engineers and freight services are, up to the date of writing, always powered by 37's. The Far North line represents the stretch of railroad from Inverness to Wick/Thurso. It encompasses 23 stations, many remote and most unmanned. At Georgemas Junction trains divide to Wick on one line and to Thurso on the other. All semaphores have been replaced by radio signalling and problems with this are all to evident up here with trains often late due to bad reception.

The 'ORCADIAN' is an excursion/tourist service which starts its journey in London. On the Far North line it goes as far as Georgemas Junction, the passengers are then driven by coach to Scrabster where the ferry takes them to the Orkney's for the day, returning later the same day. The 'Pipe Train' is the nickname for the service that carries steel pipe laden bogie bolsters north. The Weed-killing train made its annual appearance on 17/7/91 but I failed to see it.

The following list illustrates the variety of 37's to be seen on the line this year; times are as passing through Golspie/Brora.

20.1.91	1348	37416	Hauled 5 ballast wagons north to Brora, returned empty at 1418.
2.2.91	2047	37416	Passenger service north (1820 Inverness-Wick) due to wheels on Sprinter faulty. Returned ?
17.2.91	1420	37407	Went north light engine.
28.2.91	0835	37428	North to Brora with ballast wagons, returning late morning light engine.
1.4.91	0817	37156	Went south light engine.
13.4.91	0825	37407	Worked north as far as Georgemas Junction, returning south at 0815 on 15.4.91
4.5.91	0700	37409	North to Georgemas Junction on 'ORCADIAN', returned south at 2221, two hours late.
1.6.91	0730	37423	'ORCADIAN', returning at 2030.
7.6.91	0835	37025	North with hopper wagons to Helmsdale, returned at 0930.
15.6.91	0730	37403	'ORCADIAN', returned at 2030.
22.6.91	1130	37113	Worked to Georgemas Junction, returned south at 0835 on 24.6.91.
7.7.91	0902	37407	Pipe train north, returning at 1600.
13.7.91	0822	37025/404	Double heading the 'ORCADIAN', 37404 returned south at 2035 without 37025.
14.7.91	1003	37156	Pipe train. Returned south late afternoon double headed with 37025.
21.7.91	0843	37040	Pipe train, returned south at 1600.
27.7.91	0730	37025/409	Double heading the 'ORCADIAN', returning south double headed at 2032.
17.8.91	0521	37403	Special service, returning south at 1721.
23.8.91	0838	37408	Mixture of wagons, returning south at 1210.
24.8.91	0730	37428	'ORCADIAN', returned south at 2037.
1.9.91	1543	37428	1350 Inverness-Brora, 1557 Brora-Inverness passenger trains.
7.9.91	0837	37025	Went north light diesel, returned ?
13.9.91	1623	37232	Went north with hopper wagons to Brora, returned light diesel at 1649.
14.9.91	0739	37424	The 'ORCADIAN', returned south at 2027.
15.9.91	0830	37025	Pipe train, returned south light diesel at 1513.
17.9.91	0815	37025	Light engine north to Brora, returning south with empty bogie bolsters at 1100.
21.9.91	0730	37428	The 'ORCADIAN', returning south at 2028.
22.9.91	0830	37025	Pipe train, returned south at 1500.

A Record Run

My thanks to Ken Cordner, Editor of Modern Railways, for permission to use this information and the tables, taken from the August 1965 edition of that publication.

In 1965, in its desire to obtain faster times between London and some of its principle destinations in the South West, the Western Region commissioned a special high speed run between London and Plymouth over two different routes. The first choice for this experiment had been a "deltic", however, it was discovered that it would be unwise to employ such a high speed engine up the steep banks west of Newton Abbot. The next best thing was a pair of English Electric type 3's in multiple which would give an output 200 hp higher than a "deltic" at 3500 hp, but at a combined loco' weight of 216 tons compared to 99 tons. Whereas "deltics" were rated for a maximum speed of 105 mph, the type 3's were only allowed a maximum of 90 mph, however, the civil engineer agreed to this being raised to 100 mph for the purpose of this experiment. The date chosen was 3rd June, 1965, and D6881/6882 (37697/670) of Cardiff Canton were selected. The load was to be 9 coaches from the XP64 (prototype Mk 2) set, a track recording coach and about 100 passengers, giving a total weight of approximately 360 tons, thus the train was no lightweight as is often the case with attempts at high speed runs although this run was to investigate the possibility of service accelerations. A clear road had been ensured, including double block working throughout, and there was only one speed restriction, this being at Norton Fitzwarren on the 'down' journey which had been lifted from 40 to 65 mph on that day. During the course of the run the pair were to break every speed record known on the Western Region, the tables at the end of this feature log the performance compared to the previous fastest runs known.

Between London and Plymouth the pair of type 3's considerably outshone the previous best run, which was that of D1027 in 1964, although the "Western" did suffer a signal failure at Hanwell, permanent way slacks at Maidenhead and Stoke Canon, and a crawl of 5 mph over a bridge being reconstructed at Redlake. Although the actual time taken was 208 minutes 36 seconds, the net time was not more than 197½ minutes. In comparison, the type 3's suffered only 3 very slight delays on the whole journey which between them cost only 1¼ minutes - although they were booked a stop at Exeter, otherwise they had a clear road throughout.

The train started out from Paddington at 8:28am as special working 1Z40, and after a cautious start as far as Westbourne Park the pair were doing 67mph by Old Oak, 72mph by Acton, 77½mph by Ealing, 88mph by Southall, 92mph by West Drayton and 98mph by Slough, a speed which was maintained until a 75mph speed restriction at Twyford. Although there was a further check to 58mph through Midgham for the 70mph restriction, a speed of 90mph had been reattained by Newbury, then there were numerous speed restrictions along the old Berks & Hants line as you will see by referring to table 1. Despite all these restrictions, bursts of high speed saw 98mph at Erdington, 91mph after Bruton, and 96mph at Curry Rivel Junction. The 2½ mile climb at 1:90/1:86 to Whiteball Tunnel was completed with a minimum speed of 64mph, and on arrival at Exeter the time from Paddington was an all time record of 132 minutes 10 seconds, or 131 minutes net, the latter meaning a net start to stop average of 78.7mph. With all speed restrictions observed the train had passed Reading in 27m 30s, Saverlake in 55m 37s (70.1 miles), and Taunton in 107m 15s (142.75 miles).

Between Exeter and Plymouth there were few opportunities for spectacular running due to the slow speed restrictions on most of the line, the main interest was the speed at which the summits were breasted and these included Dainton at 40mph (although this was affected by a signal check), Tingley at 39mph and Rattery at 50mph. The only piece of line without a restriction was down the 1:42 of Hemerdon bank and the commentator reported this as 'being treated to the most electrifying piece of acceleration I have ever known on rails, from 55 to 93mph in not more than 1½ miles'. Arrival at Plymouth was 3 hours 16 minutes 28 seconds after leaving Paddington, 5½ minutes less than the time allowed and beating D1027 by 5½ minutes net over the whole distance. The Exeter to Plymouth time for the 52.05 miles was 62 minutes 29 seconds.

Turning now to the first stage of the return journey, table 2 compares the run of D6881/6882 to steam loco "City of Truro" (3440) in 1904, and 7029 "Clun Castle" in 1964 on an Ian Allen special over the section from Plymouth to Bristol. Although they did not quite beat "City of Truro", it should be borne in mind that the steamer did not start from Plymouth - this was a passing time, its train weight of 148 tons was

considerably lighter than the 360 tons for the pair, and it was assumed there must have been little regard for the numerous speed restrictions on route. After a cautious start from Plymouth North Road, D6881/6882 just succeeded in attaining 64½mph at Plympton before tackling the 2½ miles at 1:41/1:42 up Hemerdon on which the minimum speed was 34mph. Dainton was topped at 33½mph but this was due in part to speed restrictions all the way from Totnes, and there was a rousing ascent to Whiteball summit during which there was no drop in speed greater than from 79 to 76½mph up the final 2 miles at 1:11.5. This minimum tied exactly with that of "Western" number D1001 on the return journey of the 245 ton special in the 1964 test. The 80mph restriction imposed past Wellington prevented any very high speed running down the bank and then it was necessary to slow to 20mph at Taunton to cross from the main to the Bristol line. After this severe cross over restriction, there came the high speed run from Bridgwater onwards at 95-97mph for 25 miles, and Bristol was reached in 120 minutes 33 seconds for the 126 mile journey - 5½ minutes inside the schedule.

In addition to the comparisons shown on the final leg of the journey, from Bristol to Paddington, for the actual route taken via Bath on table 4, examples of the fastest runs via the Bristol Parkway route are given on table 3, you can see that the distance is very similar. Both runs on table 3 were on the "Bristolian", and D804's log was taken shortly after the "Warships" had taken over this run and before they were restricted to a maximum of 80mph. While not wishing to dwell too long on details that do not actually relate to the run of the type 3's, it is quite remarkable to note that this was during a brief period in the summer of 1959 when the "Bristolian" schedule was cut to 100 minutes in each direction, although the up booked path included recovery time totalling 6 minutes. This gave a net allowance of 94 minutes (and on the example shown even this was bettered) for the 117.65 miles, which demanded an average net speed of 75mph for the entire journey from the 2200 hp "Warship". This schedule is even more remarkable when compared to the current fastest schedule of 89 minutes for an Inter City 125 (4500 hp for the pair) with the subsequent 32 minutes worth of track upgrading. The actual run of D6881/6882 is compared to 2 others, firstly steam loco number 3065 "Duke of Connaught" in 1904. As with the comparison to "City of Truro" in table 2, the steamers time was a passing one at the starting point, the load was very light with only 4 mailvans at a total of 120 tons, and again it seems little attention was paid to speed restrictions - note the 1 minute 45 seconds for Westbourne Park to Paddington! In 1964, D1023 had twice the load at 245 tons and did not overhaul "Duke of Connaught's" times until Chippenham because of a slowing to 32mph for a permanent way slack at Corsham. After Swindon the contrast in behaviour between the "Western" with 245 tons and the pair of type 3's with 360 tons is most interesting. It is believed the throttle was full open in both cases and the tables show that on average the type 3's maintained an advantage at the highest speeds of an average 8-10mph over the "Western".

D6881/6882's return journey from Bristol started with the usual 30mph Bath slack, then 96mph was obtained by Dauntsey before the 1:100 Dauntsey bank was climbed at a minimum of 86mph. This was followed by 15 miles at an absolutely exact 100mph after Challow, although staff in the track recording coach at the rear claimed a maximum of 103mph (and even 104mph) but this was not supported by readings taken from the mileposts. After speed reductions for the curves at Pangbourne, Reading and Twyford, 100mph was reached again by Slough before the speed was reduced to 90mph by Old Oak and then 30mph by Westbourne Park. The 10mph speed restriction into Paddington was meticulously adhered to causing an aggravatingly slow crawl into the terminus until the train came to a stand at the end of its record breaking run, having taken 87 minutes 3 seconds to cover the distance from Bristol Temple Meads. Although "Warship" D804 had achieved a net time of 85½ minutes via Bristol Parkway (see table 3), this was achieved only by scamping the speed restrictions at Pangbourne, Reading and Twyford, and a faster entry into Paddington. Over 91.95 continuously from Chippenham to milepost 2, D6881/6882 had maintained an average speed of 92.6mph, bringing Bath within 75 minutes and Swindon 54 minutes of London. The start to stop average speed from Bristol to Paddington was 81.6 mph, and including 7½ minutes at Temple Meads the whole journey from Plymouth had taken 3 hours, 34 minutes and 51 seconds.

During the course of this record breaking return journey, the train had covered 471.3 miles, and it was noted that D6881/6882 had behaved impeccably during the day. The actual running time of 6 hours 42½ minutes meant an average speed of 71.1mph for the entire distance, including two negotiations of the severely speed restricted South Devon banks. The following tables show the run in fine detail, including comparisons.

Locomotives:		D1027 (2,700 h.p.)			D6881/2 (3,500 h.p.)		
Load: Coaches/tons tare/gross		7/24/1245			10/35/136		
Dist.		Sched.	Actual	Speeds	Sched.	Actual	Speeds
miles		min.	m. s.	m.p.h.	min.	m. s.	m.p.h.
0.00	PADDINGTON	...	0 00	—	0 00	0 00	—
1.25	Westbourne Park	...	3 11	—	3 03	50	77 1/2
5.70	Ealing Broadway	...	7 14	77 1/2	7 02	77 1/2	—
9.10	Southall	...	10 12	88	10 1	9 24	88
13.25	West Drayton	...	16 15	80 1/2	17 10	82	—
18.45	SLOUGH	...	16 19	88	17	15 20	88
24.25	Maidenhead	...	20 24	86 1/2	20 1	18 53	96
31.00	Twynhead	...	25 29	87 1/2	25	23 20	97 1/2
36.00	READING	...	29 33	84 1/2	29	27 30	94 1/2
37.25	Southgate Junc.	...	33 50	88	33	30 58	94 1/2
44.80	Alderminster	...	41 49	82	41	35 25	85
46.75	Higham	...	43 21	80	43	37 01	85
53.10	NEWMARKET	...	44 18	87	44	41 01	86 1/2
58.50	Kingbury	...	52 02	72 1/2	51	45 43	75
61.55	Hungerford	...	54 37	75	54	48 15	80
66.40	Beaconsfield	...	55 58	75 1/2	55	52 18	77 1/2
70.10	SAVERNAKE	...	58 57	64 1/2	58	55 37	62
75.35	Penny	...	62 53	60	59	53 13	61 1/2
81.70	Lavington	...	65 49	57 1/2	66	53 25	60 1/2
86.90	Weymouth	...	69 16	54 1/2	70	57 30	58 1/2
94.55	Weymouth Road Junc.	...	74 79	57 1/2	75	72 29	60
101.25	Weymouth	...	78 16	54 1/2	79	75 19	58 1/2
100.25	Chick Road Junc.	...	79 83	54 1/2	79 1/2	76 35	58 1/2
102.30	Blackbridge Junc.	...	80 15	59	81	78 03	59 1/2
103.25	Bromham	...	89 44	77 1/2	89	82 35	76 1/2
117.70	Bruton	...	92 41	86 1/2	93	85 10	86 1/2
115.15	Casle Cary	...	90 52	82 1/2	91	87 38	84 1/2
120.05	Kington-Mondeville	...	99 08	87	99	91 18	88 1/2
125.55	Somerton	...	103 09	85 1/2	103	95 03	86 1/2
130.80	Croft River Junc.	...	106 51	88	108	97 37	86
134.75	Abingdon	...	109 49	88 1/2	109	101 38	88 1/2
138.00	Cogland	...	112 08	80	113	103 33	81 1/2
140.30	Green Junc.	...	113 49	81 1/2	114	105 34	86 1/2
142.75	TAUNTON	...	110 15	87 1/2	109	108 35	82 1/2
149.85	Wellington	...	120 49	79	119	113 09	75
153.40	Whitehall	...	118	75 1/2	118	116 25	84 1/2
158.70	Tiverton Junc.	...	127 33	66 1/2	128	121 55	68 1/2
160.90	Culliton	...	129 13	80 1/2	131	121 35	85 1/2
165.10	Fle	...	132 44	86 1/2	134	124 57	81 1/2
170.10	Stoke Canon	...	136 49	87 1/2	138	128 36	82 1/2
172.25	Stoke Bridge Junc.	...	134	85 1/2	134	130 05	85 1/2
173.50	EXETER	...	136	85 1/2	136	132 10	85 1/2
178.30	Exminster	...	141 36	85 1/2	138	133 59	88
182.00	Starcross	...	145 36	86 1/2	141	142 32	88
184.05	Walsingham	...	145 51	82 1/2	149	144 55	84
185.55	Walsingham	...	151 22	82 1/2	151	147 55	83 1/2
188.55	Taunton	...	157 29	85 1/2	150	150 36	84 1/2
193.70	NEWTON ABBOT	...	156 16	89 1/2	160	155 20	90
194.80	After Junc.	...	158	85 1/2	162	157 57	88 1/2
197.60	Downton	...	162 49	84 1/2	166	161 48	84 1/2
202.40	TOTNES	...	169 17	84 1/2	173	168 41	82 1/2
205.10	Tigley	...	180 29	84 1/2	172	172 12	85 1/2
206.95	Ratsey	...	182 54	84 1/2	180	179 43	85 1/2
209.25	Brent	...	177 1/2	84 1/2	182 1/2	177 13	85 1/2
211.45	Wraglington	...	188 04	85 1/2	179	179 48	85 1/2
214.75	Wraglington	...	194 39	85 1/2	183 1/2	180 59	85 1/2
218.55	Wraglington	...	199 46	85 1/2	193 1/2	185 50	85 1/2
221.55	Wraglington	...	202 07	85 1/2	195	193 05	85 1/2
224.55	Wraglington	...	205 34	85 1/2	199	193 05	85 1/2
225.55	Wraglington	...	208 36	85 1/2	202	193 05	85 1/2

* Speed restriction. † Minimum below slight signal clear.
 ‡ Continuously restricted speed, Dainton-Tonnes; Wraglington-Hamerdon;
 § Plymouth-Paddington. ¶ Net time, 131 min. † Net time, 173 min.
 * Net time Paddington-Plymouth (assuming non-stop run) 192 1/2 min.

1 WR PADDINGTON-PLYMOUTH

2 WR PLYMOUTH-BRISTOL

Locomotive No.		3440			7029			D6881 & D6882		
Locomotive Type		Steam			Steam			Diesel-elec. (3,500 h.p.)		
Load: Coaches/tons tare/gross		4-4-0			4-6-0			Diesel-elec. (3,500 h.p.)		
		5/14/20			7/24/3265			10/35/1360		
Dist.		Actual	Actual	Speeds	Sched.	Actual	Speeds	Sched.	Actual	Speeds
miles		min.	m. s.	m.p.h.	min.	m. s.	m.p.h.	min.	m. s.	m.p.h.
0.00	PLYMOUTH	...	0 00	—	0 00	0 00	—	0 00	0 00	—
1.50	Liton Junc.	...	3 45	—	3	3 46	—	3	3 46	—
4.63	Exminster	...	4 24	64 1/2	4	4 24	64 1/2	4	4 24	64 1/2
6.70	Hamerdon	...	8 47	11 22	23 1/2	11	10 18	34 1/2	10 18	34 1/2
10.80	Hydridge	...	13 22	16 42	25 1/2	15	15 00	57 1/2	15 00	57 1/2
14.10	Wraglington	...	16 41	21 59	—	—	18 39	59 1/2	18 39	59 1/2
16.30	Brent	...	18 36	24 38	53 1/2	22	20 58	51 1/2	20 58	51 1/2
19.60	Ratsey	...	21 02	27 10	58	24	23 28	57 1/2	23 28	57 1/2
23.15	Tonnes	...	24 32	32 20	46 1/2	30	28 30	42 1/2	28 30	42 1/2
27.95	Dainton	...	29 31	39 10	36 1/2	37	35 35	33 1/2	35 35	33 1/2
30.75	After Junc.	...	32 05	42 50	30	40	39 09	44 1/2	39 09	44 1/2
31.85	NEWTON ABBOT	...	33 35	44 20	30	42 1/2	40 30	52 1/2	40 30	52 1/2
37.00	Taunton	...	38 52	50 05	20	—	46 48	52 1/2	46 48	52 1/2
39.65	Downton	...	42 47	57 08	20	—	50 31	44 1/2	50 31	44 1/2
41.50	Downton Warren	...	—	59 07	40	54	52 22	64 1/2	52 22	64 1/2
44.55	Starcross	...	47 07	61 32	47	—	54 28	50 1/2	54 28	50 1/2
47.25	Exminster	...	51 02	65 37	44	—	57 55	85	57 55	85
51.15	St. Thomas	...	54 42	69 25	—	—	60 55	—	60 55	—
53.30	EXETER	...	55 55	70 52	30	64 1/2	62 28	74 1/2	62 28	74 1/2
55.45	Cowley Bridge Junc.	...	59 47	74 57	61	—	66 06	66 1/2	66 06	66 1/2
60.45	Hale	...	68 06	79 27	76 1/2	69 1/2	65 57	85 1/2	65 57	85 1/2
64.65	Culliton	...	70 25	84 59	70	—	73 00	80 1/2	73 00	80 1/2
66.85	Tiverton Junc.	...	72 05	89 20	70	—	76 21	79	76 21	79
68.65	Sampford Peverell	...	75 24	92 10	72	82	78 54	76 1/2	78 54	76 1/2
71.30	Whitehall	...	76 31	91 52	82 1/2	82	80 52	82 1/2	80 52	82 1/2
75.70	Wellington	...	81 12	95 27	—	—	85 08	85	85 08	85
80.85	Norton Fitzwarren	...	83 44	96 49	82	90 1/2	87 43	80 1/2	87 43	80 1/2
82.80	TAUNTON	...	85 25	98 15	83 1/2	—	90 35	85	90 35	85
85.25	Green Junc.	...	—	98 15	83 1/2	—	91 59	87	91 59	87
87.35	Cogland	...	—	100 31	85 1/2	—	92 41	90	92 41	90
89.55	Durston	...	88 35	101 47	58	—	96 23	95	96 23	95
91.65	BRIDGWATER	...	91 03	106 35	83 1/2	100	97 59	90	97 59	90
93.75	Dunball	...	—	108 26	84 1/2	—	100 18	96	100 18	96
100.65	Highbridge	...	98 02	111 05	87 1/2	—	100 18	97	100 18	97
103.40	Brent Knoll	...	103 40	112 02	88	109	102 02	96	102 02	96
107.90	Gifford Junc.	...	103 00	122 50	92	112	112 19	90	112 19	90
110.80	Wale Junc.	...	—	117 59	90	111	106 48	93	106 48	93
115.60	YATTON	...	109 54	121 12	90	—	109 53	95	109 53	95
118.55	Nailsea	...	112 50	125 50	92	—	114 43	90	114 43	90
121.70	Flax Bourton	...	115 04	125 25	75	—	117 34	91	117 34	91
125.55	Parson Street	...	119 12	130 07	—	—	120 24	93	120 24	93
126.50	Sedminster	...	119 12	130 07	—	—	120 24	93	120 24	93
127.40	BRISTOL T.M.	...	1120 12	131 09	—	126	128 23	—	128 23	—

* Speed restriction.
 † Restricted speed throughout Plymouth-Starcross.
 ‡ Stop at Pyle Hill Junc. 127.2 miles.
 § Passing time.
 ¶ Net time, 126 min.

3 W.R. BRISTOL-PADDINGTON VIA BATH

Locomotive No.		D7018				D804			
Locomotive Type		Steam 4-4-0				Diesel-hy. (2,200 h.p.)			
Load: coaches/tons tare/gross		7/24/260				7/24/260			
Dist.		Sched.	Actual	Speeds	Sched.	Actual	Speeds		
miles		min.	m. s.	m.p.h.	min.	m. s.	m.p.h.		
0.00	BRISTOL	...	0 00	—	0 00	0 00	—		
1.65	Stapleton Road	...	5 40	40	4	4 00	50		
2.50	Ashey Hill	...	5 20	34	5	5 02	48		
4.80	FILTON JUNC.	...	7 10	30 1/2	7	7 03	30 1/2		
6.20	Stoke Gifford East	...	10 10	45 46	10	9 15	54		
9.20	Coslip Heath	...	13 57	57	12	12 06	67		
13.10	Chipping Sodbury	...	17 35	71	15	17 15	72 1/2		
17.65	BATH	...	21 15	71	20	18 58	77		
23.40	Hollington	...	25 21	66	22	24 54	65		
27.90	Little Somerford	...	28 05	68 1/2	(11)	34 30	60		
32.40	Brinkworth	...	29 45	93	32	27 11	95		
34.75	Wootton Bassett	...	34 32	48 1/2	36 1/2	30 07	62		
40.35	SWINDON	...	39 37	29 1/2	36 1/2	34 30	60		
46.15	Shirvham	...	41 40	84	—	38 18	92		
51.15	Uffington	...	45 09	88	(11)	41 23	100		
53.85	Challow	...	46 55	89	(11)	43 02	94		
57.25	Wantage Road	...	49 15	90	—	45 08	102		
61.15	Steventon	...	57 1	91	58	47 29	83	p.w.s. 113	
64.55	DIDCOT	...	59 54	85	54	51 42	87		
68.20	Didcot	...	57 35	87	52	49 18	92		
72.50	Goring	...	59 57	90	(11)	57 47	95		
76.00	Panbourne	...	62 13	86	—	59 50	92		
79.10	Tiefenham	...	64 13	87	—	61 49	86		
82.15	LEADING	...	71 15	75	67	67 50	75	*82/92	
86.65	Twyford	...	75 70	80	70 1	66 56	80		
93.40	Maidenhead	...	80 75	82	(11)	71 18	94	p.w.s. 115	
99.20	SLOUGH	...	79 07	85	80 3	75 25	—	*60	
104.55	West Drayton	...	82 47	87	(11)	79 27	75	*15	
108.55	SOUTHALL	...	91 85	64	68	84 05	65		
111.95	Reading Broadway	...	88 13	63	(11)	86 51	80		
114.40	Reading	...	88 13	64	—	86 51	78		
116.40	Westbury-on-Tyke	...	101 91	45	93	90 23	48		
117.65	PADDINGTON	...	105 93	50	100	92 52	—		
117.65	Times (not in)	105	92 4	100	82 3	—	—		

Passenger Information

Starting with the continuing saga of a couple of Scottish internal excursions, on 7/9 37410 did go to Dunbar on the 1536 Mallaig-Dunbar, and on 21/9 the train worked by 37152 to Cowlairs was definitely 0707 Edinburgh-Fort William. Past reference to the 1058 Birmingham New St-Aberystwyth, worked by 37418 on 31/8 and 421 on 21/9, should have been annotated to show the syphon commencing from Shrewsbury, the trains worked from New Street by either a 31 or 47. This month the 'gen' list includes a modification in that the Manchester area commuter trains are shown with the individual headcodes, rather than diagrams, which the 37 worked. The Euston-Fort William overnight is also shown, the date being that on which the 37 actually worked, rather than that on which the train commenced its journey. The headcodes are as follows:

1J96	0714	Blackpool North - Manchester Victoria	1Y11	0335	Edinburgh-Fort William
1J76	0716	Southport - Manchester Victoria	1B58	1950	Fort William-Edinburgh
1N99	1714	Manchester Victoria - Blackpool North			
1F79	1721	Manchester Victoria - Southport			
2F38	1900	Blackpool North - Liverpool Lime Street			
2J90	2027	Blackpool North - Manchester Victoria			

The complete list of previously unreported 'EH' and 'NB' workings is as follows:

10.	8.91	37430 = 1N99/2J90			
	7.	9.91	37418	0450	Shrewsbury-Machynlleth /0816 Machynlleth-Aberystwyth
				0925	Aberystwyth-Wolverhampton /1325 Birmingham NS-Aberystwyth
				1742	Aberystwyth-Shrewsbury
			37430	1058	Birmingham NS-Aberystwyth (Shrewsbury-Aberystwyth)
				1450	Aberystwyth-Shrewsbury
14.	9.91	37421		as for	37418 on 7.9.91
		37426 = 1N99/2J90			
		37430		same as on	7.9.91
21.	9.91	37232		1842	Inverness-Kyle
		37407		2040	Inverness-Aberdeen
22.	9.91	37232		1030	Kyle-Inverness /1810 Inverness-Kyle
		37407		0900	Aberdeen-Kyle /1630 Kyle-Aberdeen CHARTER
		37413		1115	Inverness-Kyle (Inverness-Garve, failed)
		37428		1115	Inverness-Kyle (Garve-Kyle) /1505 Kyle-Inverness
23.	9.91	37156		1800	Inverness-Aberdeen
		37232		0650	Kyle-IS /1227 IS-Kyle /1705 Kyle-IS
		37407		0520	Aberdeen-IS /1015 IS-Kyle /1505 Kyle-IS /1842 IS-Kyle
		37416		0617	AB-IS /1212 IS-AB /1714 AB-IS
		37431		0552	IS-AB /0916 AB-IS
24.	9.91	37156		0617	AB-IS /1050 IS-AB /1524 AB-IS
		37232		1015	Inverness-Kyle /1705 Kyle-Inverness
		37407		0650	Kyle-IS /1227 IS-Kyle /1505 Kyle-IS /1842 IS-Kyle
		37416		0552	IS-AB /0916 AB-IS /1212 IS-AB /1714 AB-IS
25.	9.91	37232		1212	IS-AB /1524 AB-IS (did not work 1050 IS-AB shown last month)
		37156		1050	IS-AB /1714 AB-IS
		37407		0650	Kyle-IS /1227 IS-Kyle /1705 Kyle-IS
		37416		1015	IS-Kyle /1505 Kyle-IS /1842 IS-Kyle
26.	9.91	37175		1805	Aberdeen-Inverness
		37407		1015	IS-Kyle /1505 Kyle-IS /1842 IS-Kyle
		37416		0650	Kyle-IS /1227 IS-Kyle /1705 Kyle-IS
27.	9.91	37175		1212	Inverness-Aberdeen
		37232		1524	AB-IS /1800 IS-AB
		37407		0650	Kyle-IS /1015 IS-Kyle /1505 Kyle-IS /1842 IS-Kyle
		37416		0552	IS-AB /0916 AB-IS /1227 IS-Kyle /1705 Kyle-IS
		37415 = 1N99/2F38			
		37421		1325	Birmingham NS-Aberystwyth /1742 Aberystwyth-Birmingham NS
28.	9.91	37098		2215 (27/9)	Penzance-Paddington (Exeter-Bristol)
		37232		1714	Aberdeen-Inverness
		37415 = 1N99/2J90			
		37416		1505	Kyle-IS /1842 IS-Kyle
		37418		as for	37430 on 7.9.91
		37421		as for	37418 on 7.9.91

29. 9.91 37219 2300 (28/9) Liverpool St-Norwich (Ipswich-Norwich)
 37695 1150 Glasgow C-London Kings Cross (Oxwellmains-Berwick) 91018 failed
 30. 9.91 37418 1325 Birmingham NS-Aberystwyth /1742 Aberystwyth-Birmingham NS
 7.10.91 37240 2105 (6/10) Euston-Inverness (Edinburgh-Inverness, piloting 47671)
 19.10.91 37404 = 1Y11
 20.10.91 37406 = 1B58
 21.10.91 37069 2105 (20/10) Euston-Inverness (Beattock-Beattock summit)
 37278 2105 (20/10) Euston-Inverness (Kippenross-Dunblane)
 37406 = 1Y11, 37409 = 1B58
 22.10.91 37101 1422 Exeter-Waterloo (Andover-Basingstoke, CAPED, 47712 failed)
 37406 = 1B58 37409 = 1Y11
 23.10.91 37406 = 1Y11
 1.11.91 37133 1540 Exeter-Gloucester
 37404 = 1B58
 2.11.91 37404 = 1Y11
 37407 1820 Inverness-Wick
 3.11.91 37012 1501 Plymouth-Newcastle (Gloucester-Birmingham NS, 60004 forward)
 4.11.91 37407 0600 Wick-Inverness
 37415 = 1J96/1F79, 37426 = 1J76/1N99/2F38
 5.11.91 37415 = 1J76/1N99/2F38, 37426 = 1J96/1F79
 6.11.91 37415 = 1J96/1N99/2F38, 37426 = 1J76/1F79
 7.11.91 37427/370 1015 Inverness-Euston (Nethercleugh Crossing-Preston)
 37401 = 1B58, 37415 = 1J96, 37426 = 1J76/1N99/2F38, 37430 = 1F79
 8.11.91 37401 = 1Y11, 37426 = 1J96/1F79, 37430 = 1J76/1N99/2F38
 9.11.91 37144 2330 (8/11) Liverpool St-Norwich (Ipswich-Diss, CAPED)
 0505 Norwich-Liverpool St (Norwich-Ipswich)
 37430 = 1J96/1N99
 10.11.91 37025 2010 Inverness-Euston (Inverness-Perth)
 37133 0815 Basingstoke-Exeter (Yeovil-Exeter, 50046 failed)
 11.11.91 37025 2105 (10/11) Euston-Inverness (Perth-Inverness)
 37416 2010 Inverness-Euston (Inverness-Perth)
 37426 = 1J76 (to Parbold - failed), 37430 = 1J96/1F79
 12.11.91 37230 0730 Cheltenham-Paddington (Gloucester-Swindon)
 37415 = 1J96/1F79, 37430 = 1J76/1N99/2F38
 13.11.91 37415 = 1J76/1N99/2F38, 37431 = 1J96/1F79
 14.11.91 37415 = 1J96, 37421 = 1N99/2F38, 37426 = 1F79
 15.11.91 37003 1545 Sheffield-Peterborough
 37502/504 0825 Euston-Glasgow C (Oxenholme-Carlisle)
 37421 = 1J96/1N99/2F38, 37426 = 1J76/1F79
 16.11.91 37070 0730 Manchester P.-Manchester P. CHARTER (Darlington-Cleveland
 Bridge Engineering Works/Darlington-Middlesborough Goods Yard/
 Hartlepool-Hartlepool Power Station/Seaham-Seabanks/Ryhope Grange
 Junction-Murton Colliery (stopped short)/Tyne Dock-Swalwell Jctn)
 37421 = 1J96, 37430 = 1N99
 18.11.91 37426 = 1J76/1N99/2F38, 37430 = 1J96/1F79
 19.11.91 37423 = 1Y11/1B58, 37426 = 1J96/1F79, 37430 = 1J76/1N99/2F38
 20.11.91 37423 = 1Y11/1B58, 37426 = 1J76/1N99/2F38, 37430 = 1J96/1F79
 21.11.91 37406 = 1B58, 37415 = 1F79, 37423 = 1Y11, 37426 = 1J96
 37430 = 1J76/1N99/2F38
 22.11.91 37406 = 1Y11/1B58, 37415 = 1J76/1N99/2F38, 37430 = 1J96/1F79
 23.11.91 37140/238 0745 Basingstoke-Exeter (Basingstoke-Salisbury)
 37142 0010 Manchester P.-Newquay (Newton Abbot-Plymouth) CHARTER
 1335 Plymouth-Paddington /1745 Paddington-Bristol TM
 37146 0918 Manchester P.-Plymouth (Cheltenham-Bristol TM)
 37406 = 1Y11, 37415 = 1J96, 37430 = 1N99
 24.11.91 37219 2020 Norwich-Liverpool St (Manningtree-Liverpool St, 86220 failed)
 25.11.91 37107 0640 Poole-Manchester P. (Poole-Reading)
 37415 = 1J76/1N99/2F38 (from Preston), 37426 = 1J96/1F79
 37403 = 1B58, 37413 = 1Y11
 26.11.91 37146 0612 Cheltenham-Paddington (Stonehouse-Swindon)
 37415 = 1J96, 37426 = 1J76/1F79, 37430 = 1N99/2F38

27.11.91 37012 Westbury-Paddington
 37426 = 1J7 1979, 37430 = 1J96/1N99/2F38
 28.11.91 37142 1100 Waterloo-Exeter (Honiton-Exeter)
 37415 = 1J76/1F79, 37428 = 1B58, 37430 = 1J96/1N99/2F38
 37416 0557 Inverness-Aberdeen /1524 Aberdeen-Inverness
 29.11.91 37145/517 1232 Glasgow C.-Birmingham NS (Abington-Carlisle)
 37415 = 1J76, 37426 = 1F79, 37428 = 1Y11, 37430 = 1J96/1N99/2F38
 30.11.91 37425 0745 Euston-Hindlow Briggs Sidings/Buxton CHARTER (Manchester P.-
 Hindlow /Buxton Run Round sidings-Buxton)
 37426 = 1J96

On 27/10, 37699 assisted in 'top and tail' fashion with a steam loco' on a special service from Penarth, and on 4/11, 37515 assisted the 1025 Euston-Glasgow from somewhere north of Carlisle after the 87 had slipped to a stand. Also on the West Coast main, 37427/370 worked on 7/11 dragging 86224 as a result of overhead line damage at Grayrigg. 37144 dragged 86221 from Ipswich to Diss in the very early hours of 9/11, the power being off for engineering work resulting from damage caused by a fire earlier in the week. Passengers were forwarded to Norwich by bus, 144 returned with the first 'up' service on Saturday after the possession had been given up. 37426 failed at Parbold on 11/11 while working the 0716 Southport-Manchester Victoria, 60066 assisted and the evening part of the diagram was covered by 47810. 37431 failed before setting off with the same train on 14/11, hence a pair of 20's worked the 0716 Southport-Manchester. 37502/504 pushed failed 87035 from Oxenholme to Grayrigg loop on 15/11, going forward to Carlisle after running round, from where 47522 took over. The 1714 Manchester Vic' to Blackpool set off 20 minutes late on 25/11 because of the late arrival of the stock from Newton Heath, resulting in an arrival at Blackpool at 1900. 47550 backed on and went forward to Preston from where 37415 took over having followed light engine. The additional 'Cambrian' workings on 27/9, 29/9 and 30/9 were in connection with the start of the new educational year at Aberystwyth university.

This months 'Working of the Month' accolade, seconded by quite a few others already, has to go to 37142 on 23/11 with its HST drags.

CHRISTMAS MESSAGES

Yo Dudes! Wishing all the East Anglian Top Men a Very Merry Christmas and a Happy New Year. Keep Smiling Through 1992!

All the Best

Moxy!

I would like to be the first to say a Merry Christmas and a Happy New Year to all -
 Andrew Harlott

20069 is hellfire - Martin (anybody got any green paint?)

Here is a telepathic Christmas Message from Baggie !

A very Merry Christmas Prince Charming and Virgil,
 Love From Cinderella and Lady Penelope.

THANKYOU to everybody who has supplied me information for my final "Syphon!" and who include Mark Rigby, David Wilson, Jerry Dickinson, Andy Mellors, Maurice Barber, Steve Keeble, Crispian Cousins, Martin Reeve, Glyn Horton, Henry Freyne, Michael Gibson, R Cavanagh, Roger Parr, Marcus Linfoot, Timothy Streten, Martin Ranson, Colin Wilks, John Hooson, David Reid, Allan Richards, Steve Branch.

THIS MONTHS PHOTO'S

FRONT COVER: Thanks to the staff from Ripple Lane for the provision of this months cover photo, 37888 is seen suitably decorated on 16/11/91 Martin Ranson (37250)

REAR COVER TOP: To accompany this months "My Top Ten", 37519 is seen at Whitehaven on 15/4/89 after working the 1536 from Carlisle. Andy Mellors (37194)

REAR COVER BOTTOM: You won't get more up-to-date than this! The damage to 37008 is clearly evident following its collision at Seabrook Sidings, Tilbury on 29.11.91. A different view shows a gaping hole in the front end, presumably where the driver was cut out. Judge for yourself if it will run again. Thanks to Steve Branch (37215)

I'd just like to have the final word in my final "Syphon!" to thank you all for your help over the last 3½ years. Good health and happiness at Christmas and throughout the coming years. Cheers!

Andrew Garter

