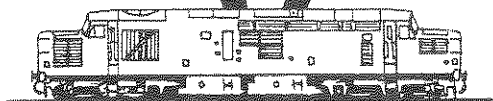


37



THE CLASS 37 GROUP

SYPHON EXTRA

THE CLASS 37 GROUP

NUMBER 43 - JANUARY 1992

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EDITORIAL

Welcome to the January 1992 edition of Syphon Extra, my first publication for the group. I would like to take this opportunity of thanking Andrew Garten, on behalf of the committee, for his hard work in producing Syphon and Syphon Extra for the last 3 years, I hope to continue where Andrew left off, and to continue to provide up to date news for our members over the coming years. As you may have noticed from the above, Mark Rigby has volunteered to become an area rep for the North West, an area where the group has a large number of members. If anyone has any ideas of possible events in the North West then please drop Mark a line.

1992 itself seems set to be another year of the class being in the limelight, with the possibility of much passenger work and also a number of special events which will involve 37's. It is interesting to note that during the Settle and Carlisle specials last month the loadings for the 37 hauled trains were far greater than any subsequent days. The class also seem set to work much more traffic on the Southern Region and the London Midland during the year.

MONTHLY DRAW: The winner of the monthly draw for December was Mr J. Tilbury (37206).

PRESERVATION FUND: During the course of this month the preservation fund total has risen to £5,345.04, this increase is due to the following factors, Christmas Messages, the Monthly draw, the christmas draw (which netted £187) and donations from Andrew Mellors and Mr M Shoesmith.

MEMBERSHIP: Thankyou to the following people who have renewed recently, Mr A Garten (37001), Mrs J Garten (37002), Mr A Donald (37004), Mr J Dickinson (37038), Mr C Rosbrook (37052), Mr C Leggatt (37097), Mr M King (37053), Mr R King (37061), Mr S King (37062), Mr A Barham (37055), Mr P Fergie (37056), Mr M Shoesmith (37096), Mr A Pulford (37109), Mr J Lisle (37112), Mr M Reeve (37148), Mr J Mustard (37168), Mr G Tucker (37170), Mr S Jude (37171), Mr L Hurn (37172), Mr A King (37179), Mr D Wood (37180), Mr D Hayward (37245), Mrs O Wood (37247), Mr M Ranson (37250), Mr P Bramwell (37251).

NEWSDESK

Starting with the re-allocations affecting the fleet, with effect from 29.11.91, which are as follows:

37057 IM - IM FPCI-FPBI 37116 IM - IM FPCI-FPBI 37209 IM - TI FPCI-MDST
37285 IM - TI FPCI-MDST

As you can see from the above changes, it is interesting to see that 37057 and 37116 have once again changed pools together yet again, they have consistently been transferred together since having works attention in 1988 from Stratford to Motherwell and then on to Immingham and now becoming the first 37/0's in the Stanlow Oil pool. As for 209 and 285 neither had moved off Immingham by Christmas.

LIVERIES

X With 37003, the last all blue split headcode machine going into Doncaster works for an intermediate overhaul, and presumably outshopping in "Dutch" the ranks of blue 37's are now looking very depleted. Just 131/154/216/217 and 37219 are left in blue, on the subject of 37219 it has received a depot repaint at Stratford into BR blue with black headcode panels and also sporting 1970's style large double arrow symbols under cab windows at each end. Large logo livery is also fading fast leaving only 37057/108 116/128/152/209 and 37408 in that guise. Newly reported livery changes are 170/175 - civil engineers.

GENERAL: Following its collision at Seabrook sidings 37008 has finally arrived at Stratford with initial reports that it may well be repaired, as for 225 it only received superficial damage and by the time you read this should be back in traffic. Locos currently in works are as follows: Glasgow - 170 (INT), 264 (INT), 350 (TEST), 376 (LGT), and 692 (LGT). Doncaster - 003 (INT), 068 (INT), 711 (LGT), 717 (LGT), 891 (LGT), and 894 (LGT). Crewe - 178 (COL), 298 (PISTONS). Also stopped with collision damage is 37114 which is at Tinsley. 37140 is shown on TOPS as being on decision at Stratford, I understand this is because of severe engine faults following its Intermediate overhaul at Glasgow works and is awaiting the arrival of experts from Crewe works to attend, 023 also suffered similarly following its overhaul, it is interesting however, that 003 has gone to Doncaster for its overhaul as the civil engineers have a contract with Springburn. It is pleasing to see 37405 back in traffic after its contetente with a Sprinter at Craigendoran Jn way back in the spring, it is however, suffering from an RETB fault which has led to it mainly working oil trains operating from Grangemouth depot.

On 2nd January 37087 (DCHA) ED worked 6E66 21.15 Millerhill to York North Yard Air Braker as far as Tyne Yard and returned light engine immediatly. A survey of the fleet on Christmas Eve revealed the largest number of examples stabled at Cardiff Canton with 51 members of the class on shed, second highest was Thornaby which boasted 31 locos. Of all the 37's stabled over the Christmas period the most noteworthy must have been 37245 of Stratfords departmental pool which was resident at Old Oak Common for repainting into "Dutch" livery. The last working of 245 prior to it's repainting was to work the ECS of a NENTA charter train back from Norwich to Old Oak. 37219 had the honour of working the last 6Y61 Leiston to Ipswich construction service on Friday December 17th displaying the headcode on the indicator blinds. 37152 is now the longest out of works 37 in the fleet having last been overhauled in November 1983, other locos for which works attention seem imminent are 245/217/219/154/108/131 so if you see any of these about they are worth photographing. Following its celebrity appearance with 083 on the Settle & Carlisle specials on December 27th 37071 was once again in the company of passenger carrying coaching stock albeit ECS. Following the failure of 91023 at Morpeth on 1885 08.00 Kings Cross to Glasgow Central on New Years day 071 was summoned to haul the errant train back to Heaton for attention.

An interesting frie turn which has just been gained by the class is the Melton Mowbray Perfoed services whi run to and from Cricklewood, this turn which was the preserve of Tinsley Class 47's is now booked for a pair of MDT Syphons. The trains involved are 6C13 MSX 18.50 Melton Mowbray - Cricklewood and 7F13 SX 04.40 Cricklewood - Melton Mowbray, and whilst not in use the locos stable at Leicester, Leicester for so long being a crewing blackspot for the class. On Friday 03/01 37065/101 worked 6C13 and on 06/01 37045/079 worked the Northbound train. Another interesting development recently is the appearance of Eastfield Coal 37's, sector FEPE, working into Yorkshire, exact details of their work will be featured in next months SYPHON', however on 06/01 37229/167 worked 6G61 14.42 York Yard North - Tyne Yard Coal service.

37108 "Lanarkshire Steel" has become a celebrity since its transfer south last year, being one of the few Syphons left in Large Logo livery and also retaining a steam heating bag and a boiler, on 03/01 it made a welcome appearance on Felixstowe freightliner duties arriving in East Anglia with sister 37107 with 4L79 Stockton - Felixstowe FLT. On the night of 04/01 the pair put in an appearance at Harwich Parkeston Quay on ballast duties, something that the RfD locos stabled Ipswich often perform over the weekends.

PASSENGER WORKINGS

In the period under review there have been a handful of no heat 37's on passenger duties and some interesting workings by the ETH fitted examples:

13/12/91	37416	17.55 Inverness - Kyle of Lochalsh
14/12/91	37416	06.50 Kyle of Lochalsh - Inverness
	37407/416	10.30 Inverness - Kyle of Lochalsh
	37416	17.05 Kyle of Lochalsh - Inverness
	- 37054	12.28 Bristol TM - Weymouth (Ex Westbury)
		15.03 Weymouth - Bristol TM
	- 37670	19.05 Penzance - Plymouth HST (ex Par)
15/12/91	37673	13.08 Plymouth - Edinburgh HST (Hemerdon - Bristol TM)
16/12/91	37415	17.21 Manchester Victoria - Southport
	37426	07.16 Southport - Manchester Victoria
		17.14 Manchester Victoria - Blackpool North
		19.00 Blackpool North - Liverpool Lime St
	37430	07.14 Blackpool North - Manchester Victoria
17/12/91	37263	14.41 York - Plymouth (Gloucester - Bristol TM)
	37415	07.16 Southport - Manchester Victoria
		17.21 Manchester Victoria - Southport
	37426	07.14 Blackpool North - Manchester Victoria
		17.14 Manchester Victoria - Blackpool North
		19.00 Blackpool North - Liverpool Lime St
18/12/91	37415	07.16 Southport - Manchester Victoria
		17.14 Manchester Victoria - Blackpool North
		19.00 Blackpool North - Liverpool Lime St
	37426	07.14 Blackpool North - Manchester Victoria
		17.21 Manchester Victoria - Southport
19/12/91	37426	07.16 Southport - Manchester Victoria
	37415	07.14 Blackpool North - Manchester Victoria
		17.21 Manchester Victoria - Southport
	37430	17.14 Manchester Victoria - Blackpool North
		19.00 Blackpool North - Liverpool Lime St
20/12/91	37416	21.05 (prev night) Euston - Inverness (ex Perth)
	37428	10.30 Inverness - Kyle of Lochalsh
		17.05 Kyle of Lochalsh - Inverness
	37415	07.16 Southport - Manchester Victoria
	37419	17.14 Manchester Victoria - Blackpool North
		19.00 Blackpool North - Liverpool Lime St
	37430	07.14 Blackpool North - Manchester Victoria
		17.21 Manchester Victoria - Southport
21/12/91	37407	12.12 Inverness - Aberdeen
		15.24 Aberdeen - Inverness
	37419	07.14 Blackpool North - Manchester Victoria
		17.14 Manchester Victoria - Blackpool North

27/12/91	37071/083	09.47 Leeds - Carlisle (ADDITIONAL)
	37049/095	13.18 Carlisle - Leeds (ADDITIONAL)
	37040	15.26 Edinburgh - Liverpool Lime St (Carstairs - Preston)
28/12/91	37416	07.50 Inverness - Kings Cross HST (to Perth)
30/12/91	37416	05.52 Inverness - Aberdeen / 09.16 Aberdeen - Inverness
	37428	06.45 Inverness - Kyle of Lochalsh / 11.35 Kyle - Inverness
31/12/91	37416	06.45 Inverness - Kyle of LOchalsh / 11.35 Kyle - Inverness
	37405	12.12 Inverness - Aberdeen / 15.24 Aberdeen - Inverness
02/01/92	37416	07.12 Inverness - Thurso / 11.36 Thurso - Inverness
	37405	12.12 Inverness - Aberdeen / 15.24 Aberdeen - Inverness
03/01/92	37416	07.12 Inverness - Thurso / 11.36 Thurso - Inverness
		20.10 Inverness - Euston (to Perth)
	37405	08.05 Inverness - Aberdeen / 13.14 Aberdeen - Inverness
04/01/92	37133	04.15 Bristol TM - Swansea (1Z27)
	37232	09.16 Aberdeen - Inverness
	37416	08.05 Inverness - Aberdeen / 13.14 Aberdeen - Inverness
		17.06 Inverness - Aberdeen / 19.54 Aberdeen - Inverness
06/01/92	37416	06.45 Inverness - Kyle of Lochalsh / 11.35 Kyle - Inverness
04/01/92	37401	08.40 Edinburgh - Carlisle (ADDITIONAL - 1Z40)
		17.30 Carlisle - Linlithgow (ADDITIONAL - 1Z40)
05/01/92	37424	19.50 Fort William - Euston (to Crianlarich)
	37406	19.50 Fort William - Euston (Bridge of Orchy - Edinburgh)
06/01/92	37402	03.35 Edinburgh - Fort William
	37413	19.50 Fort William - Euston (to Edinburgh)
	37415	17.21 Manchester Victoria - Southport
	37430	17.14 Manchester Victoria - Blackpool North
07/01/92	37416	12.12 Inverness - Aberdeen / 15.24 Aberdeen - Inverness
	37409	03.35 Edinburgh - Fort William

All in all some very interesting workings have occurred during December and early January none moreso than the visit of 37416 to Thurso on both the 2nd and 3rd January. A full account of the workings of 37071/083/049 and 095 will appear in next months Syphon! In fact during the period under review 37416 has done a number of notable trains as well as tripping off to Kyle on various different trains its other rare working was 1EO9 07.50 Inverness - Kings Cross HST to Perth. 040 was pressed in WCML front line service on 27/12 after an 86 expired near Carstairs 040 assited to Carstairs whereupon it dumped the demic electric and proceeded forward right through to Preston. 133 is shown to have worked a additional in the early hours of 04/01 although I have no reports of any reason for this incredible working. On the same day 37232 (a stalwart of summer 1991) worked a severely delayed 09.16 Aberdeen - Inverness after the Duff collapsed at the Granite City prior to departure. However, for my working of the month I am going to go for 37040 on 27/12.

DIARY:

22/01/92	Open Meeting at The County, St Helens Street, Ipswich (the Green Room) from 20.00 onwards.
31/01/92	Friday Open Meeting at a new location The Jubilee, 26 St Leonards Road, Norwich. Anyone who doesn't know the way, meet me off the 18.32 arrival from London "The East Anglian" at Norwich Station, otherwise the meeting will commence at around 19.30.

THANKYOU: Last but not least a big thankyou to everybody who contributed to my first publication as Editor, it would not be possible without your help: Mark Rigby, Andy Harlott, Colin Wilkes, Steve Branch, Martin Reeve, Chris Broadhurst, Jeremy Darr.

And finally the latest date for inclusion of information/articles for February will be 31st January 1992.