

● SYPHON!

THE MAGAZINE OF
THE CLASS 37 GROUP



Feb 1992

37



THE CLASS 37 GROUP

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NUMBER 44 - FEBRUARY 1992

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EDITORIAL:

Welcome to the February edition of Syphon! First of all may I apologise for the slightly late arrival of the magazine this month, I will resolve this as I get more experience in compiling the magazine, knowing the timescales involved, and also how many typewriter correction ribbons to buy!! On the Sales front a group video is now nearing completion and should be on sale within a couple of months, full details and a review will be included in the next edition of the magazine, also if anybody wishes to donate a negative to be made into a photosticker the minimum order is 25 stickers at a total cost of less than £10, full details are available from the Sales Officer.

OPEN MEETINGS: The next Ipswich Open Meeting will be held at The County public house in St Helens Street on Wednesday March 4th, from 20.00, in the "Green Room". If anyone has any ideas for organising an open meeting in a different area, or would attend at Ipswich on an alternative day of the week then please drop me a line and we'll try and arrange something.

FOR SALE / WANTED: If anybody is after particular railway items, i.e. books, old magazines, photographs etc. and wish to try and obtain them through the pages of the magazine, or alternatively have something along the same lines which they may wish to sell, then a space will be made available in the magazine for the charge of £1, which will go directly to the preservation fund.

MONTHLY DRAW: The winner of the monthly draw for January was membership number 37120. Anybody who wishes to join the monthly draw, please contact Rod at the address above for full details.

DIARY: Wednesday 4th March, 1992. Open Meeting - The County, St Helens St, Ipswich, from 20.00.

Sunday 15th March, 1992. Class 37 hauled railtour from Waterloo to Hamworthy. Details from Network SouthEast, London Waterloo.

Monday 20th April, 1992. "The Hampton Wanderer", Class 37 hauled railtour from Euston to Northampton and Southampton areas. Details Hertfordshire Railtours.

PRESERVATION FUND: You will find enclosed a letter requesting donations to the preservation fund, your monies are needed to help save a 37, I'm sure that time will start to run out soon. However, at 10th February the preservation fund stands at £5,550.16, this increase is thanks to donations from Messrs A. Garten, R. King and P. Weston, collections at the January committee and open meetings. Monies from the monthly and christmas draws some interest on the accounts.

THANKS: Finally my grateful thanks to the following who have supplied me with information for this months magazine: Marcus Linfoot, David Wilson, Michael Gibson, Steve Branch, Andrew Garten, David Harlott, Jeremy Darr, Dean Warner, Henry Freyne, Jaspa Potts, Mark Rigby, David Reid, Roger Parr, Glyn Horton, Mark Chaplin and The Weekly Wind-Up. Thankyou all very much, without your help the production of a magazine would very hard, nigh impossible. To end with, the deadline for the March News-Sheet will be Monday March 1st, 1992.

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

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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 - fl 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.

REGIONAL VIEW

ANGLIA

Unfortunate of late has been the transferral of 37/8's away from Ripple Lane, and their replacement on some turns by 47's. 37893 is the latest loco to leave the fold, going to FPCI, with 37890 expected to follow in the near future. The proposal is that "The Lane" will retain just 37705/709/888 and 892. On a better note, pairs of RfD 37/0's continue to work from Ipswich on freightliner duties, the week commencing Monday 3rd February saw Ipswich playing host to 37116 and 37209, two of the last machines in Large Logo livery. Western Region Civil Engineers machine 37372 reached Stratford Depot on Friday 31st January, with 8Z40 21.00 Exeter Riverside - Stratford TMD. The train conveyed 50023 "Howe" and three condemned coaches destined for C F Booths of Rotherham. 37107 has now arrived at Crewe Works for twin-tank modifications reaching the works by way of 4E50 18.10 Felixstowe - Leeds freightliner, which it took over at Ipswich in lieu of the booked 47.

Over on the West side of Anglia, much interest has been caused by regular appearances of Buxton 37/6's on 6Z77 03.06 Peak Forest - Ely (Papworths) and 6Z34 12.13 Return service. This train produced 37677/679 on both the 28th and 29th January and 37679 on its own on 31st. However, this service has also appeared behind a FABI Class 60 recently. 37023 "Stratford" has been busily working SF.72 diagram off March depot, but has been at Ipswich on the weekends of 1st/2nd and 9th/10th February. On of the booked turns that 023 should do is 8L60 11.23 Peterborough West Yd to Chesterton Jn SX. On Sunday 9th February MDST sector 37019 was called upon to take an errant DBSO set back from Ipswich to Norwich Crown Point.

EASTERN

Probably the most notable visitor to the Eastern Region in the period under review was Cardiff Petroleum allocated 37072. It worked up on 30th January on 6Z78 22.00 Cardiff Tidal Sidings to Tinsley, and the following day was despatched light engine to Thornaby depot, allegedly for crew training. On 29th January Thornaby Metals' 37719 was called upon to rescue 47624 when it failed at Northallerton on the previous evenings 1E94 21.20 Bristol TM - Newcastle parcels, the 37 working the train through to its destination.

37066 was a visitor to the Eastgate branch on the 19th November and two days later 37221 was paired up with FALY loco 37373 on an engineers train at Tyne Yard. 37069 "Thornaby TMD" was observed at Duhram on 13th December hauling a southbound limestone train. Present at Thornaby depot on Boxing Day were 37049/095 (prior to working on the S&C specials the next day), 37190/516/354/238/048/218/883/506/716/511/715/514/427/069/515/379/513/429/227/370/221/167/229/358/359/408 and 241 - quite a selection of power! Whilst hauling 6N20 Wakefield - Lackenby on 16th January, 37508 expired at Milford Loop, suffering from low oil pressure, 31558 hauled the demic 37 dead in train through to its destination.

MIDLAND

One train of note on the LM is 6M09 00.35 East Usk - Birkenhead North, this train is worked throughout by FQCK sector 37/0's, the following being noted, 37212 (21/11, 2/12 & 11/12), 37213 (4/12), 37222 (16/12) and 37239 (18/12), the loco returns to the Western on 6V44 09.10 Birkenhead North - East Usk. On Wednesday 22nd January 37202 and 37128, both FPCI IM, were seen at Manchester Victoria, also gracing the station were 37415, 37419 and 37426,

awaiting their next passenger duties. On the 6th January, MDRT sectioned 37426 made a special light engine trip from Tinsley to Leicester, it is thought that this was for crew familiarisation but 426 returned light engine almost immediately. 37262 "Dounreay" still sports all over departmental grey livery despite its RfD ownership, in the last two weeks it has been resident at both Derby and Toton for crew training purposes.

SCOTLAND

Not much happening in Scotland at the moment, the usual passenger workings aside, most interesting though is the use of 37892 "Ripple Lane" on 6Z58 01.10 Harwich Parkeston Quay - Aberdeen oils train. Soon to close, Glasgow's Eastfield depot have been fitting cab to shore radios in RfD 37's, those treated recently have been 37029/059/185 and 37242. DCHA examples have started to visit Inverness for maintenance rather than going to Eastfield, it seems likely that after Eastfield's closure the Civil Engineers Class 37's will be based at Inverness depot, with other Scottish machines going to Motherwell.

SOUTHERN

With many freightliner turns due to go over to Class 37 operation from May the number of 37's on the Southern Region have continued to appear in large numbers in the Eastleigh area. One RfD 37/0 works 6049 23.47 Crewe Basford Hall - Eastleigh forward from Didcot, before working away on 6M79 14.36 Eastleigh Yd - Crewe Basford Hall. The following have been noted on all or part of this turn recently, 37107 (22/11), 37238 (23/11, 26/11, 29/11 and 4/12), 37059 (9/12 & 13/12), 37272 (10/12), 37244 (17/12), 37235 (18/12), 37162 (18/12), 37271 (20/12 & 23/1), 37029 (7/1, 9/1, 11/1, 17/1 & 22/1) and 37068 (28/01). One of the other turns that brings Syphons into the area is 6045 02.50 Cardiff Tidal Sdgs - Hamworthy and 6V99 14.53 return, locos noted on this have been 37201 (10/12 & 12/12), 37078 (13/12 & 17/12), 37248 (2/1 & 3/1), 37903 (7/1), 37078 again (10/1), 37138 (14/1), 37137 (16/1) and newly re-allocated 37203 (21/12 & 22/12).

Other newsworthy moves on the Southern were the appearance of 37023 of Stratford visited Eastleigh on 12/12, bringing a damaged 302 unit from Bishops Cleeve. 37010 returned from Waterloo after its passenger exploits on January 19th, taking over a special Ilford - Eastleigh ECS at Clapham.

WESTERN

One interesting job that has yet to be reported is the workings of DCWA machines on 1V03 14.40 Bolton - Bristol TM parcels, forward from Newport, and then running back light to Hereford to take forward 1V04 16.15 Glasgow Central - Bristol TM vans. Locos employed recently have been 37146 (28/01), 37142 (29/01), 37146 (30/01), 37142 (03/02), 37098 (04/02), 37230 (05/02) and 37010 (06/02) albeit with 1V03 running as a Class 5 train. Also involved on parcels duties has been 37141 which worked an additional 1295 23.15 Reading - Oxford on 5th February.

Following 47705 catching fire at Honiton, with 1031 06.11 Exeter St Davids - Waterloo on 31st January, 37046 was despatched from Exeter to haul the ensemble back as 5Z31 11.20 Honiton - Exeter, the 47/7 incidentally is now at Doncaster Works as a long term casualty. On 7th January, 37038 (DCWA) was used from Crewe to Bristol TM on 1V32 Glasgow C - Bristol TM vans, a task similarly performed by 37097 two days later.

MY TOP TEN

Jaspa Potts (37117)

I hope that this feature will become regular source of correspondence from those of you with bashing inclinations in the future months. This month Jaspa Potts has sent in his top ten and says that the reasons for the choices are, "not for the rarity of the individual locomotives, but for the variety of areas and duties that our favourite class have produced on over the years."

1. 37026 05.35 Cardiff - Crewe 21st March 1978.

The departure of the Swindon cross-country DMU sets from this service led to my journey to and from school being Class 25 hauled. It was only a matter of time before Cardiff Canton based boilered Syphons turned up and 37184/179/182/191/176 and 180 all obliged in the first twelve months. This particular day however I was in for a shock. I thought that it was a 40 at first, (having never seen a split-headcode 37 at first hand) but, needless to say I arrived at school very late after staying on to Crewe and back.

2. 37251 16.02 Crewe - Cardiff 23rd May 1979.

Sitting ex-works at the end of the bay platform at Shrewsbury I was presented with the most wonderful sight I had ever seen. Syphons were still rare at Shrewsbury in those days, and I dreamed of it assiting my train home. What a stunner it was when 25245 duly obliged by losing power and failing, thus allowing the blue beast to take over. 25245 was also responsible for providing me with 37220 & 187, very considerate loco that Rat.

3. 37013 16.15 Newcastle - Cardiff 28th August 1979.

My first North East Ranger ticket was spent, by a friend and I chasing Deltics and 37199 on the Yarmouth - Newcastle. The sight of 37013 sitting on the Cardiff was a tremendous pay-off to a gambit. Diversions via Eaglescliffe meant that Gateshead might run out of locos to turn round, sure enough it did. It was my second 'Split' and finally convinced me that there was only one class worth chasing.

4. 37181/267/185 01.24 Bristol TM - Milford Haven 12th September 1980.

Someone once told me a story about a train that ran every night with three different Class 37's powering it. Stood at Cardiff station in typically 'hospitable' Welsh weather, I waited for this legend to arrive. One mark 1 BSK and a rake of parcels vans, the steam heat engulfed the compartments and I shared with a very nice lady from Somerset. Say no more!

5. 37046 13.53 Blackpool N - Sheffield 22nd May 1982.

The pleasure beach couldn't compete with this train, for years the only 37 out in the North West, how times change! It took a tremendous route via Blackburn and Hebden Bridge and Wakefield to get to Sheffield. I went back again the week after for 37130.

6. 37097 01.10 Kings Cross - Leeds 12th August 1982.

With the legendary Deltics gone and 40's becoming increasingly rare, it was not the done thing to cover the Kings Cross sleepers anymore. It was a real stoke of luck that the one and only occasion which I did produced a real corker. Regretfully stolen at Doncaster to allow a 31 to end the journey it remains my one and only 37 out of the Cross.

7. 37198 17.15 Birmingham New St - York 20th August 1982.

Sentenced to taking my little nephew (he's 6ft now!) on a Midland Railtourer, I felt doomed to a 37-less week. Then 198 rumbles into Wolves on an ECS and I use my nephew to do a seet-eyed kid impression and tap the station staff for Gen. Well it all paid off and my best "Midland" ever was painless, a bit of overloading at Burton on Trent convinced my nephew that 37's are all that's worth going for and we sold our Mids for Scottish!

8. 37112 21.55 Euston - Fort William 1st September 1982.

So up we came, my nephew and I, on the usual train, but 4 hours late into Mossend Yard with the 06.00 portion to Glasgow having already left. 37111 took us over to Cowlares where panic broke out and 37112 was found to take our single seating coach and two sleepers North. There is no doubt that the throaty roar of a Syphon hacking its way through the desolate Highlands beats any haulage anywhere, a totally biased view but I'm proud of it.

9. 37064 15.17 Nottingham - Edinburgh 15th January 1984.

The snow piled high as I prepared to leave Lancaster University for home in Edinburgh after a weekend visiting my wife. So bad was the snow that I abandoned the car and caught the train. It battled through the blizzards but, at the foot of Beattock, the 86 gave in. Sat in what was rapidly becoming a fridge we waited, international rescue was late and 37064 stepped in to save the day.

10. 37402 15.55 Mallaig - Glasgow Queen St 20th January 1989.

Provincials finest con was about to be put into operation. The much heralded Sprinters were at last ready for the big launch. The timetable from Fort William to Glasgow was slowed down by fifteen minutes, and it was then announced that the Sprinters would accelerate services by twenty minutes (a real saving of 5 minutes - not worth all that money?), the public were duped, but not 37402. It rattled down the line, 4 early at Helensburgh, 11 early at Dumbarton and 21 early at Queen Street. The train even beat its welcome of the electronic arrivals board. Stick that plastic!

NEWSDESK

We begin this month as usual, with the re-allocations affecting the Class 37 fleet, up to date to 8th February:

37047 MDST TI - MDTT TI	37053 MDST TI - MDTT TI	37055 MDST TI - MDTT TI
37057 FPBI IM - MDST TI	then 37057 MDST TI - MDTT TI	37075 MDST TI - MDTT TI
37116 FPBI IM - MDST TI	37131 FEPE ED - MDTT TI	37203 FMTY TE - FMAK CF
37227 FMTY TE - FMAK CF	37241 FPHY HQ - FPBI IM	then 37241 FPBI IM - FPEK CF
37294 FPEK CF - DCHA ED	37691 FHBK CF - FEPE ED	37891 FPCI IM - FPBI IM
37893 FPFIR IM - FPCI IM		

It now seems highly likely that collision damaged 37008 will become the fifth member of the class to be withdrawn, it currently resides at Stratford depot, completely devoid of the crushed cab. An attempt to move 008 to Doncaster Works had to be aborted due to a freight train derailment at Chettisham blocked the line. Also still stopped at Stratford is 37140 which is shown as on decision: since its overhaul at Glasgow Springburn 140 has done very little work other than visiting Selhurst for load bank testing before Christmas. It has however, seen limited use on weekend ballast trains in the London area of late. The problems with 140 appear to be that it is throwing a lot of oil, from where oil should not be coming.

Another DCAA 37 in the wars lately has been 37245, now resplendent in "Dutch" livery following a repaint at Old Oak Common, which became derailed at Chadwell Heath whilst on ballast duties. 37216 has also been out of traffic at Stratford since the 18/12/91 where it has been undergoing attention to the bodywork.....!!

As can be seen from the re-allocations above, 37057 & 116 have reverted to Railfreight Distribution ownership once again, 057 is one of a number of RfD Syphons currently at Crewe Works undergoing twin-tank modifications - the others are 047/053/055/075/178/218 and 238. Not surprisingly the stored 37241 has been returned to service following repairs at Thornaby depot, as a petroleum loco, spending a short period working off Stanlow as an FPBI loco before its arrival in the Cardiff Oils pool. Possibly as a result of 241's arrival at Canton, petroleum 37294 currently having a light overhaul at Glasgow Works has surprisingly become of DCHA loco.....Summer 92 here we come!

CONTINUED ON PAGE 12

THE GOOD OLD DAYS

by guest author Mr C (31176)

Most railway enthusiasts remember Saturday January 2nd 1982, as the day the curtain was brought down on Deltic operation on the East Coast Main Line, with 55015 working the final special from Kings Cross to Edinburgh and 55022 its return. However, for football fans, the FA Cup 3rd round also took place that day, and Cambridge United were drawn away at Doncaster Rovers. A footex was arranged, a 10 coach train to Norwich for a league match having been well filled seven weeks previously.

31295 had hauled the Norwich train, but Cambridge turned out 37097 and 9 coaches for the Doncaster train. This was lightly loaded because United had not played since before the heavy snowfalls early in the previous month, and a poor weather forecast suggested that the match at Doncaster might also be postponed. Departure from Cambridge was ten minutes late at 11.56, following 37092 on the 10.35 Liverpool Street - Kings Lynn, and after a crew change at Peterborough, the footex was signalled onto the fast line as the 12.00 Kings Cross - Edinburgh HST had already passed. The driver had a strong incentive for a fast run in order to avoid delaying the 12.05 Kings Cross - Hull which was not far behind, and a log of the result is shown in the table,

On the ascent to Stoke summit a maximum of 78 mph was attained between Tallington and Essendine, then speed fell to 70 mph on the 1 in 200 above Little Bytham and 67 mph on the 1 in 178 to Stoke summit. These speeds compare closely with a run on 40056 hauling eight coaches, where the speeds are consistently 1-2 mph faster, and a run with 31425 hauling seven vehicles, where the speeds were consistently 1-2 mph slower.

2/1/82 11.46 Cambridge - Doncaster footex 37097 hauling 9 coaches 315 tons tare.			
Miles	m s	Miles	m s
0.00 PETERBOROUGH	0.00	43.75 NEWARK NORTHGATE	35.46 86mph
3.15 Werrington Jn	4.54 65mph	50.00 Carlton on Trent	40.06 86mph
8.50 Tallington	9.15 78mph		30mph *
12.25 Essendine	12.15 77mph	57.65 MP134	49.03 61mph
15.90 Little Bytham	14.58 75mph	62.25 RETFORD	52.39 86mph
20.75 Corby Glen	19.04 70mph	67.65 Ranskill	56.18 90mph
23.80 Stoke Summit	21.43 67mph	71.35 Bawtry	58.51 85/78mph
29.15 GRANTHAM	25.40 87mph	75.00 Rossington	61.29 86mph
33.40 Barkston Sth Jn	28.37 89mph		Sigs
39.00 Claypole	32.28 88mph	79.60 DONCASTER	67.11

Speed quickly reached the high eighties on the descent through Grantham, and this was maintained across the Trent Valley to Carlton. There was a 30mph permanent way slack shortly after Carlton which impeded the climb to Askham Tunnel, but speed had already recovered to more than 60mph by the summit at Milepost 134. The fastest running of the journey followed, with 90mph being reached at Ranskill. On the short, and broken climb through Bawtry, with a maximum gradient of 1 in 198, speed fell to about 78mph, but 86mph was regained at Rossington, before adverse signals as we sighted approaching Doncaster.

The start to stop time of 67 minutes and 11 seconds gives an average speed of about 71 mph, but the permanent way slack probably cost about 2½ minutes, giving a net time of 64½ minutes. The run with 37097 was the highlight of the day: at Doncaster the match was played in thick fog and Cambridge United lost 2-1. The visiting fans didn't even see any of the goals as they were all scored at the fog shrouded far end of the ground.

FRONT COVER: 37010 DCWA CF stands on the stops at London Waterloo at the head of 2002 14.22 Exeter St Davids - Waterloo service, on which it had performed throughout (15/01/92).

Martin Reeve (37148)

BACK (TOP): 37219 DCAA SF is seen on the Leiston branch with the final 6Y61 cement empties from the Sizewell B power station on Friday 20th December, 1991.

Dean Warner (37105)

BACK LOWER: 37108 "Lanarkshire Steel", at the time a DCAA SF example is seen in Liverpool Street on a Crossrail inspection saloon. 108 is now an RfD loco, currently at Doncaster Works for an intermediate overhaul.

Dean Warner (37105)

Thirty Years Of The 37

- 1966

Andrew Garten (37001)

With the official entry into traffic of D6608 at Swansea's Landore depot in January of 1966, delivery of the class was completed. It had taken five years to build all 309 examples, a remarkable achievement with regard to the technology of those days.

Although all extant at the same time they were never all officially in traffic together as while D6608 was accepted into capital stock D6983, which had been involved in the collision with D1671 near Bridgend on 17th December 1965, was put into store pending its future. Both the 37 and the 47 had been left in the sidings near Bridgend station and were condemned on the 18th April, being moved to the yard of local scrap dealers R.S. Hayes of Bridgend in early June. Although not officially withdrawn from Western Region stock until the 26th September 1966, D6983 had been noted cut-up by the 12th June that year.

Continuing with another chapter in the class's career which commenced in 1965 and was covered in the last edition of "Syphon!", the go ahead was finally given for the Western Region high speed schedules from 18th April 1966. This was to utilise pairs of English Electric type 3's taken from the batch D6875 - D6892, which had been specially re-gearred for the high speed express work. There were two diagrams as follows:-

- (1) 08.20 Swansea - London Paddington (booked 200 mins)
 12.45 London Paddington - Bristol Temple Meads (booked 115 mins),
 16.15 Bristol Temple Meads - London Paddington (booked 105 minutes) and,
 19.00 London Paddington - Swansea. This set of trains used the XP64 coaching stock.
- (2) 08.45 London Paddington - Bristol Temple Meads (booked 105 minutes),
 11.15 Bristol Temple Meads - London Paddington (booked 130 minutes),
 14.45 London Paddington - Bristol Temple Meads (booked 110 minutes) and,
 18.15 Bristol Temple Meads - London Paddington (booked 130 minutes), this set of trains utilised a 370 ton set of stock specially repainted into blue & grey livery.
 100 mph running was permitted between mileposts 11 and 29½, and 43 and 63½ on the Down main and between mileposts 63½ and 43½ and 43½ and 10 on the Up main.

The use of Type 3's on these schedules was relatively short lived and by September 1966 they had been turned over to "Western" diesel hydraulics operating singly at a maximum speed of 90mph. These workings had unfortunately been beset with unforeseen speed restrictions, due mainly to a glut of freight train derailments. In addition, two of the pairs of Type 3's were in the wars at the end of April/start of May. On April 27th the 21.30 Paddington - Cardiff Central via Gloucester hit an obstruction at Challow damaging the leading loco. The pair were removed after assistance was obtained from Swindon. In the early hours of 10th May, the 19.15 (previous night) Milford Haven - Paddington was involved in a collision at Reading with a down parcels train, both 37's on the Milford train were derailed. In March 1966 trials were conducted on the "Lickey" incline using Hymek Type 3's with a view to them replacing the EE Type 3's (which did eventually happen), "Western" no D1050 with modified bogies was also trialled. It was not until December that D6943 was removed from its banking duties at Bromsgrove to replace Worcesters Standard 4 4-6-0's on similar work at Honeybourne, giving assistance to trains climbing Chipping Camden bank. At the beginning of June 1966, all Bromsgroves' EE Type 3's were called to Cardiff Canton for examination, following further bogie/axle troubles with some members of the class, two Western Region examples D6913/D6922 were noted at Stratford on June 19th undergoing bogie modifications. On May 25th, a northbound freight at "Lickey" loaded with over 60 wagons and hauled by Brush Type 4, D1723 required banking assistance of no less than 3 Type 3's.

A Landore based EE Type 3 made an unusual appearance to the Great Northern on March 31st, turning up at Kings Cross with a parcels train, and seen later at Hornsey before returning to the Western Region on a cross-London freight. Another working, which was unusual at the time, was that of a unidentified class 37 heading the 15.35 Shrewsbury - Crewe passenger train in 27th March.

By March 1966 members of the class from both the Eastern and Western Regions were reaching Thame with oil trains. The Eastern region turn covered the 08.35 Thames Haven - Thame and 13.38 Thame - Ripple Lane, while the Western Region diagram covered the 21.10 Thame - Thames Haven empties, returning to Thame with the loaded tanks at 02.15. By April the class had appeared at Westbury for crew training runs to and from Old Oak Common, and on occasional freight turns from the Bristol area. Elsewhere, they also made occasional appearances at Yarmouth Southtown with pipe trains carrying materials for North Sea drilling platforms being constructed nearby. On 13th May, D6601 became the first recorded EE Type 3 to pass through Feltham with a freight train from the Western Region, while on June 21st D6963 was involved in a collision between two freight trains at Dore West signalbox, near Topley, on the Hope Valley line, sustaining damage to both ends and blocking the line completely for 36 hours.

By June Western Region examples had regular workings from South Wales to the York area, with no fewer than seven members of the class at York on the morning of June 27th. Diagrams included the 14.45 Bristol - York (arriving at 23.15) which returned with the 04.20 Skelton - Crewe (MX) or the 05.30 Dringhouses - Cardiff (MO). Another arrived on the 10.55 Healey Mills - Skelton, returning on the 15.05 back to Healey Mills. The lamp brackets fitted to these locos were of the Western Region pattern to take the side of the oil lamp casing, and had to be modified to accept standard pattern lamps on which the mounting clip is at the back of the casing. New ground was broken on June 25th when a Western Region based Type 3 appeared at Barmouth. By the beginning of August it had commenced crew training duties which included the 21.50 York - Aberystwyth mail, the Up and Down Cambrian Coast Express and the 18.05 Aberystwyth - York combined passenger and postal (SX), the latter train on which D6984 was observed on 26th June. On summer Saturdays the EE Type 3 was employed on the 08.35 Manchester Piccadilly - Barmouth and 14.35 return. D6951 (which as 37251 some 19 years later was the first 37 to take SO holiday trains to Aberystwyth following the class' take over on the duties from class 25's) was used on the Cambrian during the second week of August, however plans for the class to take over the aforementioned workings at the end of the summer 1966 timetable were shelved with steam traction continuing. The plans were then put back further until BR/Sulzer Type 2's were introduced from March 1967. There was a brief re-appearance at Consett during July, where the class had made their debut in 1963, a seaman's strike led to ore being transported from Middlesbrough in 21 ton hoppers hauled by EE Type 3's instead of the usual class 9 2-10-0's which were themselves about to be ousted by BR/Sulzer Type 2's.

During the second half of 1966 over fifty members of the class were transferred away from South Wales to North East (D6820-D6836/D6860-D6872) and the Scottish Region (D6837-D6859). With the exception of D6866-D6872 which went straight to the new depot at Healey Mills, all of the North East 37's were allocated initially to York depot, but, by the end of the year had been found homes at Gateshead (D6820/D6823-D6828/D6830-D6833), Thornaby (D6821/D6822/D6829), Hull Dairycroates (D6835/6), and Healey Mills (D6860-D6865), only D6834 remained a York loco. The Scottish examples were allocated to Haymarket (D6837/8, D6844-D6851, D6857-D6859), and Polmadie (D6839-D6843/D6852-D6856). D6837/57 and D6859 arrived at Haymarket via Polmadie, where Thornaby's D6821 also had a spell on loan. D6839/40 were actually allocated to the Scottish Region from new, but spent the first three years of their life on loan in South Wales.

Of those that were transferred to Scotland, D6821/39/40/41/42/44/56 and 57 had arrived by the end of August, two were at Polmadie on crew training while the others were employed on iron ore workings between General Terminus Quay, Glasgow and Ravenscraig, Motherwell, as well as freight duties in the Edinburgh area. Their initial purpose in Scotland was to haul oil trains in the central lowlands from Grangemouth where they were employed on the heaviest workings in the Forth-Clyde area, and the now famous Hunterston

iron ore trains, which, even then were usually worked by pairs of 37's. Come September they had reached Thornton and Dunfermline as well on crew training duties as they were set to replace the remaining NBR and LNER 0-6-0's on coal traffic. An interesting working in their early lives in Scotland was caused by a shortage of DMU's, which led to a number of services being turned over to loco-hauled sets. EE Type 3 no. D6854 and a five coach set became employed on a diagram covering the 08.04 Leven - Glasgow, 11.35 Glasgow - Thornton, 16.45 Kirkcaldy - Glasgow and the 18.42 Glasgow - Dunfermline during September.

Those examples transferred to the North East, and in particular to York, were used to oust EE Type 4's from York - Hull workings. Other changes that came with the end of the summer timetable were the transferral of Brush Type 4's to Immingham to take over Cleethorpes - Kings Cross workings, and Finsbury Park based Brush 4's to take over through operation of the Hull - Kings Cross workings, in both cases releasing EE Type 3's for freight work. Tinsley based machines also took over an increasing share of freight duties on the Sheffield - Derby - Birmingham route, whilst Stratfords Type 3's had regular duties on Great Northern metals with cartic trains and oil trains emanating from the Tilbury line running via Victoria Park and the North London Line to Canonbury joining the Great Northern at Finsbury Park.

The year closed as per 1965 with 308 examples on the books having added D6608 and lost D6983, a situation which would remain until 1987 when 37011 was withdrawn, also with collision damage. One experiment that has not been mentioned involved Stratford based D6722, which was one of six Great Eastern locomotives fitted with a pair of blue flashing lights just above the buffer beam. A photograph of this curious arrangement can be found on page 44 of "Class 37's at Work" by Ian Allan, which was taken in 1966. This experiment was, incidentally, not regarded as a success. Times were continuing to change and by 1966 British Railways had adopted the corporate image with locos being painted in all over blue with full yellow ends although to my knowledge there were no EE Type 3's repainted into this colour scheme as early as 1966.



37219 and 3 coaches are seen arriving at Brandon on 25th September, 1991, with the 16.00 Norwich - Cambridge. This train was loco-hauled due a severe shortage of serviceable DMU's.

Jonathon Cordle

A SYPHON ON WOERAIL

Jerry Dickinson (37038)

Sometimes I think that I would be better off not going on holiday in the year but appearing at work to get the gen and then leaping out as required at short notice. Friday August 23rd last year was a (if not the) prime example, at about 10.30 that morning I received a phone call from a colleague at Waterloo, informing me that 37258 was en route to Laira to collect the empties for 1040 Fridays Only 13.40 Plymouth - Southampton and that it was to work the train at least as far as Salisbury due to the highly unusual (?) shortage of power on the West Of England route - known affectionately within the railway as WOERAIL.

After consulting TOPS on numerous occasions and flicking through the timetable to find a suitable move, all that remained was to negotiate a half-day. I went to see my guv'nor and asked if I could have a short notice half-day which met with the response, "Why what rare engine is working?". The afternoon off successfully negotiated I walked to Liverpool Street to meet Bartman, who had also arranged a half-day. After taking the Central Line to Bank for "The Drain" to Waterloo (I don't trust the Circus) we were greeted with our transport to the interception point at Yeovil Junction which was to be yet another 47/7 or 50 in the very clever disguise of 33114.

Aboard the Cromptons' train I met various desperate characters, including a very well known one by the name of Dave, who just happened to be on the line for a day out and were noticeably impressed when informed about 258. We arrived at Yeovil Junction and visited the "real" buffet to await the train, after what seemed an eternity 33101 plus a 4TC ran into the platform to form the 15.30 to Waterloo, this should be the 14.22 Exeter - Waterloo which had been cancelled due to engine failure. After another tense wait it was announced that the Southampton train which 258 was on would be diverted to Waterloo in lieu of the 14.22 ex St Davids.

Our heads dropped, thing that the 50 which should have worked the 14.22 would take over from the Syphon at Exeter. How wrong we were....a blast on that familiar horn and the 37 rounded to curve into the station. We bailed into the front coach feeling well satisfied and settled down for the run to Salisbury, it was then that we found out from various people on the train that the 50 for the 14.22 had had to rescue an ailing 47/7 on the down service and was still on its way to Exeter. The big beast up front was putting up a superb performance as it struck out Eastwards.

After some more acquaintances joined the train at Sherborne it suddenly was realised that there was no available power at Salisbury to take over at Salisbury, which is where the Exeter driver is relieved. As we approached the environs of Salisbury Dave Hodgkinson said that if the peg on the approach to the station was green then we would be going through....we rounded the curve and saw a big green aspect staring us in the face....we were on our way to Waterloo! At Salisbury the new driver climbed aboard the Departmental Grey liveried beast and we set sail, faltering slightly as he got to grips with the 37. After a while the southern man had got the 37 going to some order and we romped along into third rail territory.

We were joined at Basingstoke by a surprised, to say the least Swindon controller who had leapt from Carlisle to be in for a small dose of history in the making. Once past Basingstoke there was no doubt that we were on our way to the South London terminus with a 37 for the first time - unless you know better. All through suburbia station staff were out on the platforms to witness our historic progress. On arrival at Waterloo it became clear that 258 was to return west at the head of the 19.15 to Exeter, a swift phone call was made to book a B & B in the Devon city and it was all aboard for the Syphons' return trip.

In the best traditions of very rare occurrences such as this, there were not too many people there to witness it with about 60 - 70 bashers in attendance, although only about 20 of us had it in and out of Waterloo (a special mention must go to Lloyd Guppy who had it from Plymouth to Waterloo and back to Exeter). After a night in the B & B, Saturday provided a superb end to the weekend as Bartman and I has three runs along the sea wall with 37098 assisting various HST's which had expired at various places on their hectic NE-SW schedules.

The last time a 37 hauled train rivalled the rarity of 258's momentous working was probably when 37169 visited Bradford in 1983, bu that's another story. Since that first time a number of 37's have graced Waterloos' platforms, 37194; 37009 and 215 on the Solent and Wessex Wanderers, and as you can see from this months' front cover 37010 last month.



A chance for those people who aren't in the right place to have a Syphon in and out of Waterloo came on Sunday January 19th when Railfreight Distribution 37/0's were rostered for Network SouthEast South Western Division "Solent and Wessex Wanderer 3", from the London terminus to Weymouth. Here we see 37009 in the company of 33050 (for heat only - supposedly) prior to departure.

Michael Gibson (37020)

NEWS DESK - Continued from Page 6.

37405 "Strathclyde Region" arrived at Crewe Works in the early hours of February 1st for engine repairs, report say the 405 (one of the best ETH examples) has been performing below par since its long sojourn following its altercation with a Plastic at Craigendoran last spring. On the subject of Scotland, many rumours abound regarding huge usage of the 37 fleet on Regional Railways trains this summer. All this seems very dubious indeed, although it does seem certain that pairs of 37's will haul the overnight sleeper only services between Edinburgh and the Highlands. There will, it appears, also be hauled trains on the Kyle/Aberdeen to Inverness routes, a turn between Edinburgh and Inverness, and from mid-June three hauled turns on the West Highland, a Fort William - Glasgow and return as well as two turns on the Mallaig extension.

37891 has been transferred to the FPBI Stanlow petroleum pool in an attempt for it to take over Jarrow oil trains from pairs of 47's. Also in the wars have been Buxtons's 37680 and 681 which were involved in a nasty smash at Skipton with a class 144 unit. Both locos are said to be badly damaged and were moved to Doncaster depot to await their fate, 37680 has however just arrived at Springburn for attention although 681, which was the worst damaged of the pair, is still at Doncaster awaiting a decision. Two other 37's which were on decision have arrived in works for attention. 37211 and 37110, both FAXI, have arrived at Doncaster BRML and Crewe Works respectively, both for traction motor problems. Also residing at Crewe works are 37509 (pistons) and 37114 (Collision damage).

THE TINSLEY NAMERS

Glyn Horton (37072)

In 1989, a sudden wave of "namings" took place involving the class 37's based at Tinsley depot. Although a similar outbreak of christenings had taken place some time before with the last surviving Peaks, the 37 namings were more unexpected, in that albeit some were on the threatened 'hit list' the class was not in danger of imminent withdrawal, which is when such unofficial embellishments are ignored. However, like the 47's, the namings seem to have been confined to locos not in the triple-tone Railfreight grey colours, thus it was felt that the namers would soon disappear either due to withdrawal or repainting into newer, more standardised liveries. The namers have become extremely well known to the enthusiast fraternity, mainly due to the reason that they came as a refreshing change to the rather dull and uninspiring official titles given to Railfreight locos. Whereas the 47's took the names of birds, antelope etc., the 37's have been dominated by the theme of aircraft with a total of 21 examples having received such treatment. Names such as Spitfire, Hurricane and Tornado are obvious and need hardly any explanation, but others are less clear e.g. Valiant, Hornet, Derwent and Venom. Here is a rundown of the locos involved in the 'aircraft' namings and a description of the aircraft after which they were named.

TIGER MOTH - 37003

This famous De Havilland biplane became a basic trainer with the RAF during the 30's & 40's, and many pilots made their first flights with this type. Used throughout the world, many were sold to flying schools after the war, some are still in service in aerobatic display shows. There was also a radio-controlled target version known as the Queen Bee.

HORNET - 37008

The De Havilland Hornet was a more advanced version of the famous Mosquito with a higher speed, longer range and a more streamlined construction. Too late for World War 2, it served as a fighter-bomber during the Malayan crisis and into the 1950's. It was also the RAF's last piston engined fighter.

TYPHOON - 37009

The Hawker Typhoon entered service with the RAF in 1941 as a fighter, but it was as a fighter-bomber and ground-attack interceptor that the type became best known. Superior to the Hurricane in terms of performance it played a vital role in the D-Day invasion.

DERWENT - 37012

37012 differs from the other Tinsley namers in that it is named after a type of aircraft engine rather than an actual aircraft itself. The Derwent was a Rolls-Royce jet, and is mainly associated with the Gloster Meteor fighter. The Derwent 1, provided 2,000lb thrust and was fitted to most of the Meteor MkIII's. The engine was improved over the years and the Meteor F.8 was powered by the 3,600lb thrust Derwent 8's. Also used in some British experiment types.

VAMPIRE - 37013

Another De Havilland design which although first flown in 1943, was not brought into service until after the war, the Vampire was the RAF's second type of jet fighter. A single seater with an distinctive 'twin-boom' layout it was used in Europe, Africa, Asia, South America and Canada. The trainer version lasted in service into the 1970's.

VIKING - 37057

Basically a commercial version of the Wellington bomber, the Viking was a twin-engined medium range transporter, in use from 1947 with British and overseas airlines, particularly BEA who used it on their Europe-Britain air routes. The RAF had a number of them which were used for communications and were known as Valettas.

VALIANT - 37066

The first of the 'V' bombers in service, in 1954, the Vickers Valiant was used in bomber and reconnaissance roles. Although capable aircraft, they were not as good in performance as the Vulcan and Victor bombers which eventually replaced them. The Valiant remained in use as an in-flight tanker until 1964, when severe cases of metal fatigue caused an early retirement.

VENOM - 37072

A more powerful development of the Vampire, the Venom was not so successful despite wide use by the RAF and Fleet Air Arm. Operational from 1952, its use nose radar meant that it could be deployed in night fighter and all-weather fighter roles, and remained in front line service until 1960.

TORNADO - 37073

Developed as a Lightning replacement, the Panavia Tornado is a joint venture by Great Britain, Germany and Italy for use as a fighter bomber by the respective air forces. Although the prototype flew in 1974, production delays meant that it didn't reach RAF use until the mid-80's, but since then has been very successful and is particularly well known for its use in the Gulf War.

HURRICANE - 37077

Although playing second fiddle to the Spitfire, the Hawker Hurricane was an indisposible fighter during World War 2. Fully operational from 1938 it was deployed in ground, attack fighter bomber and naval roles and saw service from the Battle of Britain to the Western Desert, until replaced by more modern types such as the Typhoon and Tempest.

VULCAN - 37087

The most successful and well known of the 'V' bombers, with its distinctive delta-wing, the Vulcan appeared in 1955 and its powerful Olympus engines gave it excellent handling and performance. It remained in service with the RAF well into the 80's, seeing action in the Falklands conflict, until replaced by the Tornado.

SPITFIRE - 37096

Undoubtedly the most famous type of plane ever built. Designed by R.J Mitchell, built by Supermarine, the Spitfire is regarded as the plane that won the Battle of Britain. Powerful and fast, it was also used in the Western Desert, Mediterranean, Russia and the Far East and remained in production throughout the war. After many variants, the Spitfire was retired from RAF service in the 50's. The naval version was known as the Seafire.

FURY - 37107

An early Hawker biplane type, the Fury was in operation from 1931 and was the first RAF fighter able to exceed a speed of 200mph. Replaced by the Hurricane in 1939, it was used as a combat aircraft during the Second World War by some European and Asian forces and as a trainer by the RAF. Late in the war Hawker used the name Fury again, for an RAF piston-engined fighter prototype, but the land forces saw jets as their future and the type saw naval use only in the guise of the Sea Fury.

COMET - 37116

Introduced in 1953, the De Havilland Comet was the first jet airliner in the world and seemed certain to capture the international market, until serious structural fatigue led to disastrous crashes. The problems were solved but the Comet never recovered from this misfortune and the lead was lost. However, many were built for BOAC, BEA and many other airlines, as well as the RAF. Some remained in service into the 80's with Dan-Air.

SABRE - 37154

An American type, particularly famous for its service in the Korean War. Built by North American and first flown in 1947, the Sabre has been used by the USAF and throughout the world, including the RAF in the 1950's. Many thousands were built and saw usage into the 1960's when they were replaced in USAF service by the Super Sabre.

METEOR - 37178

The first British jet fighter, manufactured by Gloster, the Meteor was also the only British jet fighter to see service during World War 2, when it was used against flying bomb attacks. It became the dominant British fighter after the war, and also saw use as reconnaissance, trainer and night-fighter versions, mostly with the RAF. Obsolete as a fighter by the end of the 50's, it remained in its secondary uses into the 1970's and 80's.

BUCCANEER - 37185

Introduced to active service in 1962, the Buccaneer proved to be a very efficient fighter for both the RAF and Fleet Air Arm. The normal version was particularly associated with the HMS Ark Royal, but after the ships withdrawal in 1977 the entire type was concentrated on the RAF. Here they found a new lease of life and, despite some structural problems they continued in use as fighters into the 1980's.

PHANTOM - 37209

Another American type, the McDonnell Phantom design dates from 1958 and was heavily used by the U.S. Air Force, Marines and Navy, particularly in the Vietnam war. An extremely versatile aircraft, used by the RAF from 1968, it has been used in the Falklands and Gulf conflicts, still in service although clearly showing its age.

SPITFIRE MK II - 37238

Developed from the Spitfire I, the MkII differed from the original by having a more powerful Merlin engine, increased armourment and some design differences. Over 900 were built and were extremely successful, some were used for air-sea rescue operations.

GLADIATOR - 37251

The Gloster Gladiator was the last RAF biplane fighter, an excellent flyer introduced in 1937 and used in RAF and naval roles, as well as in Europe, China and Ireland. Despite its success was soon outclassed as a fighter and saw the Second World War only as a communications and liaison aircraft.

VICTOR - 37298

Built by Handley Page, the Victor was the last of Britain's jet 'V' bombers, not ready for service until 1957. Distinctive for its crescent shaped wing, it was powerful and fast. However, the tactical climate was changing and it was soon felt that there was no longer a need for this kind of bomber. Therefore, in 1965 many had been converted into i flight tankers, a role which they handled successfully into the 80's, when they were replaced by VC10's.

Hopefully this may have helped solve any mystery surrounding the namings of these 37's. At the time of writing only 37008/057/116/154 and 209 retain their names. The rest have either been withdrawn (37096) or had their names obliterated when passing through works. The recent addition of 37008 to the above list (albeit though its likely to be withdrawn) gives hope that there could be more Tinsleys 'namers' yet. If so their are plenty more aircraft names to choose from. How about Lightning, Hunter, Tempest or even Defiant? Judging by some of the Syphon performances I've seen, names like Fury and Tornado are more than apt!!

STOP PRESS:

FABI sector 37681, one of the locos involved in a bad collision at Skipton at the end of January has now been stored unserviceable and been transferred to sector FAXX, it currently resides at Doncaster Carr depot. 37509 has therefore been transferred from Thornaby Metals as a direct replacement, although it is currently resident at Crewe Works. Inverness depot have gained another pool of 37's to add to 37416, 37025/087/088/153/156 and 196 have been transferred to pool DCHC - obviously as a forerunner to the closure of Eastfield depot.

THE GEN

This months gen is to be written in a slightly simplified format with headcodes only shown for regular 37 hauled turns namely:-

1J76 - 07.16 Southport - Manchester Victoria
 1J96 - 07.14 Blackpool - Manchester Victoria
 1N99 - 17.14 Manchester Victoria - Blackpool
 1F79 - 17.21 Manchester Victoria - Southport
 2F38 - 19.00 Blackpool - Liverpool Lime St
 1Y11 - 03.35 Edinburgh - Fort William
 1B58 - 19.50 Fort William - Edinburgh
 1A52 - 12.12 Inverness - Aberdeen
 1H33 - 15.24 Aberdeen - Inverness

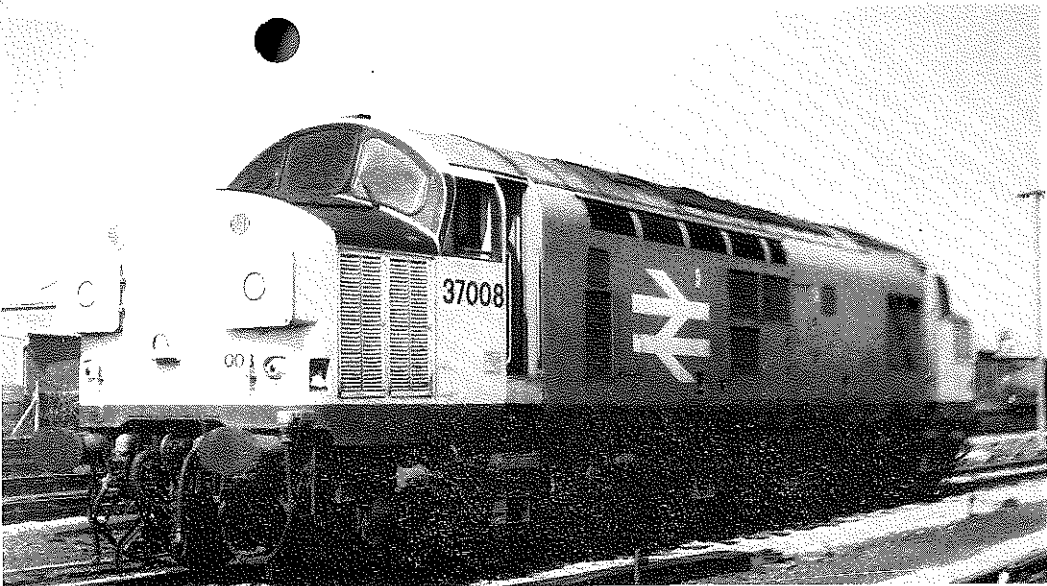
Right on with this editions gen:

08.01.92	37426	1F79	
	37430	1J76	
09.01.92	37419	1J96/1F79	
	37426	1J76/1N99/2F38	
	37156	21.05 Euston - Inverness (Greenloning - Perth)	
10.01.92	37419	1J76/1N99/2F38	
	37426	1J96	
	37415	1F79	
	37416	1H33	
11.01.92	37419	1J96/1N99	
13.01.92	37416	1A52/1H33	
14.01.92	37416	1A52/1H33	
15.01.92	37416	1A52/1H33	
	37010	14.22 Exeter St Davids - Waterloo	
18.01.92	37697/412	1Z28 09.06 Gloucester - Fishguard Hbr CHARTER (To Tenby)	
	37280/137	1Z28 09.06 Gloucester - Fishguard Hbr CHARTER (Tenby - Pembroke Dock)	
	37697/412	1Z28 09.06 Gloucester - Fishguard Hbr CHARTER (ex Pembroke Dock)	
	37280/137	1Z28 Fishguard Hbr - Gloucester CHARTER (to Swansea)	
	37697/412	1Z28 Fishguard Hbr - Gloucester CHARTER (ex Swansea)	
	37415	1J96/1N99	
19.01.92	37430	14.26 Southport - Stockport	
		16.05 Stockport - Southport	
		18.26 Southport - Stockport	
		20.08 Stockport - Southport	
	37009	1Z24 10.12 Waterloo - Weymouth CHARTER (to Eastleigh)	
	37215/107	1Z24 10.12 Waterloo - Weymouth CHARTER (Eastleigh - Bournemouth)	
	37107/33050	1Z24 15.15 Weymouth - Waterloo CHARTER (to Eastleigh)	
	37215/33050	1Z24 15.15 Weymouth - Waterloo CHARTER (ex Eastleigh)	
20.01.92	37415	1J96	
	37426	1F79	
	37430	1J76/1N99/2F38	
21.01.92	37038	23.59(20/1) Paddington - Bristol Parkway HST (ex Chippenham)	
	37426	1J76	
	37430	1J96	
	37415	1N99/2F38	
	37419	1F79	
22.01.92	37222	23.55 (21/1) Paddington - Penzance (Didcot - Bristol TM)	
	37415	1J96/1F79	
	37419	1J76/1N99/2F38	
23.01.92	37419	1J96	
	37415	1J76/1N99/2F38	
24.01.92	37415	1J76/1F79	
	37419	1J96/1N99/2F38	
	37029	16.20 Paddington - Oxford (ex Didcot)	
* 31.01.92	37133	06.35 Wethering - Riddington (to Laxby)	

25.01.92	37419	1J96/1N99
	37271	06.05 Manchester P - Portsmouth CHARTER (ex Fratton)
		13.33 Portsmouth - Manchester P (Littlehampton - Worthing & Bournemouth - Barnham)
	37156	1F85 Kings Cross - Wick LandCruise (ex Edinburgh)
27.01.92	37416	1A52/1H33
	37419	1J76
	37426	1N99/2F38
	37415	1J96
28.01.92	37416	1A52/1H33
	37415	1J76
	37426	1N99/2F38
	37415	1F79
	37372	16.30 Penzance - Paddington HST (ex Westbury)
29.01.92	37416	1A52/1H33
	37426	1J96
	37419	1J76/1N99/2F38
	37415	1F79
30.01.92	37416	1A52/1H33
	37419	1J96
	37415	1J76/1N99/2F38
	37426	1F79
31.01.92	37415	1J96/1F79
	37426	1J76/1N99/2F38
01.02.92	37415	1220 10.02 Crewe - Cardiff ADEX
	37426	1J96/1N99
02.02.92	37207	10.20 Paddington - Penzance HST (Exeter St D - Plymouth)
03.02.92	37416	1A52/1H33
	37415	1F79
	37426	1J96
	37430	1J76/1N99/2F38
	37424	1Y11
	37404	1B58
04.02.92	37416	1A52/1H33
	37415	1J76/1N99/2F38
	37430	1J96
	37404	1Y11
	37406	1B58
05.02.92	37416	1A52/1H33
	37415	1J96
	37430	1J76
	37174	13.04 Plymouth - Newcastle HST (Gloucester - Birmingham NS)
	37406	1Y11
	37403	1B58
06.02.92	37416	1A52/1H33
07.02.92	37416	05.52 Inverness - Aberdeen / 09.16 Aberdeen - Inverness / 1A52/1H33

Only a couple of really interesting NB workings this month, 37010 must take pride of place for its appearance on 15/01 with the 14.22 Exeter - Waterloo after the failure of two 47's with brake block problems. 37697/412 and 37280/137 performed in Top and Tail fashion on the Barry Open Day Committee's Severn Taff Cruncher three days later. On Friday 25th January 47457 caught fire at Didcot whilst hauling the 16.20 Paddington - Oxford and was removed in favour of 37029, which worked through to Oxford and returned light engine to Didcot. The Western region has had its fair share of workings of late, in the early hours of 21/01 37038 was called upon to assist an ailing 'Tram' on the 23.59 Paddington - Bristol Parkway from Chippenham, although I believe the train terminated at Bristol Temple Meads. 37222 performed on the Down Midnight the following day after 47813 succumbed at Didcot, the Syphon being replaced at Temple Meads by 47814. 37271 was used as an assisting loco on Pathfinders' Network Navigator Railtour of the 25/01.

On the ETH front, 37416 seems to have got its own personal diagram over the top on 1A52 and back with 1H33. Two notable things have occurred in the North West lately, on the 19th January 37430 handled two return trips between Southport & Stockport. This month's working of the month as voted for by Martin Reeve is 37010 on WOERAIL duties.



PHOTOGRAPHS: Two views here of 37008, this loco was the only 37 to be allocated to Ipswich depot from new. 008 currently resides at Stratford depot with one cab completely removed. Reports now indicate that it will not return to service.

(TOP): The day, Bank Holiday Monday 31st August, 1987 and 008 is seen at Skegness having just arrived on 1D14 10.15 Grantham - Skegness holiday relief train.
Jerry Dickinson (37038)

(BOTTOM): This view shows 37008 stabled at Eastleigh on a summers day in 1989. This is the final livery carried by this MDTT machine, the only slight change being the addition of the unofficial name "Hornet".
Roger Parr (37133)



