

# 37



## THE CLASS 37 GROUP

SYPHON EXTRA

THE CLASS 37 GROUP

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### EDITORIAL

Welcome to the March 1992 edition of Syphon Extra, in the last month quite a bit has happened regarding the Class 37 fleet, a withdrawal, a loco to store and the arrival of the latest celebrity, more of that in the news. On the group side of things summer is coming and we will be out and about at a number of open days and special events with the sales stand, starting with the stand being aboard the Network SouthEast special train to Hamworthy on Sunday March 15th - we should also be in attendance at Bescot, Longsight, Ashford, Thornaby and Leicester Open Days at least. If you at these events please come and see us and introduce yourself, we'll be delighted to meet you. If any of you would be available to come and help to man the sales stand then please write to the Sales Officer at the address above. On the subject of sales, the group video is nearing completion, as yet the price has not been set, but for details again contact the Sales Officer.

Also to note from the diary this month, is another new venue for an Open Meeting, this will be held on Friday 27th March at the Manningtree station buffet. The idea of this location is that it is within Network SouthEast, thus providing cheaper fares from the London area than to Ipswich. The buffet is actually a pub and is located on the Up side platform of the station.

### DIARY

15.03.92	"The Solent and Wessex Wanderer - The Hamworthy Farewell". Class 37 power throughout, Class 37 Group Sales stand aboard.
27.03.92	Class 37 Group open meeting - Manningtree Station Buffet, from 19.00 onwards.
20.04.92	"The Hampton Wanderer" - Hertfordshire Railtours, Class 37 power throughout from Euston to Brackmills, Fawley and Ludgershall.

### MONTHLY DRAW

The winner of the monthly draw for February was Mr M Ranson - membership number 37250. If anybody wishes to join the monthly draw then please contact Rod at the address above, remember, all profits of the draw go direct to the preservation fund.

## PRESERVATION FUND

As at 24th February 1992, the Preservation fund total stood at £5,781-16, this was thanks to £200-00 transferred from the general account and £31-00 in donations. This is quite a good rise during a normally quiet month like February and with your support we hope to reach a far higher figure by the end of this year.

## MEMBERSHIP NEWS

As at the 24th February the membership total stands at 265, a very healthy number and many thanks to all those of you who have joined or renewed in the last two months, a full list of those people will appear in next months SYPHON! On the subject of membership news, readers are reminded that there is now a facility to change your membership number to a pre-TOPS 'D' number, this will cost you a pound which will go directly to the preservation fund, however you may only change to the 'D' number which corresponds with your current number. A list will also appear next month of the available TOPS number which are available if you wish to change your membership number, again this will cost you £1.00 which will go to the preservation fund.

## THANKYOU

Many thanks for information for this months news-sheet go to David Wilson, David Hughes, Jeremy Darr, Dean Warner, Andrew Harlott, Timothy Streten, Marcus Linfoot, Martin Reeve, Rod Saunders and my work colleagues.

## DEADLINE

The deadline for information for inclusion in the April edition of SYPHON! is the 27th March, all articles and topical photos gratefully received, all those required back will be returned if you provide a stamped, addressed envelope.

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## NEWSDESK

We begin as usual this month with the re-allocations affecting the Class 37 fleet for February/March:

37008 MDTT TI - MDZX HQ	37025 DCHA ED - DCHC IS	37087 DCHA ED - DCHC IS
37088 DCHA ED - DCHC IS	37128 FPCI IM - MDST TI	37152 DCHA ED - DCHE ED
37153 DCHA ED - DCHC IS	37154 FPAE ED - MDST TI	37156 DCHA ED - DCHC IS
37170 DCHA ED - DCHE ED	37175 DCHA ED - DCHE ED	37196 DCHA ED - DCHC IS
37209 FPCI IM - MDST TI	37431 FPCI IM - FPBI IM	37706 FPBI IM - FPCI IM

As can be seen from the above list, two new sectors have been created, both in Scotland. With the forthcoming change to the departmental fleet, where the business sectors take full responsibility for their own civil engineers locos, DCHC is the Regional Railways Civil Engineer fleet based at Inverness, whilst DCHE is the InterCity Civil Engineer fleet, based at Eastfield although operating from Motherwell, it is expected that these locos will be used to work hauled passenger trains North of the border this summer, with the DCHE examples working in pairs on the overnight sleeper services to Inverness and Aberdeen. Also of note this month is the re-allocation of two of the remaining large logo liveried machines, namely 37128 and 37209 to Tinsleys Railfreight Distribution pool. 37154, the other new arrival to MDST is currently at Doncaster Works undergoing an Intermediate overhaul, this leaves just 3 examples, 37139, 37217 and 37219 in BR blue livery.

The big news of this month though concerns Stratford Depot who have finally outshopped 37216 of the Civil Engineers pool in Brunswick Green. The loco has also been named Great Eastern and carries the number D6916 on all four cabsides. Small yellow panels have been authorised as the loco carries a headlight, the only reference to its TOPS number is 216 in small white numbers on the nose ends. The machine made a fine sight at Bow on the morning of 3rd March and outshines 37350 when it appeared in green. Photographs of 216 will appear in next months magazine as well as in the next edition of RAIL. Anybody wishing to view the loco should find it at Ipswich or Stratford, more likely the former. Another of the DCAA locos 37140 has finally made its way to Crewe Works for Rectification after a three-month sojourn at Stratford.

The only bad news for the Class this month is the withdrawal of 37008, which contrary to reports in a National Magazine is still at Stratford - its extra fuel tank having just been fitted to 37359 at SF, and the movement into store of 37681, sector FAXX which was involved in the collision at Skipton earlier this year, its partner 37680 remains at Springburn for collision damage repairs.

#### WORKS

Locos in works as at 6th March were:

DONCASTER: 37101/194 (Traction Motors), 37131/154 (INT) and 37670/8/715/6/802 (LGT).

GLASGOW: 37294/692/883/6/93 (LGT), 37376 (Traction Motors) and 37680 (COL).

CREWE: 37019/57/74/107/116/261 (Twin Tank mods), 37110 (Traction Motors), 37114 (COL), 37298/509 (Engine Repairs).

Freshly released were 37108 (minus nameplates) and 37405. Not actually in works, although very noteworthy is the presence of 37278 FPAE ED at Immingham depot for Tyre Turning.

#### PARCELS

In the period under review a remarkably large number of 37's have found employment on Parcels trains and associated empties. On 27th February, 37128, having just become a Tinsley RFD machine worked 1N39 01.02 Sheffield - York, 3D66 03.05 York - Leesa and 5D30 05.12 Leeds - Bradford. The 2nd March was an absolutely incredible day for appearances by 37's on Parcels trains with the following:- 37038 1A79 14.55 Swansea - Swindon, forward from Gloucester, 37010 on the booked 1V03/1V04 as reported in last months Syphon! 37009 1E22 20.58 Carlisle - Peterborough (to Newcastle) and 37046 1S15 21.05 Bristol TM - Glasgow, to Crewe - returning in the early hours of the morning with 1V32 22.50 Glasgow - Bristol TM return working, also in the early hours of 3rd March, 37197 replaced 47476 at Gloucester with 1V28 00.45 Derby - Bristol TM vans. 1V03 and 1V04 have continued to produce Syphons with 37258 appearing on 3rd March and 37098 performing on the 4th.

A correspondent from the York area reports the interestin sight of 37706/707 & 708 stabled together in numeric order at York on 22nd February, a seven hour vigil at York on 25th February was rewarded with the sight of 8 Syphons on varying types of freight train, 37073/037 light diesel, 37053 Northbound chemicals, 37511 and 37508 both Northbound Metals trains, 37066 Northbound ballast train, 37190 Northbound Aluminium empties and 37138 light diesel. On February 29th 37221/378/379 and 429 were stabled at York. On February 27th a correspondent viewed 37042/370/517 and 904 stabled at Carlisle and later viewed 37705 heading the Kilnhurst - Ripple Lane tanks southbound on the ECML.

# PASSENGER INFORMATION

For this months passenger gen I am greatly indebted to Messrs David Wilson, Jeremy Darr, Martin Reeve and myself. With the summer coming up and an anticipated glut of Class 37 workings I will be delighted with any gen that can be provided. There is no Gen from the North West this month, all I hope will appear in next months Syphon!

02.02.92	37207	1C34 10.20 Paddington - Plymouth HST (Exeter - Plymouth).
	37424	1B58 19.50 Fort William - Edinburgh.
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
05.02.92	37416	1A52/1H33
	37174	1E36 13.04 Plymouth - Newcastle HST (Gloucester - Birmingham NS)
06.02.92	37403	1Y11
	37410	1B58
	37278	1S25 21.30 Euston - Inverness (ex Grangemouth Jn).
07.02.92	37350	18.32 Swansea - Paddington HST (Llantrisant - Cardiff).
10.02.92	37153	1E07 07.55 Aberdeen - Kings Cross HST (Inverkeithing - Edinburgh).
11.02.92	37087/47532	1H33 15.24 Aberdeen - Inverness.
13.02.92	37667	1F48 17.47 Paddington - Westbury (ex Bedwyn)
16.02.92	37350/33	1Z24 10.12 Waterloo - Weymouth CHARTER (to Eastleigh)
	37667/33	1Z24 15.15 Weymouth - Waterloo CHARTER (ex Eastleigh)
17.02.92	37892/86238	1P17 09.10 Norwich - Liverpool Street (ex Ipswich)
19.02.92	37372	19.45 Exeter - Basingstoke (to Salisbury)
21.02.92	37207	2C59 22.15 Exeter - Newton Abbot.
	37416	1A44/1H27/1A60/1H43.
22.02.92	37207	1V38 06.05 Leeds - Plymouth HST (ex Exeter).
		1O41 16.22 Exeter - Waterloo (to Salisbury).
24.02.92	37097	2C27 09.51 Gloucester - Bristol TM DMU.
02.03.92	37263	1V33 21.20 Glasgow - Plymouth (ex Exeter).
	37372	1F06 08.19 Paddington - Newbury (Maidenhead - Reading).
03.03.92	37097	1C02 00.05 Paddington - Penzance (Exeter - Plymouth).
06.03.92	37263	1A03 22.15 (05) Penzance - Paddington (Exeter - Bristol TM).

A number of very interesting workings this month, including a profusion of them in the West country - and its not even hot yet. As can be seen the Regional Railways owned 37416 has been busy working between Inverness and Aberdeen, including a couple of trips out on 1A60 18.00 Inverness - Aberdeen and 1H43 20.40 return service. 37207's working on 2nd February sparked a profusion of 37's assisting ailing HST's on the Western Region with 174/350/207(again!) helping out. When 47677 expired at Grangemouth Jn on 1S25 Euston - Inverness in the early hours of 6th February, petroleum owned 37278 was procured to work forward - it is believed that 278 went through to Inverness. On 11th February 37087 piloted 47532 on the 15.24 Aberdeen - Inverness in order to get the former to Inverness depot for maintenance. 37667 which had been long lined up for the Weymouth trip on 16th February caused a few hearts to flutter when it had to be sent back to Cardiff for wheel slip defects the day after assisting a Network 47 from Bedwyn on the 17.47 Paddington - Westbury. 667 however was available for the weekend and shared the duty with 60079 and 37350 (not the most wonderful choice), which now bears horrible looking square buffers at one end. On 17th February came the working of the month, after working a Parkeston Quay to Aberdeen special oil train the previous week 37892 "Ripple Lane" ended up at Ipswich stabling point on the 16th, and when 86238 suffered a cracked windscreen before arrival at Ipswich and 892 was made available to Top the 86 through to Liverpool Street. On the 19th 37372 was turned out at Exeter for the 19.45 Exeter - Basingstoke, and 3 days later 37207 worked up to Salisbury on the 16.22 ex Exeter during yet another WOERAIL power shortage, it should have returned west with the 17.15 ex London but instead ran back light loco. 37097 was all that was available at Gloucester to assist a demic DMU throughout on the 09.51 to Bristol.