

# SYPHON!

THE MAGAZINE OF  
THE CLASS 37 GROUP

APRIL 1992



# 37



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THE CLASS 37 GROUP

NUMBER 46 - APRIL 1992

## THE CLASS 37 GROUP

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### EDITORIAL

Welcome to the April edition of Syphon!. Firstly my sincere apologies for the very late production of this months magazine, and also for the varying forms of typefaces used. This has been caused by me having to work excessive amounts of overtime, in the evenings and at weekends, due to a large amount of extra work generated by the four week long engineering blockade at Ely station and Ely North Junction. My thanks in this respect go to Dean Warner and Andrew Garten for their great help with this particular publication. Another small problem is the lack of articles that I have received for publication, so if you have any stories/ideas that you think would benefit the readership then please send it to me at the address above.

I am delighted to announce two landmarks for the Class 37 Group this month, the membership is at an all time high of 276 people, and the preservation fund will pass the £6,000 mark by the time you read this, an increase of £1000 in just five months - lets keep it up. The last open meeting was held at Manningtree station buffet and was a success, despite the best efforts of the Great Eastern Main Line to wreck it, another such event is planned soon. The new group video "Syphons! - The Video" is nearing completion and hopefully will be available at Lonsight Open Day later this month. The group will be selling its products aboard the "Brighton Rock" railtour on Saturday 30th May, located in coach B, so if your on the train for the 37/8 then please come and see us.

### MEMBERSHIP NEWS

Many thanks to the following people who have renewed their membership or joined the group in the last few weeks, thankyou to messrs R. Smith, S. Beniston, D. Burt, S. Graham, Margaret King, D. Richardson, P. White, G. Harvey, G. Weston, Miss E. Smith, S. King, H. Egremont, D. Game, M. Harman, D. Jennings, A. Evans, G. Latimer, A. Baldwyn, S. Walley, Mrs A. Holborn, J. Wooson, Mrs B. Hooson, Miss L. Hooson and D. Wilson. Thankyou all very much.

## DIARY

Mon 20/04/92 The Hampton Wanderer" Railtour - Hertfordshire Railtours  
THIS TOUR HAS BEEN AMENDED TO RUN TO/FROM PADDINGTON.  
Sat/Sun 24 & 25/04/92 Longsight Depot Open Day and special trains  
Wed 29/04/92 Open Meeting - Manningtree Station Buffet from 19.00  
Mon 25/05/92 "The Solway Scenic Settler" Railtour - Pathfinder Tours  
This tour takes 3x37 from Bristol to Carlisle via S & C  
and then visits Maxwelltown.  
Fri 29/05/92 OPEN MEETING - "The Woodthorpe Hotel", Bury Old Road,  
Prestwich, Manchester.  
Sat 30/05/92 "Brighton Rock" Railtour - A1A Charters.  
2xClass 31/1 throughout except Class 37 (FPFR) Mitre  
Bridge Jn to Brighton - assisting locos on Southern  
Region.

## PRESERVATION FUND

During the last month and a half the Preservation Fund balance has risen to £5,973.53. This increase is due to £74.34 in donations, £10.28 in collections at March Open/Committee meetings and £9.00 from the monthly draw. The fund will swell to break the £6,000 barrier thanks to Mark Rigby donating the cost of the sales stand pitch for Longsight Open Day.

## AVAILABLE MEMBERSHIP NUMBERS

The membership secretaty has asked me to print a listof membership numbers which are not currently in use. If you would like to change your number to any of the below then please send £1 to Maurice, which will go to the preservation fund. The numbers are: 094/098-103/138/169/174/223/228 229/231-233/241-243/246/248/256/266-304/305-326/350-381/401/411/417-419/422-424/426/428/430/501-511/513-421/667-670/673/674/676-693/695-699/701-705/707-715/717-719/796/798-803/883-886/888-890/894-899 & 901-906.

## 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) £12.00

GROUP TEESHIRTS in Black or White with split and centre headcode 37s on front, both colours in all sizes - Small/Medium/Large/Extra Large

RAILTOUR TEESHIRTS (Tyne, Tees and Wearman) Large only NOW ONLY £2.50  
(Brentford Bard) Large or Extra Large NOW ONLY £2.50

BOXER SHORTS with teeshirt logo on leg (1 pair left) NOW ONLY £5.00

SYPHONS ! Audio Tape 1 as reviewed in 'RAIL' No.93 NOW REDUCED TO £3.00

SYPHONS ! Audio Tape 2 NOW REDUCED TO £3.00

GROUP MUGS - teeshirt logo) £2.00

- 30th Anniversary Limited Edition Mug REDUCED TO £2.00

PRESERVED BR DIESEL AND ELECTRIC LOCOS booklet/register NOW ONLY 20p

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

PHOTOSTICKERS - 37011/026/081/159/187/673/698 35p

ENAMEL BADGES - three-quarter view of 37/4 75p

- line drawing side-on view of a 37 75p

"SYPHON !" back issues, Feb/Apr/Jun/Dec 1988, Feb/Apr/Jun/Aug/Oct/Dec 1989,  
Feb/Apr/Aug/Oct/Dec 1990, Feb/Apr/Jun/Aug/Oct/Dec 1991 35p

VIDEO'S - produced by Modern Traction Video's available for the following classes:

(1) Deltics (2) Class 37's £18.00

(3) Class 50's Volume 2 £22.50

All video's run for 60 minutes. Please state VHS or Betamax.

Please include the following for postage and packing:

Photostickers, Books, Notepads, Magazines and Keyfobs - 24p

Audio tapes - 50p per tape

T-Shirts, Sweatshirts, Videos, Mugs, and 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

We start this month, as ever, with the re-allocations affecting the Class 37 fleet in the period under review. There have been a huge number due to the businesses becoming responsible for their own civil engineers locomotives. The new pools are as follows:

RAJV - Regional Railways Inverness, Class 37.  
 RAJE - Regional Railways Eastfield, Class 26/37.  
 RBJI - Regional Railways North East, Immingham, Class 31/37/47.  
 REJK - Regional Railways South West & Wales, Cardiff, Class 37.  
 RDJS - Regional Railways Anglia, Stratford, Class 31/37.  
 IEJE - Inter City Scotland, Eastfield, Class 37.  
 IEJI - Inter City North East, Immingham, Class 31/37/47.  
 IGJK - Inter City Great Western, Cardiff, Class 37.  
 NKJS - Network South East Anglia, Stratford, Class 31/37.  
 FCJI - Railfreight North East, Immingham, 37/47.

37003 DCEA IM - IEJI IM	37010 DCWA CF - IGJK CF	37012 DCWA CF - IGJK CF
37023 DCAA SF - NKJS SF	37025 DCHC IS - RAJV IS	37032 FAXI IM - FABI IM
37035 DCWA CF - IGJK CF	37037 FMTY TE - FMAK CF	37038 DCWA CF - IGJK CF
37046 DCWA CF - IGJK CF	37049 DCEA IM - RBJI IM	37054 DCWA CF - IGJK CF
37058 DCEA IM - IEJI IM	37066 DCEA IM - FCJI IM	37071 DCEA IM - FCJI IM
37083 DCEA IM - FCJI IM	37087 DCHC IS - RAJV IS	37088 DCHC IS - RAJV IS
37092 DCWA CF - IGJK CF	37095 DCEA IM - FCJI IM	37097 DCWA CF - IGJK CF
37098 DCWA CF - IGJK CF	37100 FMTY TE - FPAE ED	37108 MDST TI - MDTT TI
37110 FAXI IM - MDST TI	37131 FEPE ED - MDTT TI	37133 DCWA CF - IGJK CF
37140 DCAA SF - NKJS SF	37141 DCWA CF - REJK CF	37142 DCWA CF - REJK CF
37144 FAXI IM - FABI IM	37146 DCWA CF - REJK CF	37152 DCHE ED - IEJE ED
37153 DCHC IS - RAJV IS	37154 FPAE ED - MDTT TI	37156 DCHC IS - RAJV IS
37158 DCWA CF - REJK CF	37170 DCHE ED - IEJE ED	37174 DCWA CF - REJK CF
37175 DCHE ED - IEJE ED	37190 FMTY TE - FMAK CF	37191 DCWA CF - REJK CF
37196 DCHC IS - RAJV IS	37197 DCWA CF - REJK CF	37207 DCWA CF - REJK CF
37211 FAXI IM - FABI IM	37216 DCAA SF - RDJS SF	37219 DCAA SF - NKJS SF
37221 DCEA IM - IXXS IS	37230 DCWA CF - REJK CF	37232 DCHA ED - RAJE ED
37239 FQCK CF - FEPE ED	37240 DCHA ED - RAJE ED	37245 DCAA SF - NKJS SF
37251 DCEA IM - IXXS IS	37254 DCWA CF - REJK CF	37258 DCWA CF - REJK CF
37263 DCWA CF - REJK CF	37264 DCWA CF - IGJK CF	37278 FPAE ED - MDTT TI
37372 DCWA CF - IGJK CF	37416 PISA IS - MDRT TI	37509 FABI IM - FALY TE

As can be seen the vast majority of the changes reflect civil engineers locomotives, however, 37221 and 37251 have been transferred into the Inter City stored loco pool. They are currently at Landore depot being painted into Inter City livery, ready for the start of the May timetable sleeper duties. One assumes that 37152, which has just entered Doncaster Works, and colleagues 170 & 175 will also be repainted accordingly. 37100 has moved to the Eastfield Petroleum pool, following a brief spell in store at Thornaby (much as 37241 did earlier this year). Despite its re-allocation back to Tinsleys MDRT sector, 37416 has been getting further away, visiting Kyle of Lochalsh in the week preceeding Easter.

## WORKS REPORT

This months works report reveals the fewest Class 37's in shops in a very long time, those reported are as follows:  
 DONCASTER: 37152 (INT), 37701 (LGT) and 37715 (Rectification).  
 CREWE: 37110 (Traction Motors), 37114 (Engine), 37140 (Rectification) and 37278 (Bogie Change).  
 GLASGOW: 37680 (Collision) and 37893 (LGT).

Other news of note, which may affect this years passenger trains in Scotland has been the fitting with RETB of 37152/153/196/232 and 240. In fact 232 and 240 have made a number of forays up the West Highland line on freight duties.

## ANGLIA

Not a great deal has happened in the former Anglia Region in the recent past, 37216 has been gaining a lot of attention due to its superb green paint job while it carries out its normal ballast duties emanating from Ipswich. Fresh from an Intermediate overhaul at Doncaster Works, 37154 has turned up on freightliner duties sporting a hideous set of rectangular buffers, these are supposedly to be compatible with the new European specification wagons. On Sunday 5th April the overhead power was switched off on the Harwich Parkeston Quay line, two additional "Boat Train" services formed by Class 312 units were due to be dragged from Colchester by diesel locomotives. The jobs were booked one Rfd 37 and one Civil Engineers 37, in the event 37059/285 were "arranged" for the jobs with 059 working down to Parkeston and 285 (it might work again one day Dave!) back up to Colchester. At the appointed hour the train ran in and then with a couple of hundred people aboard set sail under its own power.....The isolation had finished early and all 285 was required to do was to take a set of empties from Colchester to Parkeston!!!

## EASTERN

A visitor to South Yorkshire on 22nd February observed a number of Syphons stabled; Healy Mills 37032/058/066/095/104/128/167/221 and 229, of particular interest were Eastfield pair 167/229 which very rarely see the Ayrshire coalfields at present. Tinsley depot played host to 37009/015/049/053/057/059/070/073/101/238/272/358 and 512. Also observed was 37144 at Worksop Alumina.

## MIDLAND

A surprisingly large amount of Class 37 activity is now seen in the West Midlands, with metals sector locos being the vast majority, for example on 26/02 37717 was observed at Bescot providing banking assistance to a steel train hauled by a 47, whilst 37190 departed the depot light. On the 09/03 Bescot was graced by 37048/717 and 714 within an hour and a half, and the following day 37137 and 37714 were noted at Water Orton on steel trains. An interesting machine noted by our correspondent, was Thornaby Aggregates loco 37370 stabled at Bescot Yard on 26/02. Petroleum trains also seem to be increasing on the Midland with 37072/667 noted on 6V65 Glazebrook - Waterston on 10/03 and a week later 37220/241 were witnessed heading an oil train Northbound through Stafford.

## SOUTHERN

The former Southern Region is set to see a dramatic increase in Class 37 activity from the May timetable change with almost all inter-regional freightliners becoming Syphon hauled. A large number will be stabled at Eastleigh over the weekends, along with the Petroleum and Metals 37's which currently frequent the area. One area that does not see much in the way of Syphons is that around Redhill, however the Ripple Lane - Earlswood oils, which has been a Class 47 turn since its inception has begun to see a Class 37 as power, on 05/02 37705 did the honours, with 37890 doing the same a week later. A visitor to the London end of the Southern has been Imminghams 37418, named "Gordon Grigg" for the day, in honour of a retiring member of staff, it worked 1Z39 return charter from Kensington Olympia to Stratford Upon Avon on 11/03.

## WESTERN

A survey of what services are actually worked by the right sectors' motive power may well be worth a try, for example at Bristol Patchway on 3/3 the following Civil Engineers locos were observed. 37207 (Rfd service), and 37142 (petroleum service) both westbound. In a period of little over two hours the following machines were observed at Cardiff Central, 37191/799/803/501/903/137/239/010/198/280/092/207 and 239, all of which were on the move, quite some selection of type 3 power.

THANKS: My grateful thanks go this month to Henry Freyne, Marcus Linfoot, David Hughes, Colin Wilkes, Mark Rigby, Andrew Garten and Maurice Barber.

# HAULED IN STYLE

Mark Rigby (37107)

As many of you will be aware, summer 1991 saw the beginning of Class 37 hauled commuter trains between the seaside resorts of Blackpool and Southport, and the capital of the North West, Manchester. It all began on Sunday 12th May when 37430 "Cwmbran" ran light engine to Manchester Victoria to commence crew training of the Southport and Blackpool drivers. The diagrams used for crew training were (1) 07.41 Southport to Manchester Victoria and 17.06 Manchester Victoria to Southport return, and (2) 07.16 Blackpool North to Manchester Victoria and the 17.15 return to Blackpool.

It was intended that the Class 37 would be used on the Southport diagram for four weeks, and a Class 31 used on the other turn. After the four week period the locos swapped over with the 37 going to Blackpool and the 31 to Southport. Things did not get off to a good start, on the first day of operation, Monday 13th May, somebody noticed that 37430 still had miniture snowploughs fitted and would not be allowed to go to Southport because of possible contact between its snowploughs and the 3rd rail. This resulted in the 07.41 Southport - Manchester being cancelled. Things greatly improved however, with 37238 being purloined to work the 17.06 to Southport, while 37430 was despatched to Wigan Springs Branch to have its ploughs removed.

37238 worked up to Manchester on the 07.41 ex Southport the following morning, with a snowplough-less 430 returning to power the 17.06 to Southport, after working the 07.41 ex Southport on Wednesday 15th it was noticed that the over zealous fitter at "the Branch" had not only removed the snowploughs, but also the life-guards! 430 ran light engine back to Wigan to have its life-guards replaced, and 37074 was provided to work the 17.06 to Southport and the 07.41 back up the following morning. Petroleum 37431 was found to work the 17.06 and the following mornings 07.41 back to Victoria. 37430 then performed, almost without fault from 21st May to 7th June. It was dragged from Southport a couple of times with flat batteries, a driver having left the headlight on all night. The four week cycle was now complete, the 37/4 now being utilised on the Blackpool turn, while the Southport was hauled by an overweight, underpowered.....Sorry! a Class 31.

On 10th June the 07.16 Blackpool North to Manchester Victoria was cancelled due to 430 not being back from its Cambrian duties of previous weekend in time. 37418, again courtesy of Petroleum worked the 17.15 to Blackpool and came back to Victoria the following morning in charge of the 07.16. 37430 resumed its duties on the 17.15 to Blackpool on 11th June, on the 13th June 430 was sent to Tinsley for an exam and expectations rose of the replacement loco from Tinsley being a no-heat 37. Tinsley did us proud and sent 47635 to work the Blackpool, "Cwmbran" was back in action the next day. During its layover in Manchester between duties, 430 began to spread its wings and do some sight-seeing. Visits to exotic locations such as Blackburn and Bradford were visited as well as a few quick spins around the Oldham loop. It was on one such excursion that 430 developed a high pressure fuel leak, working the 12.10 loop service on the 20th June. Being deemed unfit for the 17.15 to Blackpool, 20028 and 20055 were sent from Springs Branch to take the train, while 430 was despatched to Wigan for repair. When 430 arrived in Blackpool on the 25th June it was failed with fuel leaking all over the engine. A gen call was made, and it was ascertained that 37101 was being sent from Warrington to work the 07.16 on the 26th June. When 101 arrived in Manchester it was swapped with 37421 from Ellesmere Port, 37421 (again courtesy of Petroleum) worked the 17.15 to Blackpool on 26th June and both trains the day after.

37430 then performed until the end of the four week cycle, upon commencement of the belated Summer timetable, the North West had two new hauled trains. These being the 09.52 Manchester Victoria to Southport and the 19.00 Blackpool North to Liverpool Lime Street. There were also four 'new' engines drafted into the new MDRT Railfreight Distribution sector. These being 37415/416/419 and 426, the sector based at Tinsley also containing 37358/359 and 378, but these three machines are used on Boulby potash traffic - remember thr Tyne, Tees and Wearman. The summer diagrams were now as follows:

(1) 07.14 Blackpool North to Manchester Victoria, 09.52 Manchester Victoria to Southport, ECS Southport to Manchester Victoria and the 17.21 Manchester Victoria to Southport. (2) 07.16 Southport to Manchester Victoria, 17.15 Manchester Victoria to Blackpool North, 19.00 Blackpool North to Liverpool Lime Street and ECS Edge Hill to Blackpool North, on Saturdays Excepted, and on Saturdays only one turn, 07.14 Blackpool North to Manchester Victoria, 17.15 Manchester Victoria to Blackpool, 20.27 Blackpool to Manchester and then ECS back to Blackpool. The 37/4's have performed on the majority of the trains, though 37053/063/073 and 235 have been used as well as a few 47's and a pedalling device, 31405 renamed "Happy Mondays" by the North West 37 bashers.

37426 and 37430 although ex 'Welsh' engines (remember their reliability on the 'Marches' in 1989 and 1990) have proved to be very reliable and have worked the vast majority of the trains. Credit must also go to Doncaster Works for their job on 37415 as, since its return to traffic, hasn't put a foot (or is it a wheel?) wrong, proving to be an extremely fast and powerful engine. 37416 was, before its return 'home' to Inverness, an indifferent performer. One day its performance would be superb, and the next it would be average, although to its credit it was never poor. This brings me to 37419, before its move South I had only had a few runs behind it, but was assured that it was a good machine, sure enough it lived up to its reputation. However, during the week ending 24th August 419 started to play up - not being able to go any faster than 40 mph (reminiscent of Class 31's on these services!). Towards the end of the week it had got worse and started to clag, throwing thick black smoke and flames into the air. It wasn't very fast but it was certainly hell-fire!!

After repairs at Tinsley 419 had been used on various freight and passenger trains. Having worked down to Devonport to work a train to Sellafeld carrying some dubious 'rubbish' for reprocessing. During its stay on the Western it was also used to assist some passenger trains mainly ailing "Hoovers" and 47/7's on the Waterloo - Exeter line.

During the summer months there were strong rumours of a Barrow diagram, but as of yet nothing has materialised. There were some changes to the diagrams made with the 09.52 to Southport ceasing to run and the 20.27 Blackpool to Manchester also ceasing on the 2nd November when the Blackpool illuminations were switched off.

The Class 37's have improved reliability and timekeeping of the Regional Railways loco hauled trains, outperforming the Class 31's which were the mainstay of the services for many years. Regional Railways have said that they are committed to running the 37 hauled trains until May 1993, when they may be needed for Channel Tunnel work. Hopefully they won't and more examples will be added to the list of those which have already worked, which is as follows: 37053/063/073/074/101/235/238/415/416/418/419/421/426/430 and 431.

One thing that is certain is that the commuters have been, and will continue to be "hauled in style"!

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All of the proposed Class 37 hauled passenger trains for this summer are included in this month's magazine in the article Summer 92. On the above subject, there was very nearly a Class 37 hauled train to Barrow on Saturdays this summer but this will now be a Class 47/0 due to problems with the crews for the service not having Class 37 traction knowledge. However the summer timetable should see a marked increase in the numbers of Class 37/4 hauled trains in the North West, including a couple of daytime visits to both Blackpool and Liverpool Lime Street, with a Class 31 operating on a number of commuter trains between Manchester Piccadilly and Macclesfield. As for the MDRT sector itself there are strong rumours that 37416 may come south to strengthen it but that seems unlikely with a number of 37's required for internal Scotrail services. The only other loco hauled service in the North West is a Sundays Only Crewe to Blackpool North and return, although this is likely to be a Class 31 duty.

Having gained inspiration from previous articles of this type, I decided to compile and present my own personal favourites. The criteria for inclusion, range from good runs, to high novelty factor. The entries are in no particular order and, as will be evident from the runs selected I haven't done much 37 chasing recently (due to commitments to Type 5 English Electric motive power).

37419 19/09/90 10.15 Inverness - Kyle of Lochalsh

A quite ordinary service during the summer of 1990, but 419 put in a brilliant performance. After departure from Dingwall, crossing the valley, and starting to climb the bank, 419 lost its footing. The driver kept the loco on full power and we proceeded to the summit with a cacophony of noise emanating from the Syphon interspersed with a high quota of wheelslip.

37017 08/06/85 08.00 Glasgow QS - Scarborough

The above train regularly produced 37 haulage but, on this day, it was reported to be running well late (apparently due to the Edinburgh driver not knowing 37's?). The result was the pairing of 26014+37017 which appeared round the corner at Berwick where I was waiting, and they worked through to Newcastle (certainly a rare combination of traction for this stretch of line), where they were replaced by a big bad Brush.

37408 07/01/89 16.34 Glasgow QS - Fort William

Another normal service close to the end of regular daytime workings of 37's on the West Highland. What made this run special was the fact that 408 was giving a fairly reasonable pyrotechnics show. On departure from each station, as the loco hit full power, there were flames produced from both exhaust portals. Someone with a video camera recorded the ascent of Craigendoran bank, and since it was dark all that could be seen on playback wereeee the flames!

37519 13/08/87 10.45 Cardiff - Crewe

I was at Cardiff to cover this train but rejected it due to 47625 being at the helm. The fall-back move was to do the Swansea - Portsmouth, which was due off Cardiff at 11.00 and produced 37430. This was taken but halfway to Newport we crossed over to the slow lines and proceeded to overtake the 10.45 to Crewe which was being propelled by 37519. We bailed at Newport, and 37174 removed the defunct Brush, while 519 ran round. By now the train was about 25 minutes down, but 519 put in a fine performance to recover all but 12 minutes of the deficit.

37046 16/09/88 06.48 Aberdeen - Inverurie/07.38 Inverurie - Aberdeen

An exclusive morsel of class 37 haulage, as there were only three enthusiasts on the train, plus the mandatory couple of normals. After a cold and miserable early morning in Aberdeen, with Brushes on the first two Inverness services and with the prospect of a wasted trek to the Granite City, along came heaven, in the form of 046 to work the toytown local to Inverurie.

37426 02/10/89 18.28 Blackpool - Nottingham

This was the first day of the winter timetable, and so the first 37 hauled Nottingham - Blackpool and return. However, I was not aware of this and was blissfully heading for Nottingham on a York - Wolverhampton. On arrival at Sheffield, I peered out to see 426 on the sharp end of the Nottingham. I quickly switched trains, and after a delay due to a fire on a Tram, we eventually departed for a stylish return to Nottingham.



37152 19/09/90 06.08 Stonehaven - Inverness

When I joined the Class 37 Group I was allocated the membership number 37152. Hence when I met "my" engine at Inverurie I performed a fast bail for the trip back to Inverness, and I am duty bound to include it in "My Top Ten".

37404 15/07/89 15.45 Glasgow Central - Fort William

During the height of summer 1989 the stock (seating accommodation) off the Fort William sleeper, put in an extra round trip to Glasgow on Saturdays. This provided the opportunity of travelling through the suburban tunnels at a respectable time of day. On the occasion in question, traction was provided by 404 in a well-neglected condition, but it sounded hellfire as we traversed the tunnels. Entertainment was also provided by the normals on the suburban platforms as we hurtled past, and by the normals on the train when we passed Glasgow Central Low Level 20 minutes after leaving the main station!

37169 31/07/85 14.56 Middlesborough - Carlisle

One week, while doing a North East rover back in the good old days of '85, there was a Newcastle based DMU substitute diagram. This particular day the gen was that it was a 37 so I headed to Thornaby to pick it up. Sure enough 169 trundled round the corner and a leisurely trip up the coast ensued. The Dunstan bail was performed, the next day 216 was sampled for the trip to Carlisle on the same train.

37003 26/07/86 10.18 Scarborough - Newcastle (extended to Glasgow)

This was a day of large Gateshead machines in Scotland. Having done 37015 on 1L35 (11.23 Edinburgh - Perth), I returned to Edinburgh and heard that the Scarborough - Newcastle was extended to Glasgow. This produced 37003, so validity was obtained and we headed for Glasgow. As we approached Cowlairst, 015 headed out on the 16.03 Queen Street - Arbroath.

## TALES OF THE UNEXPECTED

I would also like to introduce the "flipside" of the Top Ten feature, ie. all those occasions when things do not go according to plan. Here are a few of my own disaster stories.

37298 21/06/86 09.20 Great Yarmouth - Newcastle

This fine summers day saw me at York awaiting the arrival of the Yarmouth - Newcastle which was supposedly a large Cardiff 37, namely 298. The gen proved to be correct as the big blue beast entered the station and halted on platform 14 (in the days when the platforms had proper numbers!). The 37 was early arriving so there was time to admire the locomotive before departure. However there was a delegation of bashers surrounding the 37, listening to the sound of ringing bells. This turned out to be the firebells on the 37, and much to the displeasure of the crowd, our nice cuddly 37 was removed in favour of 47598 (Argh!).

37429 27/03/86 18.03 York - Bristol

Once again York was the location when, not long after release, 429 turned up on a Cardiff - York additional. The bad news was that even though the loco ran round for the return Bristol additional, I was unable to do it due to financial constraints, and the problem of getting back home.

37250 13/09/88 06.55 Dundee - Edinburgh

I arrived at Edinburgh to start a week in Scotland, and was immediately presented with the arrivals board showing that the 06.55 ex Dundee was very late. I leapt aboard the first train in that direction and calculated that given the delay to the incoming service, I could make it at Inverkeithing. This proved incorrect as 250, piloting a class 26 sailed past as my train crossed the Forth Bridge.

## SUMMER 1992 - WHATS IN STORE

Summer 1992 is nearly upon us and speculation has, as usual, been rife regarding motive power for loco-hauled services on the network from May. The information given herein is what the diagrams are at present, although they will not be finalised and issued until the start of next month. As you will see Scotland once again holds the greatest interest with regard to Class 37's, along with an increase in 37/4 activity in the North West on services radiating from the Manchester area, and the return of Syphon haulage to the Cardiff to Weymouth.

As in common with previous years many of the trains will operate only on/between certain dates. There are those which will run throughout the summer timetable, ie. 11/05/92 to 27/09/92, and those which run to different date sets. As such it is far too confusing to print them all out in proper diagram form - therefore this text will, hopefully simplify them a little. The information for Regional Railways services in Scotland is only available for Saturdays Excepted at present, although it can be safely assumed that Saturday Only diagrams will be virtually the same, as last year.

I shall start with the workings in the North West, which this summer have increased, all services are again booked for Tinsley based 37/4's from the MDRT pool. I shall begin with the Saturdays Excepted trains; Diagram TI.121: (2F32) 06.10 Blackpool N - Liverpool L St; (2N49) 10.37 Liverpool LS - Blackpool N; (2F32) 13.25 Blackpool N - Liverpool LS; (2N87) 17.12 Liverpool LS - Blackpool N; (2J49) 19.20 Blackpool N - Manchester Vic. On Fridays only the loco will stable in Manchester for the night, but FX will take (5N94) ECS to Blackpool N. Diagram TI.122: (1J92) 07.06 Blackpool N - Manchester Vic; (2N97) 10.33 Manchester Vic - Blackpool N; (5J79) ECS to Manchester Vic; (1F79) 17.30 Manchester Vic - Southport. Diagram TI.123: (1J76) 07.16 Southport - Manchester Vic; the loco then takes the ECS to Newton Heath, and then light engine to Tinsley Depot for fuel, then back light to work (2N97) 17.14 Manchester Vic - Blackpool N; (2F38) 18.57 Blackpool N - Liverpool LS; (2N88) 21.52 Liverpool LS - Blackpool N.

On Saturdays Only the picture gets more complicated with dated trains coming into play. Diagram TI.121 (SO): (5C92) 06.39 Blackpool N - Barrow ECS, the 37/4 works the train as far as Preston, where it is replaced by a 47/0 due to traction knowledge problems on the Barrow line. It is then back light to Manchester Vic to take over from the 47 on its arrival back from Barrow, to work (1N11) 12.18 Manchester Vic - Blackpool N, and then to become spare at Blackpool until the Monday. However from Saturday 11th July it will work (2F38) and (2N88), which are the same times as SX. Diagram TI.122 (SO): (5J97) ECS from Edge Hill to Manchester Vic to work the following; (2N97) 10.33 Manchester Vic - Blackpool N; (2F32) 13.25 Blackpool N - Liverpool LS; (2N87) 17.12 Liverpool LS - Blackpool N; (2J94) 19.24 Blackpool N - Manchester Vic, and then (5N94) ECS to Blackpool. Diagram TI.123: Does not work any passenger turns over the weekend, although it will be available for use, spare at Southport.

That covers the North West, the only other place South of the Border that will see regular Class 37 performances is the Cardiff - Weymouth. Power will be provided by a Class 37/0 from the newly formed REJK, Regional Railways Civil Engineers, loco pool. Diagram CF.390 on both Monday to Friday and Saturdays will work the train which will be (2087) 07.42 Cardiff - Weymouth and (2V87) 16.30 Weymouth - Cardiff. The train is dated and will run on 25th May and then from 20th July to 4th September, on Sundays the train is a DMU.

Finally, as in previous years it appears the Scotland will be the place to go for Class 37 haulage, with both Inter-City and Regional Railways utilising the class. On the InterCity front the two through Sleeper services from London to Inverness/Aberdeen and return are to be booked for pairs of Inverness based 37/0's North of Edinburgh. To this end 37221 and 37251 are currently at Landore being repainted into Inter-City livery in readiness for the start of these workings, also involved in the overnight work should be 37152/170 and 175 which are to be similarly painted. The locos for Regional Railways services are shown to be PISA pool locos, although it seems likely that the RAJV pool of Civil Engineers machines - 37025/087/088/153/156 and 196 will be called upon to perform, mainly on the Kyle line. The actual breakdown of work is as follows: Diagrams IS.20 & IS.23: will work in multiple on (1S79) 22.00 Euston - Aberdeen and (1M12) 20.30 Aberdeen - Euston to/from Edinburgh Waverley. Diagrams IS.21 & IS.22: will work in multiple on (1S25) 21.00 Euston - Inverness and (1M16) 22.10 Inverness - Euston, once again to/from Edinburgh. The two pairs of locos should swap with each other day by day, thus meaning that they will alternate between the Inverness and Aberdeen trains. ETH will be supplied to the trains courtesy of a generator vehicle - allowing the full 3,500 hp to be used powering the heavily loaded services.

As for Regional Railways trains the Inverness to Aberdeen route will continue to play host to a locomotive hauled diagram although at present this is booked for a Class 47 - although it may get a 37. Also booked for a Class 47, but again possible for class 37 power on occasions are the 10.15 Inverness - Edinburgh and 14.40 return, this is an InterCity sponsored service which runs in lieu of the former "Clansman". The train will be formed of InterCity liveried Mark 1 coaching stock, and should it get a 37 will be a superb train to do. The other turn which is booked for a Class 47 but could well see Syphon power, is (2P10) 07.08 Perth - Edinburgh: (1H11) 11.36 Edinburgh - Inverness; (1B ) 16.37 Inverness - Edinburgh and (2L ) 2 . Edinburgh - Perth. This turn runs Mondays to Saturdays throughout the period of the summer timetable.

As for the Kyle line, PISA allocated Class 37/4' should be the power although quite how many locos will be in this pool is subject to debate. From the start of the summer timetable in May, until June 13th, the only hauled turns on the Kyle line will be (2H83) 10.15 Inverness - Kyle, and (2H86) 17.00 Return service. However, from 15th June until the end of the period, in September, two locos will be required to work as per last summer. Diagram IS.31: will work (2H83) 10.15 Inverness - Kyle; (2H84) 15.05 Kyle - Inverness and (2H87) 18.42 Inverness - Kyle. Diagram IS.32: will cover (2H80) 06.42 Kyle - Inverness; (2H85) 12.27 Inverness - Kyle; and (2H86) 17.05 Kyle - Inverness. However the summer will see the long awaited return of Class 37 hauled Regional Railways turns on the West Highland line. An RETB fitted 37/0 will be provided to work trips between Fort William and Mallaig, these commence on 15th June and run through until 6th September. The diagram starts at Fort William and then works as follows: (1Y53) 08.45 Fort William - Mallaig; (1Y64) 10.25 Mallaig - Fort William; (1Y61) 12.02 Fort William - Mallaig; (1Y66) 14.20 Mallaig - Fort William; (1Y63) 16.05 Fort William - Mallaig; and up until 5th July returns with (1Y58) 18.15 Mallaig - Fort William. However, from 6th July the 37/0 (IS.33 Diagram) comes back from Mallaig with (1Y48) 17.55 Mallaig - Crianlarich and then (1Y47) 22.50 Crianlarich - Fort William; the latter arriving back in Fort Bill at a rather unsociable 00.35.

Also in action on the West Highland will be a Class 37/4 (FDTE ED) on Diagram ED.76: this machine will not be involved on passenger duties until 6th July when it works (1Y12) 09.00 Fort William - Glasgow Queen St Low Level and (1Y13) 14.50 return service; it then works (1B58) 19.50 Fort William - Edinburgh Sleeper. As well as these booked passenger duties an Eastfield based 37/4 (FDTE) is available at Eastfield depot throughout the summer period for use if required on Regional Railways trains. Two of the IEJE sectorised 37/0's are at Edinburgh acting as contingency locomotives for any relief trains that may be required. Other places to watch during the coming summer are the Waterloo to Exeter route which will still be relying on the not-100%-reliable Class 47/7's, with civil engineers 37/0's available at Exeter and a large number of Railfreight Distribution locos at Eastleigh stabling point.

With regard to other possibilities of appearances by Syphons, the "portions" to Great Yarmouth are this year booked to be hauled by classes 31 and 47. However if a 37 is at Crown Point then it stands a very good chance of putting in an appearance.

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## Thirty Years Of The 37

It seems that this was not one of the best years for the recording of information relating to the English Electric Type 3s on the network, hence this months edition is somewhat shorter than in recent times. However those who did record the years events have left us with some interesting items. Healey Mills (Wakefield) continued to collect English Electric Type 3s from the Western Region, having recieved thirteen by the end of January which were used on Calder Valley line freight taking over services formerly handled by the freshly closed Hillhouse (Huddersfield) and Mirfield depots. The now rapidly dwindling steam locos continued to be prominent on freight over the Wakefield - Goole line until June 10th when Goole's WD 2-8-0s were replaced by EE Type 3s.

Harwich Parkeston shed was closed together with the diesel fuelling point on 30th January 1967. This was to be significant as the following Saturday the 9.45am Harwich - Ipswich DMU failed at Harwich Town - having run out of fuel! It was rescued by D6700. A Grand National excursion from Grimsby to Aintree on 8th April was hauled by D6718 as far as Sheffield, operating via Scunthorpe, Doncaster, Mexborough, Kilnhurst Central and the freight only route through Rotherham Central. As a note of interest, it was replaced by 1500V DC electric Loco E26055 which was in turn replaced at Guide Bridge by steam locos 45083 and 44949. On the subject of steam, English Electric Type 3s have never been a common sight on the Settle and Carlisle route, so it was especially interesting when D6853 was seen assisting a 9F No. 92249 on a stone train at Dent on 27th May 1967.

Although at the time Brush Type 4s (Class 47) were booked to handle about 50% of Norwich expresses, practically all Liverpool Street - Norwich expresses were handled by Brush Type 2s (Class 31) and English Electric Type 3s alongside an occasional EE Type 4 (Class 40) during the first two weeks of June. Around this time Stratford allocated D6706, one of the locos fitted with experimental flashing headlights, along with D6722, was reported to also have a chime whistle similar to that on steam A4s. Between July and December 1967, Stratford's D6701-D6709 were exchanged with Wath for D6960-D6968, the latter to be dual braked for working newly introduced "Freightliner" services. The train heating boilers were to be transferred so that Stratford would have boiler fitted locos for passenger work - indeed the first to arrive D6960 had already been reported on Great Eastern line passenger work by July. On transfer, D6960-D6968 were reclassified D17/3A.

On the Western Region, the first "Hymek" Type 3 arrived at Bromsgrove for banking duties on the Lickey incline on 7th August. They were to replace the EE Type 3s (although not permanently) and a crash programme of crew training was rushed through to enable all the EE Type 3s to be transferred away by the end of the year. They were destined for the North Eastern Region as the Western already had 20 surplus locos on their books. In East Anglia towards the end of the summer a number of branch trains booked for DMUs, particularly on the Norwich - Kings Lynn line, were worked by Brush Type 2 or EE Type 3 locos and coaches due to a chronic shortage of DMUs. However, by mid-September LMR DMUs had arrived to help out. Pulp sugar beet specials from Ipswich took the class to some interesting destinations during October, working to either Hastings, Southampton, Banbury, Frome or Canterbury depending on the day of the week.

Scotland's EE Type 3s had been employed on passenger duties on occasions, including the Perth portion of the 1205 from London Euston. As well as the "Hymek" Type 3s transferred to Bromsgrove, they were also taking over freight work west of Swansea to release yet more EE Type 3s to the Eastern Region. From the beginning of December EE Type 3s resumed work on Central Wales line coal trains between Pantyffynon and Llandrindod Wells, having been temporarily displaced by "original Warships" D601, 602, and 604.

### PASSENGER INFORMATION

This last month and a half has seen very little in the way of no heat class 37's on passenger trains, in fact the worst period I can ever remember - in fact almost the only NB 37's to appear have been on special events and railtours. Listed below therefore, are mostly service train workings, which were all hauled by 37/4's with the exception of a couple of turns in April.

03/03/92	37415	1F79
	37419	1J76/1N99/2F38
	37426	1J96
04/03/92	37415	1J76/1N99/2F38
	37419	1J96/1F79
	37415	1J96
05/03/92	37419	1J76/1F79
	37430	1N99/2F38
	37415	1F79
06/03/92	37419	1J76
	37430	1J96/1N99/2F38
	37403	1Y11
07/03/92	37430	1J96/1N99
	37415	1J76/1N99/2F38
	37419	1F79
09/03/92	37430	1J96
	37415	1J96/1N99/2F38
	37419	1J76/1F79
10/03/92	37430	17.33 Cheltenham - Swindon
		21.00 Swindon - Gloucester
		22.00 Gloucester - Birmingham New St
11/03/92	37415	1J96/1F79
	37419	1J76/1N99/2F38
	37430	17.33 Cheltenham - Swindon
12/03/92		21.00 Swindon - Gloucester
		22.00 Gloucester - Birmingham New St
	37415	1J76/1N99/2F38
13/03/92	37419	1J96/1F79
	37430	07. Shrewsbury - Euston (to Wolverhampton)
		17.33 Cheltenham - Swindon
14/03/92		21.00 Swindon - Gloucester
		22.00 Gloucester - Birmingham New St
	37415	1J96/1N99/2F38
15/03/92	37419	1J76/1F79
	37415	1J96/1N99
		08.55 Manchester Vic - Blackburn
		10.05 Blackburn - Manchester Vic

15/03/92	37216/33114	10.12 Waterloo - Hamworthy (CHARTER) (Waterloo to Eastleigh)
	37227/37902	10.12 Waterloo - Hamworthy (CHARTER) (Eastleigh to Hamworthy)
	37216/33114	15. Hamworthy - Waterloo (CHARTER) (Bournemouth - Brockenhurst)
	37045/73134	15. Hamworthy - Waterloo (CHARTER) (Southampton - Woking)
16/03/92	37415	1J96/1F79
	37419	1J76
	37430	1N99/2F38
17/03/92	37415	1J76/1N99/2F38
	37430	1J96/1F79
19/03/92	37415	1F79
	37426	1N99/2F38
	37430	1J76
20/03/92	37415	1J76/1N99/2F38
	37426	1J96/1F79
21/03/92	37426	1J96/1N99
	37430	09.20 Crewe - Cardiff RELIEF
		16.50 Cardiff - Crewe RELIEF
23/03/92	37415	1J96
	37426	1J76
	37430	1N99/2F38
24/03/92	37415	1J76/1N99/2F38
	37430	1J96/1F79
25/03/92	37415	1J96/1N99/2F38
	37422	1F79
	37430	1J76
26/03/92	37415	1J96/1F79
	37422	1J76/1N99/2F38
27/03/92	37422	1J96
	37415	1J76/1N99/2F38
	37430	1F79
28/03/92	37415	1J96/1N99
12/04/92	37262	19.05 Norwich - Liverpool Street (Colchester to Liverpool Street)
		23.30 Liverpool Street - Norwich
13/04/92	37405	1B58
	37416	10.15 Inverness - Kyle of Lochalsh
	37038	17.05 Kyle of Lochalsh - Inverness
		14.22 Exeter St Davids - Waterloo (to Salisbury)
		16.55 Waterloo - Exeter St Davids (ex Salisbury)
14/04/92	37416	10.15 Inverness - Kyle of Lochalsh
		17.05 Kyle of Lochalsh - Inverness

As you can see, little of note until late in the period, 37430 went to the Western Region to work Cheltenham Gold Cup race specials, and to substitute for DMU's. During the evenings 430 sat at Saltley ready to take the empties back to Swindon the following day. However, on 12th March it was called upon to work the 07.12 Intercity service as far as Wolverhampton, due to the failure of the booked 47. The next thing of interest was when Buxton's 37422 worked in the North West, visiting both Blackpool and Southport in little over two days. Then as the magazine neared completion 37262 was turned out from Colchester shed to work the 19.05 Norwich - Liverpool Street forward after 86237 expired with Tap-Changer faults, with no stock in London 262 was shunt released to work the 23.30 Liverpool Street - Norwich throughout. The following day 37038 was turned out by Exeter to power the 14.22 Exeter - Waterloo as "the mule" went through one of its phases, on arrival at Salisbury 33047 replaced the Syphon, which in turn re-engined the 16.55 Waterloo - Exeter at Salisbury, and proceeding to make up 4 minutes of lost time on the run to the Devon city. And finally 37416, although a Tinsley loco has begun to trek to Kyle of Lochalsh, presumably because of the Easter holidays. This months working of the month must go to 37262 for its performance on the 23.30 London - Norwich.



#### THIS MONTHS PHOTOGRAPHS

##### TOP

To complement this months "Top Ten" feature 37046 is depicted above standing at Aberdeen prior to departure with the 06.48 commuter service to Inverurie on 16/09/88.

Colin Redfearn (37152)

##### FRONT COVER

After a number of weeks of keeping it quiet 37216 finally emerged in 1960's style brunswick green livery. The striking paint job is shown off to good effect as "Great Eastern" basks in the sun at Ipswich stabling point. Anybody wishing to see D6916 can usually find it at Ipswich or in the surrounding area.

Andrew Harlott (37 )

##### BOTTOM

Another view of D6916, the Green Machine was requested to work part of Network South East's "Hamworthy Quay Phoenix" on March 15th. It is seen here in the company of 33114 at Eastleigh about to be removed in favour of 37227 & 37902.

Dean Warner (37105)



