

# ● SYPHON!

THE MAGAZINE OF  
THE CLASS 37 GROUP

*JUNE 1992*



# 37



## THE CLASS 37 GROUP

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### EDITORIAL

Welcome to the June edition of SYPHON!, summer is now well and truly in full swing as you will see from this months passenger information - their appearances on these trains helps make the class extremely popular and many people will make what is now a regular pilgrimage to Scotland to enjoy Class 37 hauled service trains. As 1992 passes we are beginning to wonder when the wholesale withdrawals of the Class will commence, with the current state of the railway industry no-one is quite sure what will happen, one thing that is certain is that the Class 37 Group wants to be in the position to purchase a prime example for preservation as and when such a suitable machine becomes available, to do this we must begin raising more money. To this end if anyone has been actively involved in locomotive preservation before or anybody has any ideas for raising capital for the preservation of a class 37 then please contact the chairman at the above address.

### RAILTOUR

As in common with the last two years the Class 37 Group are intending to run a railtour to help provide funds for the preservation of a 37 and also to provide the group with a publicity coup, as well, of course, to provide our members and other devotees of the Class 37 with a great day out. We are currently finalising the details with the Inter-City charter train unit and also with the business sectors, and as such the only thing which I can say at this moment is to keep Saturday October 3rd free. Finally, if there is anybody able to help contribute towards the running of the railtour, either monetarily or as a steward then please contact the Chairman as soon as possible.

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### BACK COVER TOP

37891 and 37298 stand at Blackburn on Sunday 26th April having arrived with a Pathfinder special from Manchester Victoria.

(Martin Reeve 37148)

### BACK COVER BOTTOM

37251 poses at Inverness in its new guise of Intercity livery. It is in a pair with 37252 shunting in the Motorail sidings prior to working 1M16 2010 Inverness to London Euston sleeper service on Thursday 28th May 1992.

(Jerry Dickinson 37038)

## PRESERVATION FUND

The preservation fund currently stands at £6,227.01 at the time of going to press. This is a superb foundation on which to begin our drive towards the purchase of and restoration to full working order of a Class 37, it is however far short of the total which is likely to be needed when the time to purchase comes - we must realise that the class are not going to last forever although the present uncertainty surrounding the future of Britain's railways doesn't really provide any timescale on which to work.

## MEMBERSHIP NEWS

We welcome the following new members and thank the following renewals for their continued support this month; Mike Bent, Mr A.T. Brown, Mr A.G. Bramhill, Mr J. Butson, Mr R. Wall (37017), Mr R. Parr (37037), Mr D. Ruddick (37080), Mr J. Pinion (37119), Mr M. Parker (37129), Mr D. Hawley (37134), Mr S. Lee (37142), Mr W. Berridge (37143), Mr P. Entwistle (37145), Mr G. Calver (37149), Mrs S. Berridge (37144), Mr M. Driscoll (37150), Dan Neary (37158), Mr R. McKenzie (37189), Mr R. Davis (37193), Mr A. Mellors (37194), Mr M. Game (37205) and Mr J. Tilbury (37206), our sincere thanks go to all of you.

## THANKYOU

My sincere thanks for their contributions to this month's magazine go to the following people, Colin Wilkes, Maurice Barber, Dean Warner, Jeremy Darr, Andrew Garten, David Wilson, Jonathon Butson, Martin Reeve, Darren Jennings and Chris Cuntripp.

## 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 £5.00

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

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

YAPHONS ! Audio Tape 2 NOW REDUCED TO £3.00

GROUP MUGS - teeshirt logo) £2.00

- 30th Anniversary Limited Edition Mug REDUCED TO £2.00

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

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

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

NAMER 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 Keyfohs - 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 begin this month with a small number of re-allocations involving the Class 37's, 37190 FMAK CF - FMXX CF and 37507 FMYI IM - FPYX HQ.

## RAILFREIGHT DISTRIBUTION

As can be seen from the passenger information section at the end of the magazine Railfreight Distribution machines have been putting in a lot of work on passenger trains at the moment, on 25th May 37065 and 37271 were provided to Top'N'Tail the Solway Scenic Settler railtour between Carlisle and Maxwelltown (near Dunfries). On the 27th May 37154 was named "Johnson Stevens Associates" in a ceremony at Felixstowe Docks, the following day it found itself at the sharp end of the 19.05 Norwich - Liverpool Street Intercity service after the "Can" didn't want to continue beyond Ipswich.....not quite the work that Johnson Stevens Associates had in mind for it presumably! The morning of Saturday 30th May brought some unexpected thunderstorms to East Anglia, this resulted in a loss of power on the Great Eastern, this led to 37178/244 taking a break from their freightliner duties to rescue the 06.05 Norwich - Liverpool Street which was marooned just south of Stowmarket station.

The 2nd and 3rd of June saw the rather large 37381 (ex-37284) make a guest appearance on the North West passenger services as the 37/4's in the MDRT sector were having quite a bad time. 381 also broke new ground for the MDRT sector when it worked 4L79 Stockton to Felixstowe freightliner from Holbeck to East Anglia in a pair with 37019. Sunday 7th June saw 37116 "Meteor" and 37214 join forces to power the Sundays only Crewe to Blackpool service instead of the booked 31/4....a number of different rumours as to why have come to light recently. The MDRT 37/4's were also in trouble early in the week commencing Monday 15th June, on the 16th 60096 was called upon to work the 17.21 Manchester Victoria - Southport, as well as this 37108 was turned out to work 1N97 17.14 Manchester - Blackpool and then it got as far as Wigan where it was pronounced a failure and the train cancelled, it was however ready to go again the following day working two trips between Blackpool and Liverpool before failing at Lime Street with a loss of power, 108 then made its way North to Carlisle in order to receive cab radio modifications

On 6th May our correspondent reports the mixed pair of 37278 (MDTT) and 37188 (FPAE) working a freightliner Southbound through Aston, later that afternoon 37244 was observed at Washwood Heath hauling a rake of TTA tankers Westbound, five days later 37026 "Shap Fell" was also seen hauling a similar train way from Washwood Heath. On the 21st May 37278 and 37026 were both back in the Birmingham area, 026 this time having the company of 37029 on a Southbound Freightliner at Aston, and 278 with 37298 working an Eastbound 'liner away from Washwood Heath. Six days later 278/298 were noted passing Radley near Oxford on a 'liner to Southampton, on the 29th 37015/019 were on liner duties at Washwood Heath which also played host to 37031 on a train of tanks, later that afternoon 37218 and 298 left Aston heading for the Southern Region.

## TRAINLOAD PETROLEUM

The major news affecting Petroleum is their willingness to accept onto their books the former Metals sector locos 37145/502/505 and 507, all suffering from serious ailments the locos currently reside in the FPYX pool based at BR HQ, this however is temporary sector and the locos should go to FPBI once they are repaired. 37891/418 and 37706 all of FPBI were involved in working passenger trains on the occasion of Longsight Depot Open Day, details are in an article about the Open Day in this issue. Ripple Lane Petroleum machines 37890 and 37705 were involved in hauling the "Brighton Rock" railtour on Saturday 30th May on the Southern Region. On the 13th May 37668 and 37371 both of Cardiff oil sector FPEK were noted at Washwood Heath running light engines in a Westbound direction.

## TRAINLOAD METALS

As you will see from the re-allocations 37190 has now gone to pool FMXX and has been stored unserviceable following its fire at Motherwell, at this point it is not known whether it will be repaired although it has returned to its home depot of Cardiff

Canton. After the re-allocation of all Metals sector Class 37/0's to Cardiff, 37069 has been observed running around without its Thornaby TMD nameplates, it was noted as such at Crewe DMD on 25th May whilst in multiple with former Gateshead based 37138. 37203/904 were provided to work a return trip from Hereford to Crewe on Monday May 4th as part of the North and West special train day, 37201 was the Hereford standby loco on this day.

Mirrlees engined 37903 was observed at Abbotswood Junction on the 30th April heading north with 6M12 steel train (about tea-time). Our correspondent also reports some of his observations at Washwood Heath. On 13th May another Mirrlees machine was seen heading west at 1532 hrs; this time 37902 providing the power for a steel train. Eight days later, on the 21st May, 37906 with a Ruston manufactured power plant, was noted heading east with a rake of POA wagons loaded with scrap metal at 1316 hrs. ... 34 minutes later it returned westward with a rake of empty POA wagons. Again at Washwood Heath, this time the afternoon of 26th May, 37710 was seen heading west with four VBA vans. Three days later 37904 headed west light engine.

A couple of hours at Bescot in the early afternoon of the 18th May revealed three 37 sightings. First was 37716 in Bescot Yard. Second 37712 passed through with a southbound steel train and third 37713 passed through with a northbound steel train. Perfect balance you might say !



#### ABOVE

As mentioned elsewhere in this months magazine, 37706 is seen approaching Lancaster with the 1310 Barrow to Manchester Victoria on 25th April 1992 during the Longsight Open Weekend.

Dean Warner(37105)

# ON TOUR

21/3/92 "CORNISH CROMPTON CONSTRUCTOR" - MERLIN TOURS

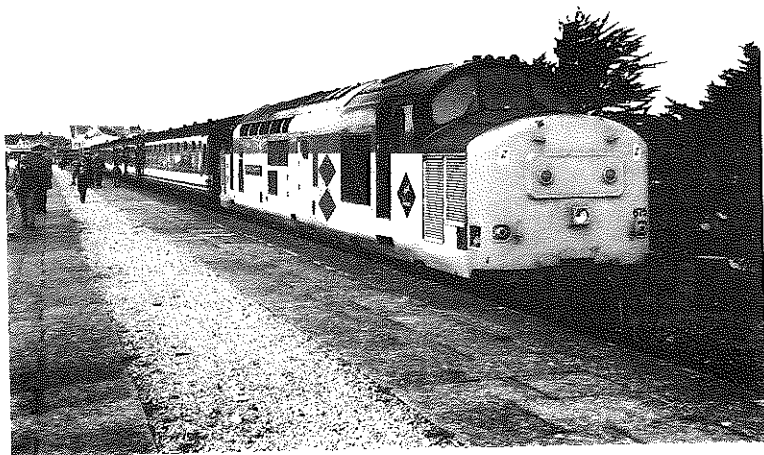
Geographically this years tours certainly seem to be favouring those who live south of Watford and you don't get much more of a non-descript Southern town for a starting point than Basingstoke - or so I'm told!

Politically, I understand this tour was originally to be run by the BRC & W Type 3 Group in conjunction with the West Somerset diesel weekend, but came unstuck when the latter decided to put their date back a week. With the stock booked, it was taken over by one of their own who obviously decided to see how far into Cornwall you can get a pair of Cromptons, and how many 37 bashers you would get on yet another tour by persuading one of the MDRL examples. Well it got me and 3 others there anyway via a slower than expected early morning drive across Central London. We eventually arrived after a bit of a panic attack when we were still firmly ensconced inside the twines of the Metropolis with barely an hour to go. Flap over, and we boarded the 0715 to Falmouth Docks, with the requested 33063 + 33050 at the helm. There is not much to say about the journey to Exeter, apart from the fact that it was loud (as we were in the front carriage ready for when the Syphon would be attached) and an interesting article in "The Times" referring to Stagecoach leasing four carriages from British Rail to put on the Aberdeen - London overnight during summer - at least somebody has some business sense. The 33s ran round at St.Davids with 37098 watching over, so we were now at the back and it was a bit quieter, but not much. There was a pause before Dawlish whilst what will become one of the all time classic announcements came over the public address:- "Please do not put your heads out of the window at Dawlish as there are children on a bridge throwing stones." I admire the efforts obviously taken to warn trains in the area, but would it not have been more logical to apprehend the culprits?

We entered Plymouth past Laira, with the usual line of 50s including 50046 and 50010, and D400 near the shed, and came to a stand alongside 37675 (ex 37164) "William Cookworthy" which was to be bolted to the rear for the journey back from Falmouth and Newquay. This manoeuvre was completed in good time and it was somewhat awesome that I would now have to wait for nearly two hours before it did something - or so I thought. As we worked our way along the main line westwards the beast suddenly burst into life and started to push us along. This continued for 1 - 2 minutes and was to occur at least twice more before we reached Truro. After travelling down the twelve and a quarter mile branch to Falmouth Docks it was now time for the moment we had been waiting for, and 2 minutes later than scheduled at 1250 we started to move in the opposite direction with 37675 at the helm, gingerley at first over a speed restriction and then erupting into life. Sadly the 33s were also working at the rear, as they were to do along the main line from Truro. At Par the train reversed direction and was to head for Newquay with the 33s leading again. As we passed St.Blazey 37412/411, 37672, 671/673 and 37669 could all be seen, 671/673 having just returned from Irvine in Scotland with the long distance slurry working. The 33s climbed the vicious Luxulyan bank which climbs at an average of 1 in 40 with no assistance from the rear and made a for St.Columb Road where we were to have a photo-stop. This was OK of you wanted a picture of the Shredders but a barbed wire fence on one side and a bridge parapet on the other prevented one from getting near to the Syphon. This was made up for at Newquay which still retains a very long platform - although sadly the station roof has disappeared and there was just enough time to get to the chip shop. Originally we had been due to have 40 minutes at Newquay, but this was reduced to 22 with our arrival at 1452 caused by the impromptu photo-stop.

It was now time for the best bit of the day, with an unbroken run of 55½ miles from Newquay to Plymouth behind 37675. Departure was at 1522 (-7) and we got to Quintrel Downs where we passed 'Bubble' car 55006 on a local service from Par. Two slips and we were away. The deficit had increased to 11 minutes by Goonbarrow Junction which was about the worst of the day, but we were back on time by Par. Back on the main line the 33s assisted once again from the rear, at least one resembling something of a bonfire from the roof. Times for the journey back were:- Lostwithiel 1621½ (-1½), Liskeard 1637 (+5), St.Germans 1647 (+3), Saltash 1656½ (-½), arriving at Plymouth at 1706½ (-1½). The gain in time between Lostwithiel and Liskeard can be explained by 7 minutes recovery time but the deficit by Saltash is unexplained as there were no delays.

A Plymouth 37675 was detached and headed westwards back towards St.Blazey. 33050 + 33063 took us back to Basingstoke where they arrived at 2142, 3 minutes early! This train had certainly been an excellent timekeeper, being no more than 11 minutes out either way throughout the whole day.



The Cornish Crompton Constructor stands at Newquay with 37675 "William Cookworthy" at the helm, yet another example of Railfreight Distribution providing the power for a special train.

Andrew Garten (37001)

#### COVER PHOTOGRAPH

A chance to reflect on how the Syphon's looked in the halcyon days of the early to mid 1980's, 37270 of Cardiff is depicted outside Crewe Works on 5th May, 1984. 270 was about to enter the Works to become ETH fitted in the new guise of 37409, now of course an Eastfield based Railfreight Distribution machine. What chance a Class 37 in revenue earning service looking like this?

The Class 37 Group Collection.

# LONGSIGHT OPEN DAY

Maurice Barber - 37156

On the weekend of April 25th and 26th the oldest BR depot, Longsight celebrated their 150th anniversary by holding an Open Day over the two days. In connection with this event Regional Railways North West ran many loco-hauled passenger trains on the Saturday whilst Pathfinder Tours ran a series of mini-shuttles based on Manchester Victoria throughout the weekend, utilising locomotives from classes 20,31,37,47,56,58 and 60. The following is a brief summary of the weekends events.

## 1. Regional Railways

Four sets of coaching stock were utilised, principally on the Manchester - Barrow service with diagrams as follows:

- (i) 05.20 Blackpool North - Preston  
06.04 Preston - Barrow in Furness  
08.15 Barrow in Furness - Preston  
10.25 Preston - Barrow in Furness  
12.08 Barrow in Furness - Lancaster (extended to Preston)  
14.50 Lancaster - Barrow in Furness (started back at Preston)  
16.32 Barrow in Furness - Preston (extended to Liverpool Lime Street)
- (ii) 07.14 Blackpool North - Manchester Victoria  
08.52 Manchester Victoria - Barrow in Furness  
11.25 Barrow in Furness - Manchester Victoria  
14.48 Manchester Victoria - Barrow in Furness  
17.34 Barrow in Furness - Preston (extended to Manchester Victoria)  
20.05 Manchester Victoria - Southport (Relief)
- (iii) 11.00 Southport - Manchester Victoria (Relief)  
12.48 Manchester Victoria - Barrow in Furness  
15.32 Barrow in Furness - Preston  
17.15 Preston - Liverpool Lime Street (Relief)  
18.37 Liverpool Lime Street - Blackpool North  
21.15 Blackpool North - Liverpool Lime Street
- (iv) 09.00 Liverpool Lime Street - Manchester Victoria (Relief)  
10.48 Manchester Victoria - Barrow in Furness  
13.10 Barrow in Furness - Manchester Victoria  
17.14 Manchester Victoria - Blackpool North

Motive Power on the four diagrams was as follows:

Diagram (i) was worked throughout by 37418 (FPBI), diagram (ii) started out with 37415 and then came the farce of the day. The first Manchester Victoria - Barrow in Furness round trip was booked for 26001 + 26040 (RAJE), all did not go well with the "Tip-Top's" with 26001 being dumped in the middle road at Bolton after the locos handbrake was left on, leaving 26040 to carry on as far as Preston where it decided that it had had enough and the train was capped. The return working started up from Preston with 31134 in charge. The second round trip to Barrow was worked by 60095 (FABI), leaving 37419 to take the stock back to Southport for the Monday morning. Diagram (iii) utilised 37419 on the relief from Southport with 20059 + 20168 taking charge of the 12.48 Manchester - Barrow and 15.32 back to Preston/Liverpool. (NB does anyone know what did the Liverpool - Blackpool leg of that diagram?). Diagram (iv) saw the use of 37706 "Conidae" (FPBI) on the 10.48 Manchester Victoria - Barrow and the 13.10 return, then as a bonus 37298 (MDTT) and 37891 (FPBI) took the 17.14 Manchester - Blackpool North. (Ed - a large number of people went to Blackpool expecting 298 and 891 to return with the 20.27 to Manchester, this train however has not run for a considerable amount of time and as such there was no traincrew booked to work it.) Other than the farce with the 26's the Regional Railways trains ran near perfectly.

## 2. Pathfinder Tours

On both days Pathfinder Tours ran a series of mini-excursions based on Manchester Victoria and starting and ending the day at Crewe. On Saturday the trips were Crewe - Manchester Victoria (via Eccles), Manchester - Southport and return, Manchester -



Liverpool Lime Street and return, Manchester - Blackpool North and return, a circular trip around the Oldham loop and then a return to Crewe. On this day 37298 performed on the 09.05 Crewe - Manchester, the 15.02 Manchester - Blackpool North was hauled by 37419, which then worked the 17.20 return on its own as far as Preston where 60056 (FABI) which should have worked the train out of Blackpool was attached to the Syphon, the 18.56 Oldham loop service was worked by FABI pair 37414 + 37679. On the Sunday the trips were Crewe - Manchester via Eccles, Manchester - Blackburn and return, Manchester - Morecambe and return, Manchester - Southport and return and then a return to Crewe. The only train to use Class 37's on the Sunday was the 11.12 Manchester Victoria - Blackburn which was powered by 37298 + 37891 for the benefit of those who had missed them the previous day.

The weekend was very successful and thanks must be given to those involved for their considerable efforts (especially Les Kent at Crewe - Ed). On a personal note, surely it is time for such an event in East Anglia - so how about it then?



#### ABOVE

The only booked Class 37/0 hauled train in England/Wales this summer is the Cardiff to Weymouth which is booked for an REJK sector, Cardiff based civil engineers Class 37. It has to date only run on Saturdays as well as running throughout Whitsun week, it does however, begin operation daily (except Sundays) on the 6th July. The second Summer Saturday May 23rd saw a pair of InterCity civil engineers locos performing, 37035 and 37097 both from sector IGJK are observed here on the return working, the 16.30 Weymouth to Cardiff, at Keynsham.

Jonathan Butson (37103)

## Thirty Years Of The 37

This month we look at the year 1968, probably remembered by most enthusiasts for the end of standard gauge steam on the British Rail network. It was also the last year for diesel classes 16, 22 and 28 as BR began to get to grips with the multitude of diesel types it had purchased. With the demise of steam in August 1968, a new series of classifications were introduced for diesel and electric designs, the English Electric type 3 became class 37. The 'D' prefix was dropped from the number and a small data panel was introduced giving essential information about the locomotive, ie weight and maximum speed. D6889 at least appeared in service in 1968 in the new BR blue with full yellow ends and double arrow logo. This was in stark contrast to 6843 which was seen at Edinburgh Waverley on Sunday 22nd September with a parcels arrival from York. It was still green, although with full yellow ends, and patches of green paint covered the 'D' prefix and lion and wheel emblem. The type were involved with 2 important projects during the year, air brake trials with large freight wagon formations, and push-pull trials. These will be described after a look at other events during the year.

In Scotland, English Electric type 3's were displaced from pick-up freights in the Cupar area by new English Electric type 1's (class 20). Eastfield recieved D6904 D6905/6919/6936/6937 between March and May 1968, and their work included the West Highland line between Glasgow and Fort William on both passenger and freight work. This was a fairly short lived sphere of operation, by the end of the year the civil engineer had banned the class from the line.

On the Great Eastern, the closure of Ipswich depot on 5th May led to a redistribution of the class to Stratford. Once again the summer was to bring Sheffield's members to Yarmouth on passenger work. Summer trains to the east coast were regularly routed over the Wakefield - Pontefract freight route, usually hauled by 37's. Between 22nd July and 16th August driver training was undertaken from March depot in readiness for freightliner workings. The train ran as 3G66 and was formed of D6962 + 3 'liner wagons, running to the following schedule. The first trip was 1030 March Whitmoor to Bury St Edmunds (arrive 1200), returning as 1245 Bury to March (arrive 1357). It then proceeded as 1405 March Whitmoor to Lincoln Holmes Yard, then returned to March after taking a circuitous route round Lincoln to avoid a run-round.

On the west side of the country 37's returned to the Gloucester-Bristol main line on September 27th when D6811 was in charge of the 0520 Manvers Main - Exeter freight, noted passing Stonehouse at 1530. It returned north light engine at 1815 the same day. Cardiff Cantons D6945 was noted as an unusual visitor to Chesterfield on February 1st, heading northbound light engine. Several Landore 37's were equipped with experimental spotlights later in the year including D6889/6931/6932/6933/6934. The were mounted on a bar which was attached to the loco' using the two fixings found on centre panelled examples numbered between D6820 and 6938.

On 12th July 1968, D6894 was a rare loco' to be used on the 1420 Edinburgh-Newcastle passenger service. More unusual work undertaken included 19th September, when the 'down' Hull Pullman was seen arriving 15 minutes late at Goole behind D6733 instead of the diagrammed class 47. On December 5th, D6790 worked a Hull to Stratford-upon-Avon school special. During June, 37's were noted passing Featherstone with trains of withdrawn steam locomotives from the Midland Region to the Hull scrapyards, such processions included D6929 + 4 in tow on 4th, D6945 + 4 in tow on 5th, and D6740 + 1 in tow on 6th.

In the North East, North Blyth depot was undertaking more extensive maintenance on its 37's by the end of the year, cutting down on the number of journeys they needed to make to Gateshead for maintenance. Tyne Docks Clayton type 1's were being reduced with English Electric type 3's deputising as necessary.

By the end of 1968 the allocation of the fleet was spread as follows.

- 30A (Stratford) - 6700/21/48/49/53/6817/18/25/31/6947/60/61/63-68 (18)
- 31B (March) - 6720/22-29/42-47/50-52/54/6962 (20)
- 41A (Tinsley) - 6701-10/13-19/6800-16/6953/6959 (36)
- 50B (Hull Dairycoates) - 6730-41/81-84/88-90/6835/36 (21)
- 51L (Thornaby) - 6711/12/55-80/85/86/6820-24/27/29 (37)
- 52A (Gateshead) - 6787/91-99/6819/26/28/30/32-34/71-74/6893-6902/11/51/52 (34)
- 55C (Healey Mills) - 6860-70/6914-18/20/22/23/25-30/39/40/42/45/46/48-50 (33)

64B (Haymarket) - 6844/46/47/50/51/57/58/6903/19/36/37 (11)  
 65A (Eastfield) - 6838/43/45/48/49 (5)  
 66A (Polmadie) - 6837/39-42/52-56/59/6904/6905 (13)  
 86A (Canton) - 6875/76/78/79/85/86/6906-09/13/21/38/41/43/44/54-58/69-82/84-99  
                   6601-6604 (55)  
 87E (Laird) - 6877/80-84/87-92/6910/12/24/31-35/6605-6608 (24)

#### Push-Pull trials with D6700.

In January 1968, D6700 was reallocated to the Derby Research Centre where it was fitted with push-pull controls. After trials on the East Coast main line with an adapted rake of maroon Mk 1 coaching stock and specially adapted BSK 34500 fitted with driving controls (probably the first DBSO in the country?) the formation was loaned to Edinburgh Haymarket depot for trials on the Edinburgh-Glasgow route. The idea for these trials had been gained from the success of the 33/1 + EMU operations on the Bournemouth-London route, and they were conducted with an eye to possible future developments between London and Glasgow. Although it was expected that the Inter City DMU's currently used would remain in situ for about another 5 years, Scottish Region management were mindful of improvements being made to the A8 road between the 2 cities and were looking for a standard time of 45 minutes with 2 intermediate stops. The trials were, therefore, to acquire practical data on which to base discussion and form a financial case for future re-equipment. Trials began on 29th February 1968 with high speed runs scheduled for 3 Sundays at the end of March and beginning of April. D6700 was allocated for the first 2 Sundays with 5 and 6 coaches respectively, and a push-pull fitted Brush type 4 (47) for the third. Normal speed limits were relaxed and special instructions issued to signal-boxes. The track had almost entirely been relaid with continuously welded rail and was reported to be in excellent condition. In the trials with D6700 the train ran to the following schedules between Edinburgh Waverley and Glasgow Queen Street:

42 minutes with a single stop at Haymarket

49 minutes with stops at Haymarket, Linlithgow and Lenzie

50 minutes with stops at Falkirk Grahamston and Haymarket

62½ minutes with stops at Haymarket, Linlithgow, Polmont, Falkirk Grahamston, Croy and Lenzie

58 minutes via the direct route with stops at Haymarket, Linlithgow, Polmont, Falkirk High, Croy and Lenzie.

In the opposite direction the times for the same routes and stop patterns were 41½, 49, 49½, 62 and 57 minutes. During the trials D6700 reached speeds upto 90 mph. On the third Sunday the Brush failed at the last minute and was replaced by a new class 50 and 6 air braked coaches, working conventionally. It made a non-stop run in 40½ minutes, exceeding 100 mph and apparently touching 105 mph which would have been a Scottish rail speed record at the time.

The trials were considered a success, and within a few weeks D6700 was back at Stratford. Class 37's were not chosen for conversion, however, this going instead to BRC & W type 2's (class 27) which started on the new service in 1971. They were not a success, soon succumbing to the 650 mile a day high speed diagrams with traction motor flashovers, bogies and main generators needing frequent attention and body stress problems. They were replaced by the 47/7's (space constraints at Queen Street required push-pull working) which have now been replaced by Sprinter DMU's, so in 20 years the situation has turned full circle on this route.

#### Air brake trials with D6967/6968.

These 2 loco's were loaned to the Design Department at Derby from Stratford during March and April 1968 for trials with the new Westinghouse P4 air brake distributor. On 13th and 14th March they hauled air braked empty stock between Derby and Kettering and then during the next 2 weeks were on the Chinley-Ambergate route hauling experimental trains of 98 ferry wagons + dynamometre car. These test trains were composed of various combinations of empty and loaded wagons, and only one loco' was permitted during the brake test. A locomotive was attached at each end when running upto Peak Forest. The Ambergate-Chinley route was chosen because it caused minimum interference with normal traffic, the gradient profile complied with the regulations which required a steep down-grade section followed by a relatively level section, and there was a siding available at Broadholme capable of taking the longest train under test, which at just under 7 eighth's of a mile long was the longest train ever on BR.

# SPOT THE DIFFERENCE

We all know that class 37's were built to 2 significantly different physical designs ie split and centre headcode, but there are many other detail differences that were either built in or have evolved on the class over the years.

In the main these include removal or replacement of original features, or in some cases additions. The aim of this feature is to describe as many differences as possible between the varying sub-classes and individual locomotives. With so many members of the class, I would say it is impossible to identify every single member by specific physical features unique to each loco', especially with the refurbished examples which have been heavily standardized, but hopefully this will help to identify certain members. Something that has helped a lot in recent years is the profusion of namings and different liveries, although the latter are now becoming more standard. It is probably best to deal with each sub-class in turn and then any loco's with particular individual features.

## Class 37/0.

These are those 37's which were not part of the Heavy General Overhaul programme of the mid-late eighties, and so are those that are the nearest to "as built" condition. Often referred to as "classics" or "standards", it is the sub-class with the largest number of detail differences to aid identification, the following main features combine to aid identification.

**BUFFERS:** When built all 37's had round buffers. These were progressively replaced with those of an oval design, and these in turn are being superceded on some examples by a hideous rectangular design in preparation for foreign freight vehicles which will arrive through the channel tunnel. The situation is further complicated by the fact that depots are known to replace the oval buffers with round ones aswell! 37/0's thought to retain round buffers are:

047/057/116/138/201/207/209/211/213/215(No.2 end)/242(No.1 end)/261/262/271/272/275/278/285/298.

Rectangular buffers have been noted on 004 and 154.

**DOORS:** Only of relevance to "split box" (series 1) examples, all of which were built with nose end communication doors. These have been progressively sealed, plated over, removed altogether or in some cases replaced with centre panels. These modifications have been to aid draughtproofing and are an ongoing process, however, sealed up doors remain on many examples including:

003/004/009/010/012/013/015/019/023/026/029/038/040/048/049/054/055/057/059/063/065/069/070/072(No.2 end)/078/080/088/095/097/099/100/101/104/107/113/114/116.

**FROST GRILLS:** These are wire mesh coverings that covered the radiator intakes on the bodyside. They have been progressively removed since the mid 1970's, initially by the Eastern and Scottish regions, to improve air flow as it was considered they were responsible for engine undercooling. The fact that a number of 37's (all "centre box") retain these grills would indicate that it was not a serious problem. The Western region did experiment with a modified grill which incorporated larger circular holes in the mesh, I am not sure if it is this or the original which is retained on: 158/167/203/207/209/213/214/217/222/223/227/230/232/235/239/241/244/251/254/271/272/275/278/285.

**SNOWPLOUGHS:** These are of the miniature type and tend to comprise either 2 or 3 parts, one part under each buffer and a central 'V' shaped section which appears to be an optional extra. Although the ploughs can be interchanged between loco's fitted with the relevant brackets (which is not all 37/0's) those members which carry them tend to remain reasonably constant and are thought to currently include: 025/035/114/154/175/185/191/194/198/209/211/215/219/242/252/261/262/263.

**HEADCODE BOXES/PANELS:** Originally all 37's had headcode boxes fitted with roller blinds to indicate the headcode of the train on which the loco' was performing. These displays were discontinued in 1976 and initially the redundant boxes/panels were covered with a black adhesive panel containing two circular transparent areas which acted as marker lights by using the original illumination fittings. The only 2 examples

which retain this arrangement (glass panels) are 37116 and class 37/3 37372. 37038 also retains glass boxes but the black areas have been painted yellow. The next modification saw the panels plated over and painted yellow but with two translucent circular areas outlined and held in place by rubber grommets which again acted as marker lights. It is this design that prevails on the majority of 37/0's at present.

A further variation is the installation of glass lens marker lights within the head-code panels, as fitted to refurbished examples. There are only a few centre panel examples that have been treated in this way (142/185/198 (No.1 end only)/213/220/239/245 (No.2 end)/248/280/293/294) and I believe 37062 was the only "split box" so treated at both ends, 37023 having them at number 2 end only.

HEADBOARD BRACKETS/FIXINGS/LAMP IRONS: Only really of relevance to the centre panel series 2 versions, all "split box" 37's being built with a lamp iron beside each tail light.

Centre box 37's have brackets in a variety of positions, the main permutations being beside the tail lights, either side of the centre panel or above it. Those above the centre panel were only fitted to 37120-238 (D6820-6938) and their purpose was to support a bar which carried a headlight that was needed by loco's traversing the Central Wales route. 37239-258 and 37269-308 had them replaced by 2 small rivets positioned more centrally, whereas 37259-268 were recognisable by having a large centrally positioned bracket above the panel which is still retained by 37259(380), 37263, 37265(430) and 37268(401). The position here is slightly confused as 37427 (ex 288) now has one as well. Those brackets fitted beside the panel were of a larger design than those beside the tail lights and were to carry Western region tail lamps which were different to those used on the rest of the network. They are retained by: 137/138/144/156 (No.1 end)/175/178 (No.2 end)/190/209/215/227/232/238 (No.2 end)/293 and 298.

ROOF GRILLS: RSH (Darlington) built 37's are instantly distinguishable as they have additional support struts on the grills which are at the top of the bodyside and run from the middle of the loco to number 2 end. There are 5 and 6 individual grill sections on each side of the loco depending on which side you are looking at. When considering this feature be careful of the first 6 Vulcan Foundry built examples (D6700-6705, now 37350/707/351/003/004/501 respectively) which also have the extra support struts but the whole grill section is mounted on what looks like a removeable plate rather than being built as an integral part of the bodyside as the RSH ones are.

HEADLIGHTS: 37's which worked the West Highland and Far North lines in Scotland prior to the introduction of 37/4's were fitted with a headlight mounted to the nose with a bracket. Actual positions of the headlight included below the centre panel, on top of the nose, and most commonly above the centre panel. These headlights are being replaced with the new standard "Hairraser" type mounted in a square box and which is usually installed centrally below the panel on centre box 37's, or on "split box" examples it is central or on the drivers side communication door. Those which are thought to carry the old style of headlight include:

114/175/190/191/261/262/263.

37/0's with particular, although not necessarily unique, features that help identify that individual loco' include the following.

- 37003 - RSH (Robert Stephenson & Hawthorn) type roof grills as described in text.
- 37004 - Roof grills as per 37003, distinguishable from 003 by square buffers.
- 37019 - Headcode boxes removed at number 1 end and replaced by flush marker lights. Front end cut away beneath old communication doors (number 1 end only).
- 37023 - Only remaining "split box" with glass lens marker lights (No.2 end only)
- 37025 - Small square plate at top of slab which has replaced old communication doors. "West Highland" style headlight was fitted to this plate.
- 37031 - Modified at both ends following Intermediate overhaul at Laira to centre panel design but with differently fabricated centre panels. Horns retained within nose end.
- 37038 - Retains glass headcode panels although painted yellow.

- 37045 - white headboard brackets/lamp irons.
- 37047 - Modified as per 37031, distinguishable by round buffers.
- 37053 - Modified as per 37031, "TI" sticker in middle of centre panel.
- 37065 - Headcode boxes removed at number 2 end and replaced with marker lights placed below air horn grills.
- 37072 - Number 1 end rebuilt with centre headcode panel and roof mounted horns.
- 37073 - Rebuilt both ends with centre panels and roof mounted horns. Headlight fitted centrally beneath headcode panel.
- 37074 - Rebuilt as per 37073 but currently without headlight.
- 37075 - Number 2 end completely rebuilt with smooth flush nose, only horn grills and marker lights contained within.
- 37092 - Plated over doors with 3 lines of horizontal rivets across plate.
- 37098 - As per 37092.
- 37100 - Headcode boxes removed at number 2 end and replaced with marker lights. These are set slightly lower and nearer the sides than those on 37065.
- 37116 - Only remaining 37 with skirting round buffers, only "split box" 37 with black glass headcode boxes.
- 37138 - Number 2 end has cut away section at bottom of nose, similar in height to that on 37019. Number 1 end has 2 vertical rows of rivets above headcode panel.
- 37209 - Only remaining example with round buffers, frost grills and snowploughs.
- 37216 - Painted green, with small yellow warning panels. Carries original number D6916 with red "30A" shedplate beneath, and 'lion & wheel' logo on sides.
- 37219 - Painted blue with over-size double arrow logo' and under-size numbers.
- 37220 - 2 square rivets on number 2 nose positioned immediately beneath marker disc on secondmans side.
- 37263 - Headboard bracket positioned centrally above headcode panel.
- 37275 - Extra pair of lamp irons at bottom of nose above buffers (as per class 47/56).

The following list gives the details known for most 37/0's at the beginning of 5/92. Taken from photographic information, this degree of detail is bound to include quite a few errors and amendments would be appreciated, perhaps for a future or regular update?

Information given in the columns after the loco' number is as follows:

- Column 1 = Livery. G - Green, LL - Large logo blue, CE - Civil Engineers, DG - Departmental grey, ML - Main line/Inter city, RR - Original freight grey with Red Stripe, T - Triple tone grey with no sector markings, TA - triple tone Aggregates, TC - triple tone Coal, TD - triple tone Distribution, TM - triple tone Metals, TP - triple tone Petroleum
- Column 2 = d - doors, p - doors replaced by steel plate (series 1 examples only)
- Column 3 = buffer shape: O - oval, R - round, S - square
- Column 4 = colour of headcode boxes or centre panel: Y - yellow, B - black
- Column 5 = additional information: F = frost grills, S - snowploughs, H - headlight, WH - West Highland style headlight, \* - special feature (see text)
- Column 6 = Bracket/lamp iron positions (series 2 only): T - top, above centre panel, M - middle, beside centre panel, B - bottom, beside tail lights.

The following numbers or letters after a feature denote:

- 1 or 2 - number 1 or 2 end only.
- d - drivers side only.

003	CE	d	O	Y	*	029	TD	d	O	Y	
004	TM	d	S	Y	H *	031	TD	N/A	O	Y	*
009	TD	d	O	Y	H	032	RR	p	O	Y	H
010	CE	d	O	Y	H	035	CE	p	O	Y	H S
012	CE	d	O	Y		037	TM				
013	T	d	O	Y		038	CE	d	O	Y	*
015	TD	d	O	Y		040	TM	d	O	Y	
019	TD	d	O	Y(2)	*	045	TD	p	O	B	H *
023	CE	d	O	Y	*	047	TD	N/A	R	Y	*
025	CE	p	O	Y	H S *	048	TM	d	O	B	
026	TD	d	O	Y	H	049	CE	d		Y	

051	TM								
053	TD	N/A	O	Y	*				
054	CE	d	O	Y					
055	TD	d	O	Y					
057	LL	d	R	B					
058	CE	p	O	Y					
059	TD	d	O	B					
063	TD	d	O	Y					
065	TD	d	O	Y(1)	*				
066	CE	p	O	B					
068	TD	p	O	B	H				
069	TM	d	O	Y					
070	TD	d	O	Y					
071	CE	p	O	Y	H				
072	DG	d(2)	O	Y	*				
073	TD	N/A	O	Y	H *				
074	TD	N/A	O	Y	*				
075	TD	p(1)	O	Y(1)	*				
077	TM	p	O	Y					
078	TP	d	O	Y					
079	TD	p	O	Y	H				
080	TP	d	O	Y					
083	CE								
087	DG	p	O	B					
088	DG	d	O	Y					
092	DG	p	O	Y	*				
095	CE	d	O	B					
097	CE	d	O	Y					
098	CE	p	O	Y	H *				
099	TM	d	O	Y	H				
100	TM	d	O	Y(1)	*				
101	TD	d	O	Y					
104	BG	d	O	Y					
106	TM								
107	TD	d	O	Y					
108	T	d		Y					
109	TM								
110	TM								
111	TM								
113	TD	d	O	Y	H				
114	TD	d	O	B	WH S				
116	LL	d	R	B	*				
128	LL		O	B		T		B	
131	TD		O	Y		T		B	
133	CE								
137	TM		O	Y1/B2		T	M	B	
138	TP		R	Y	H *	T	M		
139	TC		O	Y		T		B	
140	CE		O	B	H	T		B	
141	CE		O	Y		T		B	
142	CE		O	Y		T		B	
144	TA		O	Y	H	T	M	B	
145	TM		O	Y		T		B	
146	CE								
152	LL		O	B		T		B	
153	CE								
154	TD		O	B	S			B	
156	CE		O	Y	H	T	M1	B	
158	CE		O	Y	F	T		B	
162	DG								
165	TC		O	Y	H	T		B	
167	TC		O	Y	F	T		B	
170			O	Y		T		B	

174	CE		O	B	S		T	B	
175	LL		O	B	WH S		T	M	B(d)
178	TD		O	B	H		T	M2	B
184	TP		O	Y			T	M	B
185	TD		O	Y	S		T1		B(d)
188	TP								
190	TM		O	B	WH		T	M	
191	CE		O	B	WH S		T		B
194	TD		O	Y	S		T		B
196	CE		O	Y			T		B
197	CE		O	Y			T		B
198	TD		O	Y	S		T2		B
201	TM		R	Y			T		B
202	TM		O	Y			T		B
203	TM		O	Y	H F		T		B
207	CE		R	Y	F		T		B(d)
209	LL		R	B	F S *		T	M	B
211	TA		R	Y	S		T		B
212	TC		O	Y			T		B
213	TC		R	Y	F		T		B
214	TA		O	Y	F		T		B
215	TP	01/R2	Y	S			T	M	B
216	G		O	G	H S *		T1		B
217			O	Y	F		T		B
218	TD		O	B					B
219			O	B	H S *		T	M	B
220	TP		O	Y			T		B
221	ML		O	B			T		B(d)
222	TC		O	Y	F H		T		B
223	TC		O	Y	F		T		B
225	TD		O	Y	H		T		B
227	TM		O	Y	F H		T	M	B
229	TC		O	Y	H		T		B
230	CE		O	Y	F		T		B
232	CE		O	Y	H		T1	M	B(d1)
235	TD		O	Y	F		T		B
238	TD		O	Y			T	M2	B1
239	TC		O	Y	F				B
240	DG		O	Y					B
241	TM		O	Y	F H				B
242	TD	R1/O2	Y	S					B
244	TD		O	Y	F				B(d)
245	CE		O	Y	H				B
248	TP		O	Y				Md	B
250	RR								
251	ML		O	Y	F				B
252	TD		O	Y	S				B
254	CE		O	Y	F				B
255	TM								
258	DG								
261	TD		R	B	WH S				B
262	DG		R	B	WH S				B
263	CE		O	Y	WH S *				B
264	CE								
271	TD		R	Y	F				B
272	TD		R	Y	F				B
274	TC								
275	TM		R	Y	F *				B(d)
278	TC		R	Y	F				B
280	TP		O	Y					B(d)
285	T		R	Y	F				B(d)
293	TM		O	Y				M	B(d)
294	CE		O	Y	H				B(d)
298	TD		R	Y				M	B(d)

To be continued in a future issue.

# PASSENGER INFORMATION

As you would expect, with the onset of the summer timetable there have been a glut of class 37 workings on passenger trains, many of these trains are of course, booked for class 37 haulage and as such only the headcodes are used in this round-up, a list of the relevant headcodes and trains appear below:

2F32 06.50 Blackpool North - Liverpool Lime St  
 2N49 10.37 Liverpool Lime St - Blackpool North  
 2F32 13.25 Blackpool North - Liverpool Lime St  
 2N87 17.12 Liverpool Lime St - Blackpool North  
 2J49 19.20 Blackpool North - Manchester Victoria

1J92 07.06 Blackpool North - Manchester Victoria  
 2N97 10.33 Manchester Victoria - Blackpool North  
 1F79 17.30 Manchester Victoria - Southport

1J76 07.16 Southport - Manchester Victoria  
 2N97 17.14 Manchester Victoria - Blackpool North  
 2F38 18.57 Blackpool North - Liverpool Lime St  
 2N88 21.52 Liverpool Lime St - Blackpool North

1S79 22.03 Euston - Aberdeen (37's work from Edinburgh)  
 1M12 21.20 Aberdeen - Euston (37's work to Edinburgh)  
 1S25 21.30 Euston - Inverness (37's work from Edinburgh)  
 1M16 20.10 Inverness - Euston (37's work to Edinburgh)

2H83 10.15 Inverness - Kyle of Lochalsh  
 2H86 17.00 Kyle of Lochalsh - Inverness

2O87 07.42 Cardiff - Weymouth  
 2V87 16.30 Weymouth - Cardiff

NB. On Saturdays the trains vary in times slightly, and all the above appear in diagram form. Anyway on with this months little lot.

02.05.92	37197	07.52 Swansea - York (Gloucester - Birmingham NS)
	37426	1217 Liverpool - Cranmore (CHARTER) (to Birmingham NS)
		1217 Cranmore - Liverpool (CHARTER) (ex Birmingham NS)
	37430	1209 Falkirk - Chester - Falkirk (CHARTER)
11.05.92	37428	2H83/2H86
	37426	1J76/2N97/2F38/2N88
	37415	2F32/2N49/2F32/2N87/2J49
	37416	1J92/2N97/1F79
12.05.92	37428	2H83/2H86
	37426	1J76/2N97/2F38/2N88
	37415	2F32/2N49/2F32/2N87/2J49
	37416	1J92/2N97/1F79
13.05.92	37428	2H83/2H86
	37415	1J92/2N97/1F79
	37416	1J76/2N97/2F38/2N88
	37426	2F32/2N49/2F32/2N87/2J49
14.05.92	37055	18.23 Crewe - Llandridnod
		20.59 Llandridnod - Shrewsbury
	37415	1J76/2N97/2F38/2N88
	37426	1J92/2N97/1F79
	37416	2F32/2N49/2F32/2N87/2J49
15.05.92	37415	1J76/2N97/2F38/2N88
	37426	2F32/2N49/2F32/2N87/2J49
	37416	1J92
16.05.92	37426	10.33 Manchester Victoria - Blackpool North
		13.25 Blackpool North - Liverpool Lime St
		17.12 Liverpool Lime St - Blackpool North
		19.20 Blackpool North - Manchester Victoria



17.05.92 37221/37251 1S25 (Glasgow C - Inverness)  
 1M16  
 37070/37209 1S79/1M12  
 18.05.92 37070/37209 1S25/1M16  
 37221/37251 1S79  
 37221/37252 1M12  
 37378 1J92  
 37153 2H83/2H86  
 19.05.92 37221/37252 1S25  
 37070/37209 1S79  
 15.24 Aberdeen - Inverness  
 2H83/2H86  
 20.05.92 37025 06.45 Inverness - Kyle of Lochalsh  
 11.35 Kyle of Lochalsh - Inverness  
 2H83/2H86  
 37153 06.39 Westbury - Paddington (from Bedwyn)  
 37038 16.27 Inverness - Edinburgh  
 37221 21.22 Edinburgh - Perth  
 21.05.92 37153 06.45 Inverness - Kyle of Lochalsh  
 11.35 Kyle of Lochalsh - Inverness  
 37025 2H83/2H86  
 37046 23.55 (prev night) Paddington - Penzance (Bedwyn - Westbury)  
 22.05.92 37153 2H83/2H86  
 37285 12.12 Inverness - Aberdeen  
 15.24 Aberdeen - Inverness  
 37294 17.50 Inverness - Kyle of Lochalsh  
 37158 15.32 Swansea - Paddington (St Mellon - Newport)  
 37230 09.12 Aberdeen - Plymouth (Cowley Bridge - Exeter)  
 23.05.92 37294 06.50 Kyle of Lochalsh - Inverness  
 37153 2H83/2H86  
 37097/37035 2087/2V87  
 37285/37063 12.12 Inverness - Aberdeen  
 37209 16.27 Inverness - Edinburgh  
 24.05.92 37209 00.01 Edinburgh - Perth  
 37414 10.45 Glasgow Central - Brighton (to Carlisle)  
 37038 16.10 Plymouth - Leeds (Gloucester - Birmingham)  
 25.05.92 37191 2087/2V87  
 37221/37209 1S79/1M12  
 37153 2H83/2H86  
 37701/703/897 Bristol - Maxwelltown - Bristol (CHARTER)  
 37065 Bristol - Maxwelltown (CHARTER) (Maxwelltown - Carlisle)  
 37271 Bristol - Maxwelltown (CHARTER) (Carlisle - Maxwelltown)  
 26.05.92 37221/37209 1S79/1M12  
 37153 2087/2V87  
 37251/252 1M16  
 37191 2087/2V87  
 37010 16.22 Exeter - Waterloo (to Salisbury)  
 18.15 Waterloo - Exeter (ex Salisbury)  
 37170 07.25 Plymouth - Aberdeen (ex Edinburgh)  
 27.05.92 37221/37209 1S25  
 37251/37252 1S79/1M12  
 37156/37221 1M16  
 37153 2H83/2H86  
 37230 2087/2V87  
 28.05.92 37251/37252 1S25/1M16  
 37156/37221 1S79/1M12  
 37230 2087/2V87 (Weymouth - Westbury)  
 37197 2V87 (Westbury - Cardiff)  
 37153 2H83/2H86  
 37141 07.45 Paddington - Penzance (Exeter - Plymouth)  
 37154 19.05 Norwich - Liverpool Street (ex Ipswich)

29.05.92	37156/37221	1S25
	37209/37221	1M16
	37251/37252	1S79/1M12
	37153	2H83/2H86
	37158	2087/2V87
30.05.92	37251/37252	1S25/1M16
	37209/37221	1S79/1M12
	37153	2H83/2H86
	37178/37244	06.05 Norwich - Liverpool Street (Stowmarket - Ipswich)
	37197	2087/2V87
	37890	Carnforth - Brighton (CHARTER) Willesden - Portsmouth Harbour
		Carnforth - Brighton (CHARTER) Littlehampton - Bognor Regis
	37705	Carnforth - Brighton (CHARTER) Portsmouth Harbour - Littlehampton
31.05.92	37252/37251	1S25
	37209/37221	1S79
	37209/37170	1M12
	37197	15.05 Cardiff - Crewe
	37212	10.45 Glasgow C - Brighton (to Carlisle)
01.06.92	37170/37209	1S79/1M12
	37251/37252	1M16
	37153	2H83/2H86
02.06.92	37170/37209	1S25
	37251/37252	1S79/1M12
	37063/37209	1M16
	37153	06.45 Inverness - Kyle
		11.35 Kyle - Inverness
	37294	2H83/2H86
	37230	06.39 Westbury - Paddington
	37381	2N97/2F38/2N88
03.06.92	37063/37209	1S25/1M16
	37381	1J92/2N97/1F79
	37153	Same as previous day
	37294	2H83/2H86
04.06.92	37063/37209	1S25
	37153	Same as previous day
	37025	2H83/2H86
	37251	10.15 Inverness - Edinburgh / 14.40 Edinburgh - Inverness
	37070	11.30 Edinburgh - Inverness
05.06.92	37070	10.15 Inverness - Edinburgh / 14.40 Edinburgh - Inverness
	37153	2H83/2H86
	37063/37209	1M16
06.06.92	37070	10.15 Inverness - Edinburgh / 14.40 Edinburgh - Inverness
	37097	2087/2V87
	37219	10.34 Yarmouth - Birmingham (to Norwich)
	37025	07.10 Perth - Edinburgh / 11.30 Edinburgh - Inverness
	37153	2H83/2H86
	37063/37209	1S79/1M12
	37156/37251	1M16 (Inverness - Glasgow C)
07.06.92	37156/37251	1S25 (Glasgow C - Inverness)
	37063/37221	1S79/1M12 (Aberdeen - Dundee)
	37063/37209	1M12 (Dundee - Edinburgh)
	37116/37214	08. Crewe - Blackpool North
		19.25 Blackpool North - Crewe
08.06.92	37070	10.15 Inverness - Edinburgh / 14.40 Edinburgh - Inverness
	37221	11.30 Edinburgh - Inverness
09.06.92	37372	21.00 Plymouth - Glasgow C (Gloucester - Birmingham NS)
* 05.06.92	37025	16.27 Inverness - Edinburgh / 21.20 Edinburgh - Perth

This months working of the month is that of the massive 37381 in the North West over the two days, as shown. All the information regarding the workings of the class on passenger trains is incorporated within the Newsdesk feature.



#### PHOTOGRAPHS

Railfreight Distribution owned Class 37's have been used a lot on enthusiasts special's of late here we see two such examples.

#### TOP:

37065 is observed here at Dumfries on the rear of Pathfinder Tours "The Solway Scenic Settler" from Bristol to Maxwelltown via the Settle and Carlisle. 37271 is the machine on the other end of the train.

#### BOTTOM:

37178 and 37026 "Shap Fell" are seen after arrival at Hereford with a special from Crewe on Bank Holiday Monday 4th May, these were a number of trains run by Regional Railways and Network South East's South Western Division using freight locomotives to haul them, other 37's performing this day were 37068 and 37203 + 37904.  
(Both photos Class 37 Group Collection).

