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SYPHON EXTRA

THE CLASS 37 GROUP

NUMBER 51 - SEPTEMBER 1992

THE CLASS 37 GROUP

COMMITTEE

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EDITORIAL

RAILTOUR: Unfortunately the October 3rd date for "The Stansted Syphon" has had to be cancelled. We hope to run the tour on either 17th April or May 22nd 1993 and this gives us time to explore other options that have emerged - watch for further announcements.

SPONSORED WALK: Our second such event, this will take place on Sunday 11th October between Wymondham and Yaxham stations (10 miles) to raise money for the Preservation Fund. Last year 5 of us walked the northern stretch of the line and raised about £300. If you would like to join us, write to Andrew Garten (address above) for a sponsorship form. Thanks to British Rail (Trainload Freight) and The Great Eastern Railway Company.

MONTHLY DRAW: A letter and standing order form are included with the newssheet from Rod. Half the total proceeds go towards the Preservation Fund with the rest to the prize money. Winner for July was Steve Branch, and Mr D. Hayward for August.

NB: Regular donations of £10 per month or more to the Preservation Fund allow free membership to the monthly draw, write to the Treasurer for further details.

AGM: The 6th Annual General Meeting will be on Saturday 7th November, 1992 (venue to be announced next month). In accordance with the Group Constitution anybody wishing to stand for a Committee post must send a written nomination, proposed and seconded and including the nominees written acceptance of willingness to serve the Group in a voluntary, unpaid status, to be recieved by the Secretary no later than 14 days prior to the date of the AGM. The Committee posts are Chairman, Editor, Membership Secretary, Publicity Officer, Sales Officer, Secretray and Treasurer. As the membership must have at least 28 days notice of any ammendments proposed to the Constitution, these will have to be recieved by the Secretary by 29/9/92 at the latest so that they can be publicised in the October "Syphon!". Other resolutions must be recieved by the Secretary not later than 14 days prior to the date of the AGM.

REGIONAL VIEW: A reminder that all material for this feature, ie observations, reports of depot visits, freight workings etc should be sent to Steve Branch at 23 The Meads, Vange, Essex, SS16 4TP by Friday 25th September (earlier if possible) at the latest.

PRESERVATION FUND: By 1/9/92 the total had reached £6873:21 thanks to contributions from Mike Warrick, D. Morris, Mr & Mrs Salter, Mr D. Bratt, Mr D. Whitcombe, Mark Rigby, Andrew Garten, Mr I. Mayoh, the monthly draw and a transfer of £300 from the General Account.

PASSENGER INFORMATION

Referring to the list of passenger workings shown in last months "Syphon!" ('Where to go for Class 37 haulage August-September 27th') I am advised that the 0650 Kyle-Inverness and 1836 Inverness-Kyle are now plastic due to complaints about the lack of heat, the change occurring some time during week commencing 23/8/92. More complaints, this time about the lack of any connection onto the steam hauled 1030 Fort William-Mallaig, led to 1507 carrying seats (1 x BSO) between Dalmuir and Fort William. Although the kettle only runs Tuesdays (to 15/9) and Thursdays (to 24/9) the seats are carried every day and return on 1M15 between Fort William and Dalmuir. One would assume this facility will cease when the kettle ceases (?), the carriage is actually that used as a lounge car between Euston and Edinburgh. Although too late for anybody to cover it now, an IGJK 37/0 was booked to work a 0955 Swindon-Weymouth & 1730 Swindon-Weymouth for 3 Sundays consecutively commencing 23/8/92.

Forthcoming events to include class 37's include a special Derby-Pickering & return on 19th September in conjunction with the NYMR diesel day. The 37 will work Battersby to Grosmont/Grosmont-Battersby and the fare is a very reasonable £15. Tickets can be booked by ringing the NYMR on 0751 72508. I have also learnt from the NYMR that it was planned to use 37718 at the diesel day held on 16/5/92 (together with the 20's) however, 37718 was declared a failure and was instead a static exhibit, the Thornaby fitters being unable to batter it.

The Midland Railway Trust have a diesel weekend October 17/18th which will include a Tinsley based 37 which is scheduled to work 3 return trips on each day. It will also be included in a photo line-up outside Swanwick shed on the Saturday evening. Working timetables can be obtained by sending 50p and an S.A.E. to Mike Hallam-Rudd at 10 Woollaton Street, Hucknall, Nottingham, NG15 7HH. Day rovers will be available. Please note the S.R.P.S railtour to Whitby is now 26th September, not 5th as shown in last months "Syphon!".

37's made a brief return to the North West on 16/8 when 37053 worked the 0821 Crewe to Blackpool and 1925 Blackpool-Crewe as the 31's were being used on adex's to/from Liverpool in connection with a "tall ships" event.

The 2330 Liverpool Street-Norwich was worked throughout by 37242 on 3/8, leaving Liverpool Street @ 2346 with the 86 included dead. It returned light diesel to Ipswich. On 7/8 the 2200 Liverpool Street-Norwich was taken forward from Ipswich by 37113 after another delinquent can had burst at Manningtree. 47357 + freightliner had pushed the train to Ipswich, 113 going forward @ 0020 (8/8) and reached 90 mph three times! 37245 took the 0705 Norwich-Liverpool Street forward from Stowmarket on 30/8 after 86223 failed, arriving at 'the Street' 90 minutes late. I believe 86223 was also the culprit on 28/8, it is certainly the one to follow with compressor problems - a fitter travelling with it throughout its diagram on 31/8. It was the start of a busy week for 37245 with loco' haulage returning to Anglia due to a shortage of parts for the units.

37712 was involved with the last shuttle of the day at Bescot Open Day on 30/8.

Not all the gen will fit this month, and to include as much as possible Kyle-Inverness and West Highland workings will be listed in next months gen. The 2087/2V87 Cardiff - Weymouth - Cardiff has been worked by: 191 (3/8-4/8), 264 (5/8), 191 (6/8-8/8), 133 (10/8-11/8), 230 (12/8-13/8), 133 (14/8), 010 (15/8), 133 (17/8 - 2087), 263 (17/8 - 2V87), 230 (18/8-21/8), 053 (22/8), 097 (24/8-25/8), 230 (26/8-28/8), 254 (29/8), 230 (31/8), 293 (1/9), 254 (2/9-3/9), spot the fix!

This months other gen, including something outside Scotland is as follows:

28.7.92	37088	1500 Kyle-Inverness (Kyle-MP 31)
	37408	1500 Kyle-Inverness (MP 31-Inverness)
31.7.92	37087/196	1215 Inverness-Aberdeen (Inverness-Nairn)
	37196	1215 Inverness-Aberdeen
1.8.92	37194	0708 Perth-Edinburgh /1130 Edinburgh-Inverness
	37196	1836 Inverness-Kyle
2.8.92	37196	1030 Kyle-Inverness /1350 Inverness-Brora
		1557 Brora-Inverness /1810 Inverness-Kyle

NEW MEMBERS/RENEWALS: These will appear next month with a list of current membership numbers that are vacant should you wish to change yours.

THANKS for the info this month to Andy Mellors, Mr A.Louth, John Dewing, Mark Rigby, Jeremy Darr, Andy Harlott and Alistair Barham, Dean Warner, R Cavanagh, Jon Bagge.

DEADLINES: 29/9/92 for all Editorial/Passenger Info'/photo's etc to the Editor,
25/9/92 for 'Regional View' to Steve Branch.

NEWSDESK

Starting on sad but not completely unexpected subject, 37681 was to be officially condemned over the weekend of 29/30th August. This is as a result of collision damage sustained while working with 37680 (which is back in service) when the pair were in collision with a pacer at Skipton. Further news next month I expect.

Some reallocations between 1/8/92 and 30/8/92 have been:

37029	IS-HQ	ISSA-MDYX	37719	TE-HQ	FMTY-FPYX	37165	ML-HQ	FEPM-RFJX
37059	TI-IS	MDTT-IISA	37069	CF-IS	FMAK-RAJV	37275	CF-HQ	FMAK-RFJX
37232	ED-IS	RAJE-RAJV	37248	CF-TI	FMAK-MDTT	37681	HQ	FAXX-MDZX
37240	ED-IS	RAJE-RAJV						

In addition, from 9/8/92 all Eastfield allocated FPAG loco's were transferred to Immingham to be outbased at Grangemouth.

The closure of Eastfield as far as 37's are concerned was completed on 15/8/92 when all FDTE allocated speedlink machines were transferred to a new pool, MDRM, and allocated to Motherwell (although continuing to be managed by Railfreight Distribution), thus another chapter in the history of the 37 came to an end.

37029 has come off hire to the InterCity sleeper pool and was assigned for a bogie swap. It was noted on route to Crewe Works along with 37063 (both for bogie changes) on 7/8/92. 37059 has entered the IISA pool and was immediately on passenger duties, working the 0645 Perth-Edinburgh the day of its reallocation; in haulage terms this one had become quite big. On the subject of 'big' engines, they don't come much bigger than 37069 which has been reallocated to the Inverness ballast pool which also supplies engines for the Kyle-Inverness passenger services. However, 69 has to go to Doncaster first for a light overhaul and is not expected to be released until 19/9/92, will it get to Inverness in time for this summer?

37719 was also assigned to Doncaster for a CEM, via Immingham.

NAMES: 37713 "British Steel Workington"
37715 "British Steel Teesside"
37884 "Gartcosh"

LIVERIES: 37043 is now Civil Engineers grey/yellow and 37382 is triple tone grey Petroleum.

GENERAL & TRAFFIC: As mentioned in last months "Newsdesk" 37190 and 37215 were indeed moved to Gateshead. 37215 actually hauled 190 under its own power from Cardiff on Monday August 3rd, as 8P43, arriving at Gateshead at 1555. Both remain in pool RFJX with 190 "on decision" and 215 stored with no defects. 37209 is also stored (at Tinsley) officially from 24/7/92 with a DEMIC engine.

37705 has been fitted with slow speed control, the first of the current FPFR 37 fleet to have such equipment.

37238/272 came off the road on Monday night (17/8) at Felixstowe North Yard terminal while preparing to work 4V66 to Pengam (freightliner). They were railed by 2000 the following night. 40% of the remaining large logo liveried 37's had been at Ipswich during week commencing 17/8 with 057 and 128 putting in appearances. 37057 was present at 1700 on 21/8/92 in the 'top yard'. 37116 had not visited Ipswich for some time and at the time (21/8) was at Doncaster on "special tests", shown OK for 7/9/92.

On 26/8 the 37 paired with 057 was found to have a faulty speedo while on route to Felixstowe to work 4E50, 1915 Felixstowe-Leeds freightliner. 37057 led to Ipswich where the pair are booked to run-round (to go forward cross country at 2015) but on this occasion they were turned on the Manningtree triangle so that 057 could lead to Leeds. Due to the wires being down on the North London line on 27/8 the electric on 4M73 (2043 Felixstowe North-Trafford Park) was topped by a pair of 37's from Ipswich to Willesden. On 11/8, 37235 was noted at Andover derailed with slight damage.

Next months "Syphon!" should contain details of the wanderings of 37415 in Anglia!

3.8.92	37194/285	1524 Aberdeen-Inverness
	37242	2330 Liverpool St.-Norwich
	37252	1627 Inverness-Edinburgh /2122 Edinburgh-Perth
4.8.92	37087	0916 Aberdeen-Inverness /1215 Inverness-Aberdeen
	37252	0708 Perth-Edinburgh /1130 Edinburgh-Inverness
5.8.92	37087	0916 Aberdeen-Inverness
	37194/251	1215 Inverness-Aberdeen /1524 Aberdeen-Inverness
	37252	0600 Inverness-Aberdeen
6.8.92	37152	1215 Inverness-Aberdeen /1524 Aberdeen-Inverness
	37156	2122 Edinburgh-Perth
	37194/251	1627 Inverness-Edinburgh
7.8.92	37087	1215 Inverness-Aberdeen
	37113	2200 Liverpool St.-Norwich (Ipswich-Norwich)
	37156	0708 Perth-Edinburgh /1130 Edinburgh-Inverness
	37252	1524 Aberdeen-Inverness
	37285	1627 Inverness-Edinburgh /2122 Edinburgh-Perth
8.8.92	37059	0645 Perth-Edinburgh /1130 Edinburgh-Inverness
	37252	1627 Inverness-Edinburgh /2122 Edinburgh-Perth
9.8.92	37035	1705 Plymouth-Leeds (Gloucester-Birmingham New St.)
	37502/418	0810 Wolverhampton-Carlisle-Wolverhampton CHARTER
10.8.92	37054	1535 Paddington-Penzance (Newton Abbot-Plymouth)
	37152	1215 Inverness-Aberdeen /1524 Aberdeen-Inverness
	37184	2350 (9/8) Euston-Glasgow (?-Preston)
	37230	0835 Waterloo-Exeter (Crewkerne-Exeter)
	37252	0708 Perth-Edinburgh /1130 Edinburgh-Inverness
11.8.92	37152	0600 Inverness-Aberdeen /0916 Aberdeen-Inverness
		1627 Inverness-Edinburgh /2122 Edinburgh-Perth
	37221	0705 Glasgow C.-Euston (Lockerbie-Carlisle)
	37252	1215 Inverness-Aberdeen /1524 Aberdeen-Inverness
12.8.92	37152	0708 Perth-Edinburgh
	37285	1130 Edinburgh-Inverness
14.8.92	37232	1015 Inverness-Edinburgh (Perth-Edinburgh)
		1440 Edinburgh-Inverness (Edinburgh-Perth)
	37285	1627 Inverness-Edinburgh /2122 Edinburgh-Perth
15.8.92	37153	2122 Edinburgh-Perth
	37285	0708 Perth-Edinburgh /1130 Edinburgh-Inverness
16.8.92	37053	0821 Crewe-Blackpool /1925 Blackpool-Crewe
17.8.92	37153	0708 Perth-Edinburgh /1130 Edinburgh-Inverness
	37251/285	1015 Inverness-Edinburgh /1440 Edinburgh-Inverness
18.8.92	37059	1215 Inverness-Aberdeen /1524 Aberdeen-Inverness
	37156	1015 Inverness-Edinburgh /1440 Edinburgh-Inverness
19.8.92	37059	0600 Inverness-Aberdeen /0916 Aberdeen-Inverness
		1215 Inverness-Aberdeen /1524 Aberdeen-Inverness
	37221	1015 Inverness-Edinburgh /1440 Edinburgh-Inverness
	37252	1627 Inverness-Edinburgh /2122 Edinburgh-Perth
20.8.92	37063	0708 Perth-Edinburgh /1127 Edinburgh-Inverness
	37156	0600 Inverness-Aberdeen /0916 Aberdeen-Inverness
		1627 Inverness-Edinburgh /2122 Edinburgh-Perth
	37221	1015 Inverness-Edinburgh /1440 Edinburgh-Inverness
21.8.92	37063	1627 Inverness-Edinburgh /2122 Edinburgh-Perth
	37156	0708 Perth-Edinburgh /1130 Edinburgh-Inverness
28.8.92	37057/073	0830 Liverpool St.-Norwich (Diss-Norwich)
29.8.92	37262	0705 Glasgow C.-Euston (Preston-Crewe via Bolton & Stockport)
30.8.92	37245	0705 Norwich-Liverpool St. (Stowmarket-Liverpool St.)
	37254	0955 Swindon-Weymouth /1730 Weymouth-Swindon
1.9.92	37245	0935 Norwich-Yarmouth /1020 Yarmouth-Norwich/1135 Norwich-Yarmouth
		1220 Yarmouth-Norwich /1340 Norwich-Yarmouth/1420 Yarmouth-Norwich
		1740 Norwich-Yarmouth /1830 Yarmouth-Norwich
2.9.92	37245	1740 Norwich-Yarmouth /1830 Yarmouth-Norwich

The gen for the sleepers is also carried forward to next month. A correction from last month is that 37156 did not work the 1836 Inverness-Kyle on 31/7. My "Working of the Month" is 37196 on the Brora on 2/8/92.

Some late transfer news for 5/9/92 is: 37165 RFJX/HQ to RAJV/IS (for CEM), 37275 RFJX/HQ to RAJV/IS (for unclassified repair), 37351 FEPM/ML to FPYX/HQ (stored serviceable), 37377 FEPM/ML to FPCI/IM and 37707 FPCI/IM to FPYX/HQ (waiting CEM).