

# SYPHON!

THE MAGAZINE OF  
THE CLASS 37 GROUP

OCT 1992



# 37



SYPHON!

THE CLASS 37 GROUP

NUMBER 50 - AUGUST 1992

## THE CLASS 37 GROUP

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All other material, ie articles, photo's, to the Acting Editor.

THE CLASS 37 GROUP has the following aims and objectives:

- \* - to foster and develop a keen interest in British Rail's class 37 diesel-electric locomotives.
- \* - to provide members with news and information concerning the locomotives and the Group through the pages of its magazine.
- \* - to co-operate with other modern traction societies in the advancement of railway orientated matters.
- \* - to secure for preservation, one or more Class 37(s) when the Class is due for withdrawal from revenue earning service.
- \* - profit made from any activity by or on behalf of the Group to be invested for the above purpose (preservation).

### HOW YOU CAN HELP

Contributions are always welcomed for the magazine and newssheet, ie information on sightings, haulages, passenger workings (including 37/4's), articles about anything to do with 37's, freight in your area, your 10 most memorable haulages, crosswords, puzzles, etc - the list is almost endless. Photo's are also welcome and can be colour or black and white (but not slides) - please say if you want them returned, and if so by when. We would also like any spare or surplus photo's, books, magazines you may have for the sales stand - please contact the Sales Officer.

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ACCURACY: While every effort is made to ensure the contents of this magazine are correct and accurate, mistakes to occur from time to time. Please point these out so they can be corrected in a future issue.

## EDITORIAL

This years ANNUAL GENERAL MEETING will be held in Room 1 at Ipswich Town Hall, on Saturday 7th November. The meeting itself will start at 1400, however, we will be present from about 12 noon. The Town Hall is on one side of a square, paved area known as the Cornhill, right in the middle of the town centre. The main Post Office is beside it and Lloyds bank and Debenhams are opposite. Entry is through the entrance on the Cornhill, Room 1 is immediately opposite the entrance doorway. If you plan to come by train there are approximately 16 buses an hour from the Railway Station to the Town Centre (exact fare only) or it is a 10-15 minute walk in a straight line towards the town centre. The room is extremely pompous, rather a contrast to last year - I doubt we will encounter the washing on the landing!

It seems some changes to the Group will have to be made at the AGM, basically because there are not enough people who seem willing to serve on the Committee, or undertake the roles as required by the Constitution.

The Committee posts are Chairman, Treasurer, Editor, Secretary, Membership Secretary, Sales Officer and Publicity Officer, and at the present time it seems we only have candidates for the posts of Treasurer, Secretary and Publicity Officer, and "probably" Editor and Membership Secretary. In order to get this much covered it has been necessary to make some changes to the fabric of the Group. Probably the most important concerns the magazine/news-sheet, as nobody has come forward who is prepared to act as Editor. However, both myself and Maurice Barber have agreed to continue writing and distributing the Groups publications, but ONLY on a bi-monthly basis. Although the news-sheet would disappear, it would be replaced by a bi-monthly magazine that should be bigger (possibly considerably) than the present one (which is supposed to be 20 pages), resulting in more information overall. It should be remembered that when the Group first started producing "Splitbox" (on a monthly basis) it was competing with a monthly "Rail Enthusiast" and a collection of other magazines that were well out of date by the time they hit the market. Things are now considerably different and it may well be better for us to concentrate on providing more information and features not supplied by the mainstream magazines, rather than trying to compete on speed? Dispensing with the news-sheet in favour of a bi-monthly magazine has been suggested before by a number of people and has always been rejected, but it seems our hand may now be forced.

If you would like to air any views on this subject, please write to the Secretary.

This also leaves us without a Sales Officer, so it is unlikely we will attend any more than a couple of sales events (if that) next year. This could be the case even if we do have a Sales Officer due to the escalating cost of attending Open Days. It is also possible that without a Sales Officer there will be no postal sales service. We may also be without a Chairman (again), which I personally believe is a much more important job than is commonly recognised.

As an olive branch to some already, we have decided that Committee Meetings will in future be reduced to bi-monthly events.

In view of the aforementioned, the Committee propose the following ammendments to the Constitution:

- 6.3.2 "The Executive Committee shall meet on one occasion per month .." to be ammended to one occasion every two months.
- 7.1 Deletion of "alternating with a newssheet to provide a monthly information service to the membership" which will leave:  
"The Group shall aim to produce a magazine on a bi-monthly basis".

If you would like to apply for a position on the Committee there is still time to apply. In accordance with the Constitution, applicants must send a written nomination, proposed and seconded and including the nominees 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. Any business or resolutions for the agenda must be recieved by the Secretary again not later than 14 days before the date of the AGM.

The sales stand has had a busy time of late, attending Open Days at Bescot, Leicester, Bournemouth and Thornaby - Thornaby being particularly successful. The Monthly Draw has benefited from an intake of new members, if you still have the forms distributed with last months "Syphon Extra" why not join up? Alternatively you could make a donation to the Preservation Fund, for which purpose the 'donations letter' is distributed this month. If you wonder why the Preservation Fund is so important, just consider the number of 37's currently being put to store, and there are more to come. Also included with this months magazine are a couple of Group membership forms which you can pass on to anybody who you think might be interested in joining the Group. The more members we have, the lower the annual subscriptions will be!

MONTHLY DRAW: The winner for September was John Hooson (37261) - congratulations!

PRESERVATION FUND: On 5/10/92 the total stood at £6926:88, the increase on last month being thanks to Mr T.Dowle, Andrew Garten, James Faill, Mark Rigby, the Monthly Draw, and some coppers from the donations box.

MEMBERSHIP NEWS: Very many thanks to the following who have joined, or rejoined us over the last couple of months: Mr C.Park (37006), Mr S.Petre (37018), Mr I.Mayoh (37024), Peter Holden (37029), Mr D.Bratt (37041), the McBeath family (37064-067), Mr D.Aislabie (37081), Mr A.Koolman (37084), Mr S.Salter (37090R), Mr D.Foster (37090), Mrs D.Salter (37091R), Mrs J.Foster (37091), Mr C.Mills (37104), Dean Warner (37105), Mr K.Newcombe (37111), Mr J.Barker (37125), Mr G.Sullivan (37127), Mr P.Monaghan (37128), Mr T.Dowle (37165R), Mr A.Dowle (37166), Julian Shields (37175), Mr P.Burnett (37178), David Godon (37190), Mr S.Sterland (37195), Mike Hallam-Rudd (37199), Dr P.Hayward (37210), Mr J.Hayward (37211), Mr T.Hayward (37212), Mr R.Dodd (37213), Chris Guntripp (37214), Mr R.Pittard (37218), Mr M.Wigley (37221), Mr A.Burns (37224), Mr C.Hargrave (37225), Mr M.Saunders (37227), Mr M.Wren (37229), Mr S.Millington (37230), Mark Kirk (37233), Mr C.Dey (37241), Geoffrey Ivison (37243), Mr D.Prior (37246), Mr M.Price (37248), Michael Mercer (37253), Mr N.Findley (37256), Mr M.Green (37260), Mr S.Tingey (37404), Shaun Salter (37413), Mr D.Pulfer (37672), Craig Salter (37709), Mr D.Hughes (37716). R = subsequent renumbering.

The following membership numbers are currently vacant: 37031/073-077/121/131/135 138/140/141/146/153/154/157/160/161/164/165/169/174/200/208/209/216/266-304/306/307/308/310-314/320-326/350-359/370-381/401/402/410/411/417-419/422-426/428/430/501-511/513-521/667-670/673/674/676-687/689-699/701-705/707/708/710-715/717-719/796/798/799-803/883-886/889/892/894-899/901-906.

If you would like to change your number to any of the above please send a cheque or postal order with a letter of explanation to the Membership Secretary.

THANKS to those who have given me information in the last month who include Dean Warner, Jerry Dickinson, Jerry Darr, Andrew Wilkinson (Rishton), Mark Rigby, Micheal Gibson, Alistair Barham, Steve Keeble, Steve Branch, Martin Reeve, Darren Jennings, Maurice Barber, Bob Upton, Julian Shields, Simon Jowett.

DEADLINE for the November "Syphon Extra" will be 29th October 1992. Please remember to send all 'Regional View' type information to Steve Branch at 23 The Meads, Vange, Essex, SS16 4TP.

## NEWSDesk

The following reallocations had occurred upto and including 5/10/92.

37004	CF-IS	FMAK-RAJV	37196	IS	IISA-RAJV	37420	ML-TI	MDRM-MDRT
37051	CF-IS	FMAK-RAJV	37212	ML-IS	FPEM-RAJV	37501	TE-IM	FMTY-FCJI
37070	IS-HQ	IISA-MDYX	37214	TI-IS	MDTT-IISA	37510	IM	FCJI-FCJW
37071	IM	FCJI-FCJW	37217	ML-IM	FPEM-FCJI	37682	IM-TE	FABI-FALY
37113	TI-IS	MDTT-IISA	37220	CF-IM	FPEK-FPFR	37697	ML-CF	FPEM-FHBK
37133	CF-IS	IGJK-IISA	37252	IS-HQ	IISA-MDYX	37699	ML-CF	FPEM-FHBK
37144	IM-HQ	FPCI-FPYX	37262	TI-IS	MDTT-IISA	37710	CF-TE	FMHK-FMTY
	then	HQ-IM	37373	TE-TI	FALY-MDRT	37719	HQ-IM	FPYX-FPCI
37156	IS	IISA-RAJV	37402	ML-IS	MDRM-RAJV	37902	CF	FMHK-FMXX
37162	CF-IM	FPEK-FPFR	37404	ML-IS	MDRM-RAJV			
37167	ML-IS	FPEM-RAJV	37405	ML-HQ	MDRM-MDYX			

During the period under review, 37100/517/519 have all been stored and subsequently returned to serviceable pools. Having spoken to a number of people, it seems the main reason for the number of 37's going to store is both a lack of money from the sectors and also a lack of parts. Most are not thought to be in immediate danger although the situation does look uncertain for 37209 which has now been stored for some time and is currently at Tinsley (parked in the scrapline I believe). As I write it is predicted another four are about to be stored with the most likely examples being 37057/128/198/242; as they say, watch this space.

LIVERIES: Newly reported are, 37069/165 now in civil engineers, 37719 to triple tone Petroleum. 37087 and 258 are also now civil engineers

NAMES: The following are newly named: 37712 "Teesside Steelmaster", 37714 "Thornaby TMD", 37715 "British Steel Teesside", 37717 "Stainless Pioneer".  
37902, now stored, has had its "British Steel Llanwern" plates removed.

"SPOT THE DIFFERENCE". More differences and alterations to the list/article in the June "Syphon!" are as follows. 37040/057/131/185/196/197/212/240/242/252/254 all have newstyle headlights. 37010 has square buffers at No 2 end at least, 37026 has remains of the bracket which held the West Highland style headlight on the drivers side end communication door (No 1 end at least), 37037 has doors, yellow boxes, oval buffers and retains West Highland style headlight. 37035 has remains of West Highland headlight bracket at the top of the plate over the doors and numbers in black, 37046 has oval buffers, yellow boxes, doors and headlight, 37048 has yellow splitboxes and round buffers at one end only (oval at other end), 37075 has no sector markings but carries a headlight at both ends. 37063 has headlights and a battered bottom corner at No 2 end, 37083 has doors, oval buffers, yellow splitboxes and headlight, 37087 has yellow splitboxes, black numbers and a headlight at no 1 end only, 37088 has headlights, a black plate where the West Highland style headlight was fixed, '088' in large black numbers at the top of the drivers side front end door and retains boiler pipe. 37097 has doors at no 1 end only, plated over doors at no 2 end and headlight at both ends, 37128 has yellow panel at no 2 end and a black panel at no 1 end, and headlights, 37133 has yellow panels, oval buffers, headlight, brackets at bottom only and noticeably none above the headcode panel, 37146 has oval buffers, yellow panels and brackets top and bottom. 37153 has yellow panels, oval buffers, brackets top and bottom, white grabrails and headlight, 37174 has headlight, brackets top and bottom (the bottom ones are painted white), number positioned higher than usual on the cabsides and yellow panels, 37191 has white grabrails, 37184 has new style headlight and the remains of the bracket which held its West Highland style headlight above the centre panel. 37201 now has oval buffers, 37221 now has round buffers, yellow panels, white grab rails and headlight, 37252 also has white grabrails. 37258 has oval buffers, yellow panels, headlights, brackets bottom and middle and 2 rivets above centre panel, 37264 has yellow panels, oval buffers, headlights, 2 piece snowploughs, brackets at bottom only and a plate above centre panel where West Highland headlight was fitted. It also retains boiler pipe. 37293 does not have middle brackets at no 2 end, the situation at no 1 end is unknown, and it has white grabrails.

The notes for 37097 and 37128 amend those given in the August "Syphon!".  
Notes for 37051/106/109/110/111/162/188/250/255/274 would be welcomed.

GENERAL/TRAFFIC: Present at Leicester for the Open Day on 6/9/92 were 37128/427, while those at Thornaby Open Day (20/9/92) included 511/513/884/712/717/508/509/078 373/370/503/683 and 714. 514 put on a public display of load bank testing. Green liveried 37216 has had a couple of interesting workings recently. On 23/9/92 it worked 4274 (Crewe-Parkeston) from Peterborough to Parkeston with a class 47 dead within, however, a much more arduous task was on 2/10/92 when it took a train of approximately 1500 tons of civil engineers wagons from Ipswich to Norwich at a maximum speed of 33mph in an hour and twenty minutes, topping Haughley bank at 13mph!

37214, reallocated from MDTT to IISA over the weekend of 26th/27th September was still at work off Ipswich on 28/9/92. It worked north on 4E50 (Felixstowe-Leeds freightliner) and was paired with 37285 on the sleepers two days later. 37698 has been at Garston for crew training.

# Regional View

## SCOTLAND

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The WEST HIGHLAND LINE had more than just it's well known passenger workings to interest the 37 lover this summer. Observations reported on this scenic line include 37196 & 37423 seen on southbound tanks at Crianlarich at 1323 on Sat/4/July, 37410 seen light engine at Spean Bridge at 1400 on Mon/6/July, 37196 at Oban on the recently reintroduced tank train at 1300 on Tue/7/July and 37403 noted on aluminium tanks at Ardlui on Sat/11/July at 1130.

A very quick reconnaissance around the newly reopened GLENROTHES WITH THORNTON station (Between 1512 - 1612 on Tue/8/Sept) revealed 37691 with a rake of old style mineral wagons in Thornton Yard, but 56068 on the only MGR train seen. Further reports from this area would certainly be welcomed.

NEWTON ON AYR is the best place to see the detachment of FEPM 37's engaged on MGR trains in the area. At 1700 on Mon/7/Sept 37139 & 37699 were noted taking the photogenic but erratically used Ayr Harbour branch which diverges at this point, whilst at 0830 the next morning 4 class 37's could be seen, 37375 & 37693 in the Falkland Yard complex which adjoins the station, as well as 37212 & 37376 on the nearby Ayr shed.

## NORTH WEST & NORTH WALES

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Possibly the best place in the area to find class 37's at work is CARLISLE. Despite the loss of traffic associated with Ravenscraig, a typical morning nets 2 single MDTT 37's, plus 1 from the Grangemouth oil pool. On Wed/2/Sept 37080/37248 & 37262 appeared, whilst on Wed/9/Sept 37045/37184 & 37271 handled the normal traffic, whilst 37202 passed through on a special tank train heading south. Meanwhile, at 1430 on Mon/7/Sept, 37170 & 37901 were stabled in the station area, and at 1845 on Tue/8/Sept, 37106 was noted leaving the station heading north light engine.

It is known that several other 37 hauled trains pass through Carlisle during the afternoon/evening period. Can anyone supply details of these?

A visit to BUXTON on Wed/19/Aug found no less than 8 different syphons inactive in the station/shed area (37417/37425/37678/37680/37684/37686/37687 & 37688). It's been pointed out to me that the new owners of Tunstead Quarry are BLI, so it's quite possible that 37688 will lose it's ICI plaque before long (Name-plate photters take note!).

Noticed at CREWE during a days observations on Sat/29/Aug were 37037/37078 & 37114 on the diesel depot, 37019 & 37242 running light through the station, and 37262 arriving on a diverted WCML passenger (As mentioned in "Syphon extra" last month).

## EAST

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The open day at THORNABY on Sun/20/Sept saw many of the depots resident class 37's on display. However 37211 was utilised on a number of ECS moves in order to exchange coaching stock sets after it was discovered that the wrong set had been supplied for the Hertfordshire Railtours train.

Apparently, the use of class 37's on weekend engineers trains from YORK is fairly common and during the afternoon of Sun/20/Sept, 37510 was noticed stabled on the LHS at York, whilst 37083 & 37505 were seen near Thirsk on engineers trains.

Despite the class 60 invasion in the BARNETBY area, 37's still appear on a regular basis, although not now on the ore trains. On Wed/12/Aug a few hours spent at this location netted 37144 & 37382 on a westbound petroleum train at 1323, whilst 37513 appeared on a westbound metals train at 1113, only to head east once more at 1305. Not to be outdone, 37706 also had a multiple run past, westbound at 1137, then returning at 1404.

## MIDLANDS

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BESCOT is perhaps the most visited railway yard in the country, by virtue of it's still extensive network of services, and it's location, immediately adjacent to Bescot Stadium station. Unfortunately, only a small percentage of this traffic generates any interest for the 37 enthusiast and, in the period covered by the reports I've been sent (These all cover the early and mid-afternoon period), it appears that 3 syphon hauled trains can be seen:

Northbound steel train - 37712 (1255, Wed/8/July)  
37716 (1328, Wed/15/July)  
37715 (1325, Mon/10/Aug)

Southbound Freightliner - 37029 & 37278 (1310, Wed/15/July)  
37045 & 37009 (1410, Wed/22/July)  
37271 & 37113 (1311, Tue/18/Aug)

Northbound tank train - 37350 & 37220 (1401, Mon/10/Aug)  
37667 & 37280 (1428, Tue/18/Aug)

Additionally, 37716 was noticed on a special northbound steel at 1436 on Wed/8/July and on Thur/3/Sept, 37427 from the Euxton stone pool was seen on shed at 1130 - Was this a leftover from Bescot open day, or does FABI have a duty in the area? (Answers on a postcard etc.).

A few hours spent at WASEWOOD HEATH on Wed/22/July were rewarded by the sight of 37075 & 37065 on an eastbound Freightliner at 1226 and 37032 on a westbound tank train at 1347.

ABBOTSWOOD JUNCTION is on the Bristol - Birmingham main line and is where trains approaching from the south west diverge to serve Worcester. It was at this location that 37072 & 37280 were sighted at 1629 on Mon/27/July whilst working a southbound tank train, whilst 2 days later, 37272 had sole charge of a similar train, seen at 1445.

DERBY is no stranger to class 37 activity, but on this occasion, this city is included in the columns of "Regional View" by virtue of the "Old Crowler" ale served in "The Merry Widows" pub just across the road from the station. Could the landlady be a class 37 fan perhaps?

## SOUTH WEST & SOUTH WALES

On Sun/16/Aug a visit to CARDIFF CANTON depot found 37010/37075/37092/37099/37131/37213/37222/37223/37241/37255/37518/37711/37800/37802/37886/37901 & 37906 stabled plus 37273 withdrawn, whilst on the same day CARDIFF CENTRAL station held 37703 and NEWPORT LHS 37035/37078 & 37274.

Traffic through HEREFORD may have dropped off as a result of the closure of Ravenscraig, but the well known Cawoods coal container trains are still to be seen here, and one such train at 1331 on Mon/20/July had 37797 in charge.

GLOUCESTER SHED sees syphons running on for fuelling or stabling between turns and on Thur/23/July between 1045 - 1400, 37097/37207 & 37668 were seen, whilst at 1338 on Fri/14/Aug 37141 & 37035 were observed going on shed.

Infrastructure 37's are usually to be found in at least small numbers at WESTBURY. On Tue/28/July at 1340, 37197 was on the LHS, 37263 was similarly spotted on Sat/15/Aug, whilst at 0945 on Fri/4/Sept it was the turn of 37010 & 37146 to put in an appearance.

BRISTOL TEMPLE MEADS station and the adjacent Bath Road depot are a regular venue for small groups of 37's to appear. On Thur/13/Aug 5 were seen (37038/37197/37220/37264 & 37411) whilst on Sun/16/Aug 37038 & 37197 were on shed whilst 37413 & 37675 passed on an ECC tank train. It would appear that the ECC train is not the only Sunday freight through Bristol, as at 0820 on Sun/20/Sept 37710 was noticed in the station on a steel train, whilst 3 other 37's (Amongst them 37141) were rather outnumbered by "Duffs" on the depot.

EXETER RIVERSIDE YARD held 37667 at 1025 on Mon/20/July, presumably on a tank train, whilst at 1236 on Tue/28/July 2 infrastructure 37's were present (37054 & 37230). For the enthusiast who also appreciates the class 33, these can also be found here on a regular basis, mainly working the Meldon Quarry ballast trains to and from the former Southern region.

THE WILD WEST (That area west of the Royal Albert Bridge also known as Cornwall) is of course the home of the china clay 37's and several reports have filtered back from these parts. On Tue/28/July, 37674 was seen on a westbound clay near Liskeard just after 11 o'clock, and was closely followed by 37669 on a similar train.

A visit to SAINT BLAZEY during the afternoon of Mon/27/July found 37411/37412 & 37670 - 37674 in the area, whilst at nearby SAINT AUSTELL on Tue/18/Aug, 37675 & 37413 came through on a clay train, whilst 37672 passed through light engine.

#### SOUTH EAST

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DIDCOT, and the line from here to Reading West Junction, has in recent months become something of a Mecca for the 37 enthusiast in the otherwise syphon-starved area around Greater London, with mainly Freightliner traffic utilising the Oxford line (Just avoiding, but visible from, Didcot station) on it's way to or from Southampton, and a variety of traffic heading along the main London - Bristol & South Wales route. 37's are also to be found in the yard adjacent to the station. At 0820 on Mon/20/July 37013 was in Didcot yard, whilst on Tue/28/July a few hours at PANGBOURNE netted 37074/37101/37214/37372 & 37890 on various trains. Also on this stretch of line is TWYFORD and observations reported from here include 37146 on a coal train (1900, Wed/12/Aug), 37254 on an engineers train (0800, Thur/13/Aug), 37131 & 37075 on a Freightliner (1030, Thur/13/Aug), 37072 & 37371 on a tank train (0930, Fri/14/Aug) and 37068 & 37128 on another liner train at 1000 on Fri/14/Aug.

THE NORTH LONDON LINE has had it's fair share of overhead line problems since being "Juiced" a few years ago, displacing many 37's from the London area. When things go wrong, FFFR 37's are often amongst the locos called upon to offer assistance to electric loco's either caught in or unable to pass through the dead section. Such an occurrence on Wed/26/Aug saw 37709 & 37888 used on the freight train drags, as well as an assortment of 47's and 56's.

MANOR PARK, on the Great Eastern main line sees little in the line of 37 hauled trains (Just one Freightliner is likely to produce a pair during daylight hours) so the surprise appearance of main line liveried "E" 37415, together with coal sector liveried 37278 on a ballast train during Sun/23/Aug was something of a shock. However, even this colourful combination was to be bettered the next day, when the pair were joined by "Dutch" 37245 whilst on a transit move from Stratford to triple head a Parkeston - Ipswich Freightliner.

37415 & 37278 then proceeded to FELIXSTOWE to work an overnight Freightliner to Leeds, but reappeared in the area on Tue/25/Aug on the return Freightliner working from Leeds. Unfortunately, 37415 started suffering from low oil pressure as the train neared Ipswich, and it's Anglian wanderings were curtailed when it was sent home in disgrace after Colchester fitters were unable to fix it. Not to be outdone, MDHT stablemate 37416 also found it's way into Anglia and was seen on a number of short haul Freightliner duties on the LTS LINES (Stratford - Dagenham, Dagenham - Stratford & Stratford - Tilbury) before it too disappeared from whence it came light engine.

A big THANK YOU to Dean Warner, Mike Warrick, John Hooson, Colin Wilkes, Andrew Garten Stuart & Margaret King, R. Cavenagh, James Faill and Henry Freyne for their contributions to this edition of "Regional view" - I hope to be hearing from a few more of you shortly too - Don't keep that gen to yourself!

Please send details to:

Steve Branch, 23 The Meads, Vange, Essex SS16 4TP



## Thirty years of the 37

By 1969 the class had become known as class 37 - so I can cease using the cumbersome term English Electric type 3 to retain authenticity - and had made their mark within the British Rail diesel fleet. They were referred to by one commentator as "the best, most reliable and most versatile locomotive on BR since the days of the 'Black Fives'". Other early diesel types were falling by the wayside with classes 14, 22, 23 (Baby Deltic) and 28 (Co-Bo) suffering heavy losses or extinction during the year. Most of the lines axed by Dr Beeching had already been closed, however, 1969 marked the closure of lines such as Edinburgh-Carlisle (the "Waverley" route), Dereham-Wymondham, Peterborough-Rugby and Cambridge-Bedford.

In many ways the network was beginning to show the structure and type of operation associated with the BR of today; air braked loco's and electric train heat were beginning to appear and blue livery was replacing green. However, depot codes were still in the old numerical system ie 41A, 51L, and steam heat and vacuum brakes still reigned supreme. To help make it easier to read this feature I have included class number after the pre-TOPS number, and depot codes used are as follows:

30A - Stratford	51L - Thornaby	65A - Eastfield
31B - March	52A - Gateshead	66A - Polmadie
41A - Tinsley	55C - Healey Mills	86A - Cardiff Canton
50B - Hull Dairycoates	64B - Haymarket	87E - Swansea Landore

An unusual event in 1969 was the fitting of 6745 with roller blinds in its headcode boxes which included a red panel, similar to those used on Southern Region electric units.

6750 (31B) was involved in bogie rotational tests on the turntable at Darlington South on 26th March. An empty 100 ton wagon, coach and class 50 408 also participated. It was still there on May 1st by which time further class 50's 405 and 409 had been involved. 6921 (86A) was there for further tests on 23rd September and worked south two days later.

At the beginning of 1969 class 35 "Hymeks" regained the Lickey bank duty. One of the better known passenger duties, the 0740 Harwich-Manchester Piccadilly and 1437 return "boat train" continued to be booked throughout for a single Eastern Region 37, with March men working to and from Manchester - a relic from steam days. On 28th December 1968 this train had been noted arriving 35 minutes late at Lincoln behind 6961 (30A) in the Manchester direction, shrouded in ice and snow. The loco' was detached as it required water for the train heating boiler, and went forward 57 minutes late at 1215. 6725 (31B) was noted on this working on 24th April.

The following is a broadly regional look at events throughout the year, starting in the Great Eastern and East Anglian area.

The year got off to a poor start, on 1st January 1969 the 1140 Norwich-Liverpool Street reached its destination 70 minutes late with 5501 (31001) hauling an errant 6752 (31B) + train. On 4th January 6745 (31B) hauled a football special from Ipswich to the West Midlands via Leicester and Nuneaton, where it was replaced. Football specials made the news quite a bit in 1969, usually because of the state of the stock afterwards (it was not just an eighties problem) ! 6745 had also been in the news on 23rd December 1968. Working a through freight from the West London extension, reporting number 7219, it was routed onto the Central Division down local line at 1720 but was unable to climb the gradient towards Balham and had to propel the entire train back into platform 17 at Clapham Junction, trapping two suburban trains which were reversing onto the newly electrified tracks.

From January 20th a train of empty freightliner containers worked out of North Walsham station on the Sheringham branch, usually with an EE type 3 although a Brush type 2 (cl.31) was used on occasions. Brush type 2 5611 failed at Shippea Hill on 8th March while working the 1910 Thetford-Cambridge. 6723 (31B) was the spare engine at Ely but there was no driver available who knew the road. When the 1712 Colchester to Peterborough arrived (behind 5637) the crew were borrowed and the failed train arrived at Ely at 2030 behind 6723 and 5611. The crew returned to the Colchester to Peterborough train which left 64 minutes late, while 6723/5611 went forward to Cambridge at 2036. The same engine went to the rescue on 30th April when the 1650 Liverpool Street-Lowestoft failed at Gidea Park behind 1703 (cl.48 - later rebuilt to class 47). 6723 was purloined from Romford goods yard and went forward at 1800.

On 20th April 37's were noted spread around Anglia as follows (30A or 31B unless shown otherwise):

Parkeston : 6819/6961/6966

Norwich : 6750/6752/6754/6964/6965/6867

March : 6708(41A)/6718(41A)/6720/6723/6724/6729/6747/6751/6806(41A)

Cambridge : 6727/6742/6743

It is interesting to note that there were no 37's stabled or present at Ipswich.

The rebuilding of Burston bridge near Diss (the original having been washed away in floods and replaced by a temporary structure) over the weekend of May 31st - June 1st resulted in Norwich-London trains being diverted via Cambridge with haulage by a mixture of Brush type 2's and EE type 3's.

On 10th July, 6938 (30A), recently reallocated from 86A and reaching Stratford via a month at 40B (Immingham), worked the 1140 Norwich-Liverpool Street. The same day 6714 (41A) was noted standing at the head of a parcels train at Liverpool Street at 1300. 6938 was on Great Eastern passenger duties again on August 16th working the Newcastle-Colchester at least on the final stage of the journey. On September 15th, 6817 (55C) worked a special boat train from Harwich to Southampton throughout in connection with a visit by the SS Australia.

Some 'real' winter weather conditions in February caused problems in the Yorkshire area. It also produced some unusual motive power combinations on m.g.r. workings, for example on 2nd February 6784(50B)/1979 (37/47) were noted struggling through a blizzard with a brake van placed between the locomotives in the Wakefield-Knottingley area. On 19th February 6922 (55C) left Skelmanthorpe on the Clayton West branch in blizzard conditions loaded with 27 wagons. It stalled near Clayton West Junction, set back and reduced the load by 10 wagons but the second attempt was also unsuccessful. The whole train was abandoned at Skelmanthorpe and 6922 left for Healey Mills but failed at Brockholes and reached Huddersfield being pushed by a pair of DMU twins ! The following morning two Healey Mills 37's with a plough at each end made 4 trips between 0330 and 0900 to keep this line clear. Another unusual event, although not known if it was connected with the weather, was the use of 3377 (cl.08) as banker to 6869 (55C) between Huddersfield and Marsden on 7M50, a 20 wagon coal train on 24th February.

On passenger work, 6916 (55C) arrived at Liverpool on 10th January with a late 1650 ex Newcastle, the result of a loco failure in the Yorkshire area. On 5th February 6716 (41A) worked a diagram covering 1055 Sheffield-London, 1050 London-Sheffield, 1455 Sheffield-London and 1450 London-Sheffield (all between Nottingham and Sheffield), normally a class 47 diagram although most trains on the route were booked to be hauled by "Peaks".

From the summer a new Tinsley class 37 diagram appeared and worked 0335 Sheffield to Lincoln, 1140 Lincoln-Newcastle and return (to/from York) and 2000 Lincoln-Crewe mail (to Nottingham). Preceding this, 6782 (50B) had worked the 1140 Lincoln to Newcastle on 8th April but failed at Darlington and had to be assisted by class 25 5158, which hauled the train through.

A number of specials ran in conjunction with the summer holidays in the Halifax area. These commenced on 12th July and on that date included 6945 (55C) on 0848 Sowerby Bridge-Cleethorpes and 6861 (55C) on 0915 Hebden Bridge-Filey camp. 6861 returned from Scarborough piloting 293 (cl.40) on the 1335 Scarborough-Manchester Victoria to Wakefield Kirkgate. The previous Saturday (5th July), 6807 (41A) worked 0815 Sheffield Midland-Blackpool North via Hall Royd Junction and Copy Pit.

On June 21st, 4472 "Flying Scotsman" stalled at Summer Lane on the climb between Barnsley Exchange Junction and Dodworth while working a special. After a delay of 50 minutes D6710 (41A) arrived to assist. The same loco, D6710, was one of three loco's standing outside Derby Research Centre on July 19th, the others being D6570 (cl.33) and E3173 (cl.86). It is not known if they were for the use of the RTC, no further mention was made of their presence during the remainder of the year.

During March, additional m.g.r coal trains were worked by Knottingley based 47's between the West Riding and Tyne or Low Fell Yards, from where they were worked forward by Cambois based 37's or 20's to Cambois power station (Blythe). These workings ceased after Easter.

On 7th April, 6704, 6709, 6718 and 6811 (all 41A) were at Frodingham.

It was an incident packed year for 6787 (52A). On 21st April it struck a loaded lorry on an unguarded level crossing at Penshaw sidings while hauling empty coke wagons from Tyne to Penshaw. It was involved another incident on 24th April, being completely derailed while putting empties from Consett into Oxhill sidings which served Morrison Busty Colliery at Annfield Plain. It was rerailed by the following day but was then involved in another incident on 14th July when it ran into damaged vehicles from the derailment of the 'Aberdonian' at Morpeth while running round its mineral train and derailed 5 empty wagons. It was noted that 6846 (64B) was unusual power for 8P34, 1300 Tyne-Consett goods on 25th April, while on 19th July 305 (cl.40) failed at Billingham while working 0930 (SO) Manchester Victoria-Newcastle and 6896 (52A) hauled the failure and train through to Newcastle. On 10th December a class 37 (number unknown) working a Blyth to Teesside coal train became derailed on catch-points at Geneva, Darlington at about 0645 resulting in the Darlington-Saltburn DMU being diverted via Northallerton all day.

Elsewhere on the East Coast, D6700 (41A) worked the 3E24 Aberdeen-Kings Cross fish train on 10th January from Edinburgh-York at least. It must have returned north at some time as it was noted on car trains in the Edinburgh/Bathgate area on 1st February. 391/6858 (64B), a class 40/37 combination passed Craigentinny around noon on 25th January with a permanent way train heading south. The same combination occurred on 29th March when the 0700 Newcastle-Edinburgh required assistance and arrived at Waverley with 6786 (51L) piloting 367. Incidentally, 6797 (52A) was also in the area that day being seen at Haymarket. On 19th June, 6784 (50B) arrived at Kings Cross with the 0855 from Hull only 2 minutes late. It returned north with the 1420 Kings Cross-York. On 27th June, the 1000 York-Yarmouth was unusually hauled by 6817 (30A) in place of a class 40, while on 15th September a relief 1F69 York-Edinburgh ran behind 6920 (55C). "Peak" 164 (cl.46) failed at Aycliffe (having had problems earlier at Northallerton) while working 0720 York-Aberdeen and was assisted through to Newcastle by 6866 (51L) which had come from Ferryhill Yard. On 21st October two Great Eastern allocated 37's were noted at Newark, 6964 (31B) running southbound light diesel and 6865 (30A) on 4E35 Bathgate-Ripple Lane. On 29th October 6731 (55C) worked a Hull-Kings Cross passenger train (1A11).

To supplement those 37's allocated north of the border, examples allocated to depots much further south (ie Stratford) became quite regular visitors to the Edinburgh area on a new 1615 Parkeston-Edinburgh freightliner. This then had a layover of almost 24 hours in Scotland during which it was at first expected to be used on a Millerhill-Perth freight, the 0700 Perth-Edinburgh, 0945 Edinburgh-Perth and 1630 Perth-Edinburgh passenger turns. In actual practice it rarely worked this turn, instead going even further north to Aberdeen and returning south on the 3E23 Aberdeen-London fish train and thus arriving back in Edinburgh about 1650. It was probably this turn which was responsible for bringing 6968 (30A) on 23rd February, 6817 (30A), 6701 (41A) and 6817 (30A) on 13th July, 6965 (30A) on 13th September and 6756 (51L) on 17th September to the Edinburgh area. 6966 (30A) worked 4E35 Bathgate-Ripple Lane car empties on 27th September.

A new service conveying chemicals from Port Clarence to Ardeer for a new nylon plant brought a variety of 37's and 47's to Ayr, running via Mauchline, with early performers including 6822 (51L) on 20th June and 6886 (86A) on 20th July. On 19th July, 6905 (66A) worked the 1105 (SO) Glasgow-Blackpool (1M21) as far as Carlisle where it was replaced by 269 (cl.40). 6842 (66A) worked a relief Paisley to Blackpool (1M34) on 2nd August, again relieved at Carlisle by a 40, this time 221. A stranger at Carlisle on 12th September was 6912 (41A) with a special freight heading north. On 19th September 6894 (52A) was at Kingmoor depot, 6856 (66A) was in the down yard holding sidings on 27th September.

In South Wales, loco's were rapidly losing their "D" number prefix's by the beginning of 1969. It was noted that the tidiest deletions were on class 37's where it was painted out in green - of the correct tint ! Distribution of the class around South Wales sheds was noted as follows on 13/14th February:

Swansea East Dock : 6607/6887/6944  
Radyr : 6876/6910/6935/6956/6971/6984/6988/6991/6992/6994  
Margam : 6890  
Barry : 6969  
Abercynon : 6906/6958/6970/6974/6997  
Aberdare : 6886/6924/6955/6996/6998

Class 37's were taking over from class 14's (which were nearing elimination on BR) in South Wales, an example being trip workings from Barry to Aberthaw power station which were taken over by a dual braked 37 around February. It was also used to bank m.g.r's between Barry and Aberthaw. By April, the two class 14's at Swansea East Dock were to be replaced by a class 37 and a shunter, however, one was retained until track improvements had been made at Monds after which a 37 would take over. At the time one had been tested but with only limited success. The closure of Neath (Neath & Brecon) on 12th April resulted in an increase to 8 the number of class 37's working from Swansea East Dock.

Freight workings were reorganised from April 14th under a scheme known as the "Cardiff Valleys blockplan". This involved 28 diagrams and at weekends they were scheduled to stable as follows: Canton 3, Radyr 16, Aberdare 4, Llantrisant 2, Barry 2, Severn Tunnel Junction 1. A class 37 from Llantrisant would shunt at night at Bridgend station, Bridgend West and Coity yards.

On 4th March, the 2005 Cardiff (Grangetown)-Acton was unusually powered by 6910 (86A). A procession of withdrawn class 14's (9502/9514/9518/9527) were taken from Cardiff to Gloucester on 30th June behind 6607 (87E) where they were put on shed. After a long absence 37's reappeared in Gloucester regularly on freight trains, working oil trains from Llandarcy to Rowley Regis usually in pairs. 6969/6975 (both 86A) were seen on 13th November. From 5th October 37's took over the Albion-Waterston oil trains and were fuelled by Gulf at Waterston and Albion, with weekly maintenance at Canton. The trains involved were 0052 Waterston-Albion and 1232 return, 0955 Waterston to Albion and 0220 return, and 1510 Waterston-Albion and 0715 return. Having not appeared regularly on passenger trains in South Wales for some time, 37's worked on summer extra's between Cardiff and Barry Island, ie 6908 (86A) on 12th July, 6600 (86A) on 16th July and 6981 (86A) on 30th August. On June 28th a Coventry-Tenby "mystery tour" was worked by a Brush type 4 (cl.47) for the first part of the journey to Birmingham, Wolverhampton and Shrewsbury from where 6911/6933 (52A/87E) went forward. 6933 was fitted with a headlamp for working over the Central Wales line over which the train was routed. Considerable difficulty was encountered with the 11 coach train on the climbs to Llangunllo and Sugar Loaf. On October 28th, a 37 (6969) was back on Lickey bank duties following the failure of one of the pair of class 35 "Hymeks" on duty, three of the five "Hymeks" allocated to the banking duty were already unserviceable at Bristol Bath Road waiting for new transmissions. 6969 (86A) had been noted at Worcester on 14th September to provide training on the new air brakes.

Crewe works was not known as a mecca for 37's in 1969, but on 27th January contained 6603 (86A), 6605 (87E), 6606 (87E), 6973 (86A), 6975 (86A) and 6976 (86A).

In 1969 37's were still very rare in the south of the country, so it was recorded as a highlight of the month at Exeter on 16th April when 6790 (50B) appeared with an e.c.s (3Z90) at 0740. It returned north as pilot to 1054 "Western Governor" on the 0740 Plymouth-Liverpool (1M91).

On the Southern, 6825 (30A) was seen in the sidings at Gatwick on 17th April after working an oil train.

In 1969 pairs of class 37's were used on a new freight service involving the daily movement of molten iron in special vehicles over a 63 mile route from the British Steel Corporation's Cargo Fleet works near Middlesborough to its basic oxygen steel plant at Consett, County Durham. This service started on 4th August and was the first operation of its kind over British Rail, as opposed to short movements within steel works. These freights were to provide iron needed to maintain steel production while blast furnaces were rebuilt, and ultimately to secure full potential at Consett.

The trains travelled at a maximum speed of 20 mph, with 10 and 5 mph restrictions at certain points, via Stockton, Ferryhill, Leamside, Pelaw, Gateshead and Beamish. This route was chosen for operating reasons, including the pathing of these hot-metal trains amongst faster traffic.

The molten iron was carried in "torpedo" wagons, each with a gross weight of 242 tons and a capacity of 130 tons, although this was limited to 100 tons because of route restrictions. Each train consisted of 3 torpedo wagons and 3 spacer wagons, rebuilt from brake vans, to distribute the load. The torpedo wagons consisted of an all welded shell, with mild steel heat protection plates which did not exceed a temperature of 176 degrees F (80 degrees C). The metal within was maintained at about 2,550 degrees F (1,400 degrees C) with a loss en route of only 85 degrees F. The insulation precluded any risk to people, lineside structures or rolling stock on adjacent tracks, and each working had to have a special "railworthy" certificate before leaving Cargo Fleet. A special "disaster team" were on hand to deal with any derailments.

The first train, on 4th August, was hauled by 6712/6791 as 6X93, 1230 Cargo Fleet to Consett and included a dynamometer car. The initial service consisted of one train daily on working days, leaving Cargo Fleet about 1230 and due at Consett about 1700; the empties working back in the evening and due to arrive at Cargo Fleet around midnight. It was intended eventually to operate a twice daily service, 7 days a week on a 12 hour cycle, but the service was suspended soon after its inauguration because of insulation troubles with one of the torpedo vehicles. Indeed, on the first day the sealing cap on one of the torpedo's jammed during unloading and only two empty cars made the return journey, arriving 5 hours late at Cargo Fleet. The service was resumed on October 1st with the planned 2 trains a day running, seven days a week (leaving Cargo Fleet at 0610 and 1830, returning from Consett at 1320 and 0122 respectively), however, derailment of one of the 28 wheeled torpedo wagons at Cargo Fleet sidings on October 21st caused considerable concern as rerailling took over 6 hours - and not all the wheels had derailed!

Another mishap had occurred 3 days earlier when one of the 37's in the pair was found to be idling on the climb to Consett and a further 37 was summoned from Tyne Yard to assist the remaining working locomotive.

There were no further reports of these workings ceasing during the remainder of the year in the railway press, so it is to be assumed they continued until at least the end of the year.

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#### BOB'S CRYPTIC 37'S QUIZ

Bob Upton (37675)

Imagine you are watching a 37 pass. You can't see the number and someone has replaced the name with a 'cryptic'. Which 37 have you seen?

1. Someone deserving of being a culinary master showing his worth?
2. Northern European race escapes with creamy snack team?
3. Claiming ownership of a sheep?
4. A solid coin of the realm?
5. A security device - then again?
6. Beam me up?
7. Sounds like a serialised form of the cold one?
8. Uneven surface on highway?
9. Iron Maiden, Led Zeppelin, etc?
10. 37 in mint condition?

Answers overleaf. Has anybody a clue for "An Comunn Gaidhealach"?

# 37681

After a sojourn at Doncaster Carr depot, 37681 was condemned over the weekend of 29th/30th August as a result of collision damage - the first refurbished example to be withdrawn.

It started life as D6830 in early 1963, bearing Vulcan Foundry works number VF804 and English Electric number 3275, and was numerically the second of the first order for phase 2 centre panel versions built at Vulcan Foundry (the numerical first order of centre panel 37's were built by Robert Stephenson & Hawthorne at Darlington). Both 6829 and 6830 were delivered the same month, April 1963, and 6830's first haunt was South Wales, being sent new to Cardiff Canton. In June 1966 it was sent north to York and became a North Eastern loco for the next 5 years although transferring a number of times; to Gateshead (7/66), Thornaby (7/69), Tinsley (5/70), Thornaby (1/71) and Gateshead (2/71) before being sent to the third of the main 37 area's - Anglia - where it arrived at Stratford in March 1971. A period of stability followed during which it was renumbered to 37130 in March 1974 under the TOPS system, before it travelled again, going to March (11/81), Tinsley (1/82), Immingham (1/83) and Tinsley (1/85).

During its time at Tinsley it underwent a Heavy General Overhaul and refurbishment under the life extension programme. This included replacement of the generator with a Brush alternator (design code BA1005A), fitting of a second fuel tank, headlight and snowplough bracket, and renumbering to 37681, emerging back into service in April 1987 in the 'red stripe livery' (grey bodysides, wrap-round yellow ends and red stripe at foot of bodysides). Following this overhaul/rebuild it was allocated to the dedicated Buxton stone traffic pool along with overhauled sisters 37676-37688, for work radiating from the Peak Forest area.

Like most other members of the pool, 37681 found its way onto Cambrian line passenger work in summer 1988, working 0620 Birmingham New Street-Aberystwyth throughout and 1010 Aberystwyth-Euston (to Wolverhampton) on 11/6/88 in multiple with 37686. Unless it went the first weekend of the summer 1988 timetable this was the only occasion it was involved with this duty, and was possibly its last passenger duty.

With the sectorising of business on British Rail 37681 was transferred to Immingham (FABT-FABI) in September 1990 but remained outstationed at Buxton for use on the stone traffic, this move being to concentrate aggregates loco's at a single depot. The end was nigh from 22nd January 1992 when 37680/37681 were run into by "Pacer" 144017 which was engaged in an empty stock move at Skipton, 680/681 had been running round their train of Tilcon hoppers. All three items were damaged and by January 26th both 37's had been moved to Doncaster depot for assessment. 37680 was to be repaired at Glasgow Works (and is back in traffic) but 37681 was not so lucky, and in recent months has languished in view of the East Coast mainline outside Doncaster, shorn of crests and with engine covers removed and the damage to both ends clearly visible.

It is the 8th of the class withdrawn, following D6983/37011/37062/37260/37096/37273 and 37008, and was the second withdrawn to wear Railfreight triple tone grey livery which had by this time replaced the red stripe grey.

Most recent maintenance was to electronic brake control group (16/1 at Holbeck), traction motors (12/1/92 at Immingham), electronic equipment - unspecified (15/11/91 at Buxton), electronic brake control (7/11/91 at Buxton), brakeblocks (3/10/91 at Buxton), and governor/fuel pump linkage (6/9/91 at Buxton). Last 'A' exam was at Holbeck on 8/1/92, last 'B' exam at Buxton on 26/11/91, and last tyre turning at Thornaby on 25/8/91.

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## CRYPTIC ANSWERS

1 - William Cookworthy; 2 - British Steel Teesside (Teas side); 3 - Oor Wullie;  
4 - Concrete Bob; 5 - Loch Awe; 6 - Vulcan Enterprise; 7 - Grainflow; 8 - Ripple Lane; 9 - Great Rocks; 10 - Imperial

# PASSENGER INFORMATION

This months gen includes that for the sleepers and Kyles which is held over from last months "Syphon Extra". \* = 37's operated between Edinburgh and Inverness/Aberdeen.

31.7.92	37029/194	2010 Inverness-Euston*
1.8.92	37156/194	1900 Inverness-Euston (to Glasgow Central)
2.8.92	37156/194	2000 (1/8) Euston-Inverness (from Glasgow Central)
	37194/285	2000 Inverness-Euston*
	37251/252	2110 (1/8) Euston-Aberdeen* /2100 Aberdeen-Euston*
3.8.92	37152	1836 Inverness-Kyle
	37194/196	2010 Inverness-Euston*
	37194/285	2130 (2/8) Euston-Aberdeen* /1524 Aberdeen-Inverness
	37196	0650 Kyle-Inverness /1015 Inverness-Kyle /1500 Kyle-Inverness
	37251	1227 Inverness-Kyle /1700 Kyle-Inverness
	37251/252	2105 (2/8) Euston-Inverness*
4.8.92	37152	0650 Kyle-Inverness
	37194/196	2203 (3/8) Euston-Aberdeen* /2120 Aberdeen-Euston*
	37240	1227 Inverness-Kyle /1700 Kyle-Inverness
	37251	1015 Inverness-Kyle /1500 Kyle-Inverness /1836 Inverness-Kyle
5.8.92	37070/194	2130 (4/8) Euston-Inverness*
	37152	1227 Inverness-Kyle /1700 Kyle-Inverness
	37194/251	2010 Inverness-Euston*
	37240	1015 Inverness-Kyle /1500 Kyle-Inverness /1836 Inverness-Kyle
	37251	0650 Kyle-Inverness
6.8.92	37153	1015 Inverness-Kyle /1500 Kyle-Inverness /1836 Inverness-Kyle
	37240	0650 Kyle-Inverness /1227 Inverness-Kyle /1700 Kyle-Inverness
	37194/251	2130 (5/8) Euston-Inverness* /1627 Inverness-Edinburgh
7.8.92	37153	0650 Kyle-Inverness /1227 Inverness-Kyle /1700 Kyle-Inverness
	37240	1015 Inverness-Kyle /1500 Kyle-Inverness /1836 Inverness-Kyle
8.8.92	37025	1015 Inverness-Kyle /1500 Kyle-Inverness /1836 Inverness-Kyle
	37156	0600 Inverness-Aberdeen /0916 Aberdeen-Inverness
		i215 Inverness-Aberdeen /1524 Aberdeen-Inverness
	37240	0650 Kyle-Inverness /1227 Inverness-Kyle /1700 Kyle-Inverness
9.8.92	37025	1030 Kyle-Inverness /1810 Inverness-Kyle
	37059/156	2000 Inverness-Euston*
	37153	1115 Inverness-Kyle /1505 Kyle-Inverness
10.8.92	37025	0650 Kyle-Inverness /1227 Inverness-Kyle /1700 Kyle-Inverness
	37059/156	2203 (9/8) Euston-Aberdeen* /2120 Aberdeen-Euston*
	37152	0600 Inverness-Aberdeen /0916 Aberdeen-Inverness
		1215 Inverness-Aberdeen /1524 Aberdeen-Inverness
	37153	1015 Inverness-Kyle /1500 Kyle-Inverness
	37240	1836 Inverness-Kyle
11.8.92	37025	1836 Inverness-Kyle
	37059/156	2130 (10/8) Euston-Inverness*/2010 Inverness-Euston*
	37153	1015 Inverness-Kyle /1500 Kyle-Inverness
	37240	0650 Kyle-Inverness /1227 Inverness-Kyle /1700 Kyle-Inverness
12.8.92	37025	0650 Kyle-Inverness /1227 Inverness-Kyle /1700 Kyle-Inverness
	37059/156	2130 (11/8) Euston-Inverness* /2010 Inverness-Euston*
	37153	1015 Inverness-Kyle /1500 Kyle-Inverness /1836 Inverness-Kyle
13.8.92	37059/156	2203 (12/8) Euston-Aberdeen* /2120 Aberdeen-Euston*
	37153	0650 Kyle-Inverness /1227 Inverness-Kyle /1700 Kyle-Inverness
	37240	1015 Inverness-Kyle /1500 Kyle-Inverness /1836 Inverness-Kyle
14.8.92	37025	1227 Inverness-Kyle /1700 Kyle-Inverness
	37059/156	2203 (13/8) Euston-Aberdeen* /2120 Aberdeen-Euston*
	37153	1015 Inverness-Kyle /1500 Kyle-Inverness /1836 Inverness-Kyle
	37240	0650 Kyle-Inverness
15.8.92	37025	1015 Inverness-Kyle /1500 Kyle-Inverness /1836 Inverness-Kyle
	37059/156	2130 (14/8) Euston-Inverness* /1900 Inverness-Euston (to Glasgow C)
	37153	0650 Kyle-Inverness /1627 Inverness-Edinburgh /2122 Edinburgh-Perth
	37240	1227 Inverness-Kyle /1700 Kyle-Inverness
16.8.92	37025	1030 Kyle-Inverness /1810 Inverness-Kyle
	37059/156	2000 (15/8) Euston-Inverness (from Glasgow C)/2000 Inverness-Euston*
	37240	1115 Inverness-Kyle /1505 Kyle-Inverness

17.8.92	37025	0650 Kyle-Inverness
	37059/156	2110 (16/8) Euston-Aberdeen* /2120 Aberdeen-Euston*
	37153	1836 Inverness-Kyle
	37240	1015 Inverness-Kyle /1500 Kyle-Inverness
	37251/285	2010 Inverness-Euston*
	37294	1227 Inverness-Kyle /1700 Kyle-Inverness
18.8.92	37059/156	2130 (17/8) Euston-Inverness*
	37153	0650 Kyle-Inverness /1227 Inverness-Kyle /1700 Kyle-Inverness
	37240	1015 Inverness-Kyle /1500 Kyle-Inverness /1836 Inverness-Kyle
	37251/285	2203 (17/8) Euston-Aberdeen* /2120 Aberdeen-Euston*
19.8.92	37240	0650 Kyle-Inverness /1227 Inverness-Kyle /1700 Kyle-Inverness
	37251/285	2203 (18/8) Euston-Aberdeen* /2120 Aberdeen-Euston*
	37294	1015 Inverness-Kyle /1500 Kyle-Inverness /1836 Inverness-Kyle
20.8.92	37153	1015 Inverness-Kyle /1500 Kyle-Inverness /1836 Inverness-Kyle
	37170/252	2203 (19/8) Euston-Aberdeen* /2120 Aberdeen-Euston*
	37294	0650 Kyle-Inverness /1227 Inverness-Kyle /1700 Kyle-Inverness
21.8.92	37153	0650 Kyle-Inverness /1227 Inverness-Kyle /1700 Kyle-Inverness
	37170/252	2203 (20/8) Euston-Aberdeen* /2120 Aberdeen-Euston*
	37240	1015 Inverness-Kyle /1500 Kyle-Inverness /1836 Inverness-Kyle
22.8.92	37025/240	1227 Inverness-Kyle
	37063	0645 Perth-Edinburgh /1130 Edinburgh-Inverness
	37152/156	2203 (21/8) Euston-Aberdeen* /2000 Aberdeen-Euston*
	37153	1015 Inverness-Kyle
	37170/252	2130 (21/8) Euston-Inverness*
	37240	0650 Kyle-Inverness /1700 Kyle-Inverness (with 37153 D.I.T.)
	37251/252	1900 Inverness-Euston (to Glasgow C)
	37294	1836 Inverness-Kyle
23.8.92	37053	0955 Swindon-Weymouth /1732 Weymouth-Swindon
	37152/156	2110 (22/8) Euston-Aberdeen* /2100 Aberdeen-Euston*
	37240	1115 Inverness-Kyle /1505 Kyle-Inverness (to Achnasheen)
	37025/240	1505 Kyle-Inverness (from Achnasheen)
	37251/252	2000 (22/8) Euston-Inverness (from Glasgow C)/2000 Inverness-Euston*
	37294	1030 Kyle-Inverness /1810 Inverness-Kyle
24.8.92	37025	1015 Inverness-Kyle /1500 Kyle-Inverness /1836 Inverness-Kyle
	37152/156	2105 (23/8) Euston-Inverness* /2000 Inverness-Euston*
	37230	0627 Chepstow-Cardiff
	37240	1227 Inverness-Kyle /1700 Kyle-Inverness
	37251/252	2125 (23/8) Euston-Aberdeen* /2100 Aberdeen-Euston*
25.8.92	37025	0650 Kyle-Inverness /1227 Inverness-Kyle /1700 Kyle-Inverness
	37152/156	2203 (24/8) Euston-Aberdeen* /2120 Aberdeen-Euston*
	37196	1215 Inverness-Aberdeen /1524 Aberdeen-Inverness
		1836 Inverness-Kyle
	37251/252	2130 (24/8) Euston-Inverness* /2010 Inverness-Euston*
	37294	1015 Inverness-Kyle /1500 Kyle-Inverness
26.8.92	37025	1015 Inverness-Kyle /1500 Kyle-Inverness
	37059/063	2010 Inverness-Euston (to Culloden - failed)
	37152/156	2130 (25/8) Euston-Inverness*
	37196	0650 Kyle-Inverness /1227 Inverness-Kyle /1700 Kyle-Inverness
	37240	1215 Inverness-Aberdeen /1524 Aberdeen-Inverness
	37251/252	2203 (25/8) Euston-Aberdeen* /2120 Aberdeen-Euston*
27.8.92	37059/063	2010 Inverness-Euston*
	37087	1227 Inverness-Kyle /1700 Kyle-Inverness
	37152/156	1015 Inverness-Edinburgh /1440 Edinburgh-Inverness
	37240	1015 Inverness-Kyle /1500 Kyle-Inverness
	37251/252	2203 (26/8) Euston-Aberdeen* /2120 Aberdeen-Euston*
28.8.92	37059/063	2203 (27/8) Euston-Aberdeen* /2120 Aberdeen-Euston*
	37087	1227 Inverness-Kyle /1700 Kyle-Inverness
	37240	1015 Inverness-Kyle /1500 Kyle-Inverness
	37251/252	2130 (27/8) Euston-Inverness* /2010 Inverness-Euston*



29.8.92	37059/063	2130 (28/8) Euston-Inverness*/1900 Inverness-Euston (to Glasgow)
	37087	1700 Kyle-Inverness
	37087/088	1227 Inverness-Kyle
	37156	1015 Inverness-Kyle /1500 Kyle-Inverness
	37251/252	2203 (28/8) Euston-Aberdeen* /1524 Aberdeen-Inverness
	37509	2203 (28/8) Euston-Aberdeen (Montrose-Aberdeen)
	37886	1030 Paignton-Glasgow Central (Exeter-Bristol)
30.8.92	37054	1025 Bristol-Plymouth (Exeter-Plymouth)
		1405 Plymouth-Leeds (Tiveton Parkway-Taunton)
	37059/063	2000 (29/8) Euston-Inverness (ex Glasgow)/2010 Inverness-Euston*
	37087/156	1505 Kyle-Inverness (Achnasheen-Inverness)
	37156	1115 Inverness-Kyle /1505 Kyle-Inverness
31.8.92	37087	1227 Inverness-Kyle /1700 Kyle-Inverness
	37156/251	2010 Inverness-Euston*
	37251	1015 Inverness-Kyle /1500 Kyle-Inverness
	37254	0742 Cardiff-Weymouth /1630 Weymouth-Cardiff CORRECTION
1.9.92	37059/063	2130 Euston-Inverness* /2010 Inverness-Euston*
	37087	1015 Inverness-Kyle /1500 Kyle-Inverness
	37088	1227 Inverness-Kyle /1700 Kyle-Inverness
	37285	0705 Perth-Edinburgh /1130 Edinburgh-Inverness
2.9.92	37025	1015 Inverness-Kyle /1500 Kyle-Inverness
	37059/063	2203 (1/9) Euston-Aberdeen* /2120 Aberdeen-Euston*
	37087	1227 Inverness-Kyle /1700 Kyle-Inverness
	37251/156	1215 Inverness-Aberdeen /1524 Aberdeen-Inverness
		2130 (1/9) Euston-Inverness* /2010 Inverness-Euston*
3.9.92	37025	1227 Inverness-Kyle /1700 Kyle-Inverness
	37059/063	2130 (2/9) Euston-Inverness* /2010 Inverness-Euston*
	37087	1015 Inverness-Kyle /1500 Kyle-Inverness
	37156/251	2203 (2/9) Euston-Aberdeen* /2120 Aberdeen-Euston*
	37245	1557 Norwich-Birmingham NS (Norwich-Peterborough)
		1602 Birmingham NS-Norwich (Peterborough-Norwich)
4.9.92	37025	1227 Inverness-Kyle /1700 Kyle-Inverness
	37059/063	2203 (3/9) Euston-Aberdeen* /2120 Aberdeen-Euston*
	37087	1015 Inverness-Kyle /1500 Kyle-Inverness
	37156/251	2130 (3/9) Euston-Inverness* /2010 Inverness-Euston*
	37232	1007 Aberdeen-Nairn /Nairn-Aberdeen CHARTER
	37240	1836 Inverness-Kyle
	37254	0742 Cardiff-Weymouth /1630 Weymouth-Cardiff
	37285	1215 Inverness-Aberdeen /1524 Aberdeen-Inverness
5.9.92	37025/240	1227 Inverness-Kyle /1700 Kyle-Inverness
	37073	1737 Carlisle-Norwich (Chippenham Junction-Ipswich) CHARTER
	37059/063	2130 (4/9) Euston-Inverness*/1900 Inverness-Euston (to Glasgow C)
	37087	1015 Inverness-Kyle /1500 Kyle-Inverness
	37097	0758 Cardiff-Weymouth /1630 Weymouth-Cardiff
	37156/251	2203 (4/9) Euston-Aberdeen* /2000 Aberdeen-Euston*
	37240	0650 Kyle-Inverness
6.9.92	37059/063	2000 (5/9) Euston-Inverness (ex Glasgow C)
	37087/152	1115 Inverness-Kyle
	37097	0955 Swindon-Weymouth /1732 Weymouth-Swindon
	37152	1505 Kyle-Inverness
	37156/251	2110 (5/9) Euston-Aberdeen* /2100 Aberdeen-Euston*
	37213	1045 Leicester-Derby (Nottingham-Derby) CHARTER
		1600 Leicester-Nottingham (Derby-Nottingham) CHARTER
	37687/422	0800 Manchester P.-Leicester /1845 Leicester-Manchester CHARTER
7.9.92	37152	1227 Inverness-Kyle /1700 Kyle-Inverness
	37156/251	2125 (6/9) Euston-Aberdeen* /2120 Aberdeen-Euston*
	37221	2010 Inverness-Euston *(pilot)
	37240	0600 Inverness-Aberdeen (Inverness-Elgin, pilot)
		1015 Inverness-Kyle /1500 Kyle-Inverness

8.9.92	37063/221	2010 Inverness-Euston*
	37152	1015 Inverness-Kyle /1500 Kyle-Inverness
	37156/251	2203 (7/9) Euston-Aberdeen* /2120 Aberdeen-Euston*
	37221	2130 (7/9) Euston-Inverness (Edinburgh-Perth, pilot)
	37240	1227 Inverness-Kyle /1700 Kyle-Inverness
9.9.92	37063/221	2203 (8/9) Euston-Aberdeen* /2120 Aberdeen-Euston*
	37087	1227 Inverness-Kyle /1700 Kyle-Inverness
	37156/251	2130 (8/9) Euston-Inverness* /2010 Inverness-Euston*
	37240	1015 Inverness-Kyle /1500 Kyle-Inverness
10.9.92	37063/221	2130 (9/9) Euston-Inverness* /2010 Inverness-Euston (37063 to Perth, 37221 to Aviemore where it failed)
	37088	1227 Inverness-Kyle /1700 Kyle-Inverness
	37152	1015 Inverness-Kyle /1500 Kyle-Inverness
	37156/251	2203 (9/9) Euston-Aberdeen* /2120 Aberdeen-Euston*
11.9.92	37063/170	2010 Inverness-Euston*(37170 to Larbert only where failed)
	37106	2010 Inverness-Euston (Larbert-Edinburgh)
	37088	1227 Inverness-Kyle /1700 Kyle-Inverness
	37156/251	2130 (10/9) Euston-Inverness* /1015 Inverness-Edinburgh
	37196/285	2203 (10/9) Euston-Aberdeen* /2120 Aberdeen-Euston*
	37428	1015 Inverness-Kyle /1500 Kyle-Inverness
12.9.92	37087/088	1227 Inverness-Kyle
	37088	1700 Kyle-Inverness
	37196/285	2203 (11/9) Euston-Aberdeen* /0916 Aberdeen-Inverness
		1900 Inverness-Euston (to Aviemore - failed)
	37197	0758 Cardiff-Weymouth /1630 Weymouth-Cardiff
	37428	1015 Inverness-Kyle /1500 Kyle-Inverness
13.9.92	37087/428	1505 Kyle-Inverness
	37196/285	2000 Inverness-Euston (37196 to Perth, 37285 to Dunkeld, failed)
	37372	1628 Exeter-Waterloo (to Salisbury)
		1855 Waterloo-Exeter (Salisbury-Exeter)
	37428	1115 Inverness-Kyle
14.9.92	37087	1227 Inverness-Kyle /1700 Kyle-Inverness
	37156/251	2105 (13/9) Euston-Inverness* /2010 Inverness-Euston*
	37196/285	2120 Aberdeen-Euston*
	37428	1015 Inverness-Kyle /1500 Kyle-Inverness /1836 Inverness-Kyle
15.9.92	37087	1227 Inverness-Kyle /1700 Kyle-Inverness
	37156/251	2130 (14/9) Euston-Inverness* /2010 Inverness-Euston*
	37196/285	2203 (14/9) Euston-Aberdeen* /2120 Aberdeen-Euston*
	37428	0650 Kyle-Inverness /1015 Inverness-Kyle
		1500 Kyle-Inverness /1836 Inverness-Kyle
16.9.92	37025	1227 Inverness-Kyle /1700 Kyle-Inverness
	37156/251	2203 (15/9) Euston-Aberdeen* /2120 Aberdeen-Euston*
	37196/285	2130 (15/9) Euston-Inverness* /2010 Inverness-Euston*
	37428	0650 Kyle-Inverness /1015 Inverness-Kyle
		1500 Kyle-Inverness /1836 Inverness-Kyle
17.9.92	37025	1015 Inverness-Kyle /1500 Kyle-Inverness
	37153	1227 Inverness-Kyle /1700 Kyle-Inverness
	37156/251	2130 (16/9) Euston-Inverness* /2010 Inverness-Euston*
	37196/285	2203 (16/9) Euston-Aberdeen* /2120 Aberdeen-Euston*
	37428	0650 Kyle-Inverness
18.9.92	37025	1227 Inverness-Kyle /1700 Kyle-Inverness
	37156/251	2203 (17/9) Euston-Aberdeen* /2120 Aberdeen-Euston*
	37196/285	2130 (17/9) Euston-Inverness* /1215 Inverness-Aberdeen
		1524 Aberdeen-Inverness /2010 Inverness-Euston*
	37428	0650 Kyle-Inverness /1015 Inverness-Kyle
		1500 Kyle-Inverness /1836 Inverness-Kyle
19.9.92	37025	1227 Inverness-Kyle /1700 Kyle-Inverness
	37153	1053 Inverness-Aberdeen
	37156/251	2130 (18/9) Euston-Inverness*/1900 Inverness-Euston(to Glasgow C)
	37196/285	2203 (18/9) Euston-Aberdeen* /2000 Aberdeen-Euston*
	37404	0708 Perth-Edinburgh /0840 Edinburgh-Dundee /1027 Dundee-Edinburgh
		1630 Leuchars-Dundee /1705 Dundee-Edinburgh

19.9.92	37428	0650 Kyle-Inverness /1015 Inverness-Kyle
		1500 Kyle-Inverness /1836 Inverness-Kyle
	37699	0758 Cardiff-Weymouth /1300 Weymouth-Westbury
		1452 Westbury-Weymouth /1630 Weymouth-Cardiff
	37717	0800 Derby-Pickering (Battersby-Grosmont) CHARTER
20.9.92	37025	1115 Inverness-Kyle /1505 Kyle-Inverness
	37156/251	2000 (19/9) Euston-Inverness (ex Glasgow C)/2000 Inverness-Euston*
	37196/285	2130 (19/9) Euston-Aberdeen (Edinburgh-Cowdenbeath, 37285 failed)
	37225/262	0610 Salisbury-Thornaby (Salisbury-Sheffield) CHARTER
		1800 Thornaby-Salisbury (Sheffield-Salisbury) CHARTER
	37428	1030 Kyle-Inverness /1810 Inverness-Kyle
	37513/511	1800 Thornaby-Salisbury (Thornaby-Sheffield) CHARTER
	37516/515	0610 Salisbury-Thornaby (Sheffield-Thornaby) CHARTER
21.9.92	37059	0708 Perth-Edinburgh
	37059/196	1130 Edinburgh-Inverness /2010 Inverness-Euston*
	37153	1227 Inverness-Kyle /1700 Kyle-Inverness
	37156/251	2125 (20/9) Euston-Aberdeen* /2120 Aberdeen-Euston*
	37428	0650 Kyle-Inverness /1015 Inverness-Kyle
		1500 Kyle-Inverness /1836 Inverness-Kyle
22.9.92	37087	1227 Inverness-Kyle /1700 Kyle-Inverness
	37059/196	2203 (21/9) Euston-Aberdeen* /2120 Aberdeen-Euston*
	37156/251	2130 (21/9) Euston-Inverness* /1215 Inverness-Aberdeen
		1524 Aberdeen-Inverness /2010 Inverness-Euston*
	37428	0650 Kyle-Inverness /1015 Inverness-Kyle
		1500 Kyle-Inverness /1836 Inverness-Kyle
23.9.92	37059	2122 Edinburgh-Perth
	37059/196	2130 (22/9) Euston-Inverness* /1627 Inverness-Edinburgh
	37087	1227 Inverness-Kyle /1700 Kyle-Inverness
	37156/251	2203 (22/9) Euston-Aberdeen* /2130 Aberdeen-Euston*
	37408	1015 Inverness-Kyle /1500 Kyle-Inverness /1836 Inverness-Kyle
	37428	0650 Kyle-Inverness
24.9.92	37059	0708 Perth-Edinburgh /1130 Edinburgh-Inverness
	37059/063	2010 Inverness-Euston*
	37153	1227 Inverness-Kyle /1700 Kyle-Inverness
	37156/251	2203 (23/9) Euston-Aberdeen* /2120 Aberdeen-Euston*
	37408	0650 Kyle-Inverness /1015 Inverness-Kyle
		1500 Kyle-Inverness /1836 Inverness-Kyle
25.9.92	37059/063	2203 (24/9) Euston-Aberdeen* /2120 Aberdeen-Euston*
	37087	1227 Inverness-Kyle /1700 Kyle-Inverness
	37156/251	2130 (24/9) Euston-Inverness* /2010 Inverness-Euston*
	37402	1836 Inverness-Kyle
	37408	0650 Kyle-Inverness
	37417	1618 Birmingham NS-Oakham (extended to Peterborough)
	37428	1015 Inverness-Kyle /1500 Kyle-Inverness
26.9.92	37059/063	2130 (25/9) Euston-Inverness*/1900 Inverness-Euston (to Glasgow C)
	37087	0650 Kyle-Inverness (Achnasheen-Inverness)
		1227 Inverness-Kyle /1700 Kyle-Inverness
	37152	1627 Inverness-Edinburgh /2122 Edinburgh-Perth
	37156/251	2203 (25/9) Euston-Aberdeen* /2000 Aberdeen-Euston*
	37402	0650 Kyle-Inverness (Kyle-Achnasheen) /1836 Inverness-Kyle
	37416	0758 Cardiff-Weymouth /1630 Weymouth-Cardiff
	37417	Chester-Carlisle-Chester CHARTER
	37423	Dunblane-Whitby-Dunblane CHARTER
27.9.92	37059/063	2000 (26/9) Euston-Inverness (ex Glasgow C)/2000 Inverness-Euston*
	37087	1115 Inverness-Kyle /1505 Kyle-Inverness
	37156/251	2130 (26/9) Euston-Aberdeen* /2100 Aberdeen-Euston*
	37402	1030 Kyle-Inverness /1810 Inverness-Kyle
28.9.92	37025/251	2010 Inverness-Euston*
	37059/063	2125 (27/9) Euston-Aberdeen* /2120 Aberdeen-Euston*
	37156/251	2105 (27/9) Euston-Inverness*
	37402	1015 Inverness-Kyle /1700 Kyle-Inverness
29.9.92	37025/251	2203 (28/9) Euston-Aberdeen* /2120 Aberdeen-Euston*
	37059/063	2130 (28/9) Euston-Inverness* /2010 Inverness-Euston*
	37402	1015 Inverness-Kyle /1700 Kyle-Inverness
	37404	0600 Inverness-Aberdeen /0916 Aberdeen-Inverness

One additional working is 37251/156, 2203 (31/8) Euston-Aberdeen and 2120 (1/9) Aberdeen-Euston between Edinburgh/Aberdeen/Edinburgh. Unfortunately the gen for the West Highland has not materialised so I can only give details of the few workings which I have recorded myself. These are as follows, with headcodes as given in the feature "Where to go for Class 37 haulage" in the last "Syphon!": 3/8/92 - 405 = 1Y12; 409 = 1Y53; 424 - 1S07: 4/8/92 - 404 = 1Y61/1Y66; 410 = 1Y12: 5/8 - 424 = 1Y53/1Y64; 430 = 1Y12: 6/8 - 410 = 1Y53/1Y64/1Y61/1Y66; 430 = 1Y12/1Y13: 7/8 - 401 = 1Y13; 402 = 1S07 (6/8 ex Euston); 423 = 1Y12; 430 = 1Y53/1Y61/1Y66: 8/8 - 401 = 1Y53/1Y64/1Y61; 406 = 1Y13/1Y50; 423 = 1M15; 430 = 1S07 (7/8 ex Euston): 14/8 - 402 = 1Y12/1Y13/1Y50: 25/8 - 401 = 1Y12; 408 = 1Y63/1Y50; 430 = 1Y13/1Y50/1Y49: 31/8 - 402 = 1Y13/1Y50/1Y49; 406 = 1S07 (30/8 ex Euston); 409 = 1Y12; 423 = 1Y53/1Y64/1Y61/1Y66/1Y63/1Y50/1M15: 1/9 - 402 = 1Y53/1Y64/1Y61/1Y66/1Y63/1Y50/1M15; 406 = 1Y12; 423 1S07 (31/8 ex Euston): 3/9 - 406 = 1Y50/1Y49; 410 = 1Y12/1Y13; 423 1Y58/1Y53/1Y64/1Y61/1M15: 4/9 - 402 = 1Y63/1Y50; 403 = 1Y13/1Y50/1Y49; 404 = 1M15.

In early August 37423 had a roam with the Scottish inspection saloon, working 0743 Glasgow Queen Street - Kyle and Kyle - Inverness on 4/8, it was at Kyle again on 5/8 and returned south with 1018 Inverness - Glasgow Queen Street on 6/8, all 2201. 37402 worked an SRPS tour from Aberdour to York and back on 19/9/92. On the 'NB' front, 37670/672 were involved with the 1440 Newquay-Leeds on 8/8/92, working through from the branch to Plymouth. 37174 is believed to have worked something into Birmingham New Street on 29/8, the next day 37712 worked on the last shuttle of the day at Bescot Open Day. 37073 rescued 47823 which failed at Chippenham Junction on 5/9 while returning with a NENTA charter. 37669 was present for the Bodmin & Wenford diesel day on 19/9 and I am told worked one train - downhill, what a waste for what is arguably the 'biggest' one left in the MDRL pool.

Using the old adage 'it is always better on a service train', I suppose the award for "Working of the Month" should go to 37417 on the 1618 Birmingham-Peterborough on 25/9/92 - very big track for a syphon. However, two charters I felt were of particular merit were the SRPS's Dunblane-Whithy effort and Pathfinders "Tees-side Tornado" on 20th September to Thornaby Open Day.

## ELECTRIC THEMES

Andrew "Rishton" Wilkinson (37408)

So here it is, the latest episode in the life and times of the 37/4. Sadly at the end of August the home of our West Highland fleet (Eastfield) was closed, with all occupants having moved to Motherwell, taking on a new sector code MDRM. The celebrity studded Scottish petrol pool were brought together with the rest of the Petroleums at Immingham but still remain outbased at Grangemouth. Already we have witnessed some outrageous light engine movements; on the 21st September 37408 was returning light to Immingham, after only a couple of days minor surgery. The whereabouts of the others were 37407 - Immingham B exam, and 428 on the Kyles (2H80/2H83/2H84/2H87), 428 having been on the Kyle for about a fortnight, ETH being desired for the first and last trips. 37420 has spent the majority of the last 5 months (when in service) working Petroleum duties, this loco being unable to perform its designated duties due to still not having a radio (?). However, commonsense has at last prevailed, 37420 now belonging to Tinsley's MDRT pool. Another loco that has been in the wars recently is 37405, this loco having spent more time in works than out. Firstly after the Craigendoran Junction Sprinter collision 405 spent most of 1991 in Glasgow Works, then after a few jaunts 'over the top' last Christmas collapsed with major engine failure and found herself in Crewe Works. 405 again found herself in Crewe Works this summer (along with 37420) needing wheel set replacements; now another Works visit seems likely as 37405 has been placed in store.

Only 37421/425/427/429 have yet to work passengers this year, 408 and 411 having worked since my last report. 37411 has worked between Penzance and Plymouth, I'd have given my right arm for that one, which incidentally is what I felt like I'd lost when I learned of 'my Beasts' first working of the year on 1S07 Edinburgh to Fort William (with the 'seats' ban on 'S07' being lifted through the summer north of Dalmuir). This was the first weekend I had missed on the West Highland this summer, and was deeply shocked by this working, 408 not having worked the Fort Bill sleeper since December 1988. The chances of a repeat performance were thought to be

very slim, however, it was just my luck when after overnighing in my car at Helensburgh on Saturday 22nd August, totally unexpectedly in rolled 37408 on 'S07'. "Barbara Rannoch" certainly provided audio entertainment, but lacked a little in pace. On the return that night, 408 provided me with my first failure on the West Highland after travelling over thirty thousand miles on this line ! Having collided with a stag on Rannoch Moor, the driver declared us unfit to proceed at Bridge of Orchy, 37406 finally coming to the rescue after nearly five hours ! 37428 also broke the monopoly of the amalgamated pool working 'the sleeper' on the 13th and 27th of August. 37232 also came close, having been allocated to the 0900 Fort Bill to Glasgow and only failed to work through stock failure.

On the final day (5/9/92) 37403 worked the 3 trips to Mallaig (a rare loco this summer) whilst 424 worked the 0900 Fort William-Glasgow, being paired on the return (1450) with a loco that always stands up to be counted, 37430 ! 1M15 surprisingly also dropped a pair, 37401+404 which were duly had to Helensburgh. A convoy of cars then descended south to Manchester for the following days "Leicester Farce day Special". At 112:50 it certainly seemed reasonable and was all the more appreciated on learning of the trains engines, the illusive 37422 along with Buxton cousin 37687. I didn't introduce myself on any of the "shuttles" that day (despite still needing 37213) - I wonder if the Pathfinder contingent still need "Challenger" and "Discovery" ? Seriously though, just being at Leicester that morning reminded me of the day I was unfortunate enough to have disturbed a wasps nest !! The rest of the day was spent getting seriously intoxicated, watching Aliens 3, and telling 'Rigby' what it was like to have 37430 in large logo ! Oh yes, and also visiting 'The Class 37 Group' sales stand on the depot. The return was again via Nuneaton and up the 'Trent Valley' with 422+687.

The 'Trent Valley' is always a sought after piece of track, and the second time behind an 'E' in the space of a month, the first being on 9th August when Rail UK tried their hand at an enthusiasts special from Wolves to Carlisle out via Nuneaton, Manchester and Preston, returning via the S + C. The performance of 37418+502 entering Wolves will stay with me for a long time. The whole day out was truly excellent (despite being stung by a bee in Appleby), the loco's really were superb, especially from Blackburn - Bolton.

Well that has just about exhausted my diary for the peak summer period. However, on 19/9/92, the day when many were travelling to Weymouth on 37699, 37404 found herself on 2P10, the 0708 Perth-Edinburgh. A 'fast car' from Preston to Perth got me and "The Stumpion" in position for this one. On arrival at Edinburgh 404 surprisingly ran round to form the 0840 Edinburgh-Dundee and subsequent 1037 Dundee-Edinburgh, 1615 Leuchars-Dundee, and 1705 Dundee-Edinburgh (extra workings being required for the Leuchars air show). The "Dundee's" have always been massive for 37/4's even prior to 'Sprinterisation', to my knowledge only the likes of 37416/417/421 having worked the 0655 Dundee-Edinburgh commuter train during early 1990, although there have probably been others.

What an immense day the final 'summer' Saturday (26/9/92) turned out to be! The regular contingency on the Cardiff-Weymouth were treated to an almighty "Electric Shock" as the much speculated "NB pairing" metamorphosised into ex 'North West Upstart' 37416!! making her debut to this ever popular holiday resort "Costa-del-Weymouth". I'm quite sure this 'real' local veteran '37302' was welcomed with open arms! Another ex North West engine found herself back on old haunts (or should that be new?) when 37417 did the honours on yet another Carlisle/S + C circular, originating from that town of historic Roman influence, Chester!! Just for the record, 37417 is only the forth 'E' to work the S + C, the others being 411/418/430! 37408 has already settled in at Inverness, the passengers enjoying the luxury of heat on the Kyles once again, 402 + 404 having been transferred into the RAJV pool. 408, having had a brief spell herself on the Kyles earlier in the week, found herself on 'S07' from Edinburgh-Fort Bill. But the 'largest' working of the day was undoubtedly 37423 on the SRPS Dunblane-Whitby. It was pleasing to see this train so well patronised with the bashing fraternity, this must surely be a leading contender for the 'E' working of the year?

This summer has certainly been a season for quotes, with speculation reaching epidemic proportions! By the time you are reading this, however, it is more likely that we have settled down to a rather mundane period for passenger workings. Providing there is not strong public opinion to the contrary, I shall be back next time with more 'encounters of the 37/4 kind'.

# ON TOUR

Maurice Barber (37156)

## "THE TEES-SIDE TORNADO" (Pathfinder Tours - Sunday September 20th)

1236, 0610 Salisbury-Thornaby

For those who like their haulage off 37's from 0610 until 0105 next morning with just a three hour break to visit Thornaby depot's Open Day with 600+ miles to boot this was just too good to miss and deservedly sold out well before the day. Three pairs of 37's were diagrammed, a MDTT pair from Salisbury-Sheffield and return with two different pairs of FMTY 37/5's from Sheffield-Thornaby and return. The first pair was 37225+37262 "Downreay". The start was less than auspicious as no guard could be found and departure was finally at 0647 (-37). A further 15 minutes was spent at Westbury awaiting the engineers to give up their possession of the line to Bath Spa. Though not booked to call at Bristol TM (to pick up) we had to go in to run round as the stock was the wrong way round and allegedly could not be turned on the Laverstock loop. By the time Bristol Parkway was left we had hit RST (Railtour Standard Time) having spent ten minutes awaiting the connecting West Country coach which had failed en route! (Had we been anywhere near time the coach would have been right-away Sheffield!) Our attempts to claw back time was not helped by one of the most ridiculous pieces of timing I have ever known, namely the 8½ miles from passing Stourbridge Junction to passing Galton Junction was supposed to be done in four minutes! We left Birmingham eighty late and ran to Derby via Lichfield which was notable for many signal checks and the deficit had increased to 112 minutes (still the Editor is used to waiting hours for Pathfinder railtours on Sundays!). Sheffield was reached via the "Old Road" from Chesterfield where 37516+37515 were waiting to take over. Departure from Sheffield was 112 minutes late but by dint of gaining 15 minutes to Doncaster (passing via the 2 way goods line), running direct to York (instead of via the Selby Junctions because the signalman had failed to turn up for duty), and cutting out the photo stop/watering stop at York, Thornaby was reached a mere 65 minutes late where a fleet of buses were waiting to ferry passengers to the Open Day. Our return was put back to 1800 (actually left at 1803 as opposed to the scheduled 1720) routed via Northallerton as opposed to avoiding it on the outward route at Longlands Junction and York Yard South where a crew change was made (this route avoids York station) and proceeded to Sheffield via Moorthorpe with 37513+37511 "Stockton Haulage" in charge. This pair made up another 12 minutes to Sheffield (passing Church Fenton we were only 24 minutes down on the original timing of 1720 ex Thornaby), and with 28 minutes allowed there for our final loco change surely even more time could have been made up. Don't you believe it, for it took no less than thirty-seven minutes to perform the change. Now 37225+37262 were back in charge and managed to claw back over twenty minutes of lost time back to Salisbury helped by the early finish to all day engineering works between Birmingham and Tamworth. Despite the problems encountered on the outward journey it was a very enjoyable tour.

## THIS MONTHS PHOTO'S

FRONT COVER: 37502 (ex 37082) and 37418 (ex 37271) "Pectinidae", both in triple tone grey livery, pictured during a photo stop on Rail UK's 'Settle Carlisle Thunderer' charter on 9/8/92. Andrew Wilkinson (37408).

OPPOSITE TOP: 37681 (ex 37130), an obituary for which is included this month, is seen at Wolverhampton with 37686 concealed which together had worked the 1010 Aberystwyth-Euston on 11/6/88. Andrew Garten (37001).

OPPOSITE BOTTOM: The colourful combination of 37245 (civil engineers), 37278 (triple tone Coal) and 37415 (Mainline) are seen at Ipswich station having just arrived with the Mondays only version of the Pengam-Felixstowe which starts from Harwich Parkeston. The date is 24/8/92 and the actual order of the engines is 37245/415/278. Martin Reeve (37148).

REAR COVER TOP: 37097 (obviously with no 2 end leading - see 'Newsdesk') stands at Swindon after arrival with the 1732 from Weymouth on Sunday 6/9/92. This service only ran for 3 consecutive Sundays. Martin Reeve (37148).

REAR COVER BOTTOM: 37294, in civil engineers livery, makes a brief call at Muir of Ord with the 1836 Inverness-Kyle of Lochalsh of 28th June 1992. Simon Jowett



