

# SYPHON!

THE MAGAZINE OF  
THE CLASS 37 GROUP  
DEC 1992



# 37



## THE CLASS 37 GROUP

SYPHON!

THE CLASS 37 GROUP

NUMBER 54 - DECEMBER 1992

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\* - please send all "Regional View" material (sightings, freight workings, etc) to Steve Branch at the above address; all other material to the Editor.

THE CLASS 37 GROUP has the following aims and objectives:

- \* - to foster and develop a keen interest in British Rail's class 37 locomotives.
- \* - to provide members with news and information concerning these 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- \* - to secure for preservation, one or more class 37(s) when the class is withdrawn from revenue earning service.
- \* - profit made from any activity by or on behalf of the Group to be invested for the purpose of preservation of one or more class 37(s).

### HOW YOU CAN HELP

Contributions for "SYPHON!" are always welcome, 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, quizzes, 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 within what time period. You can also submit letters for publication, ideally with questions regarding class 37 locomotives and their operations. We would also like any spare or surplus books, photo's, magazines etc you may have for the sales stand - please contact the Sales Officer.

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

PLEASE NOTE that views and opinions expressed in articles are those of the individual contributor and are not necessarily those of 'The Class 37 Group'

## EDITORIAL

Opposite is our 'new' Executive Committee as agreed at the 1992 Annual General Meeting. There are also a number of other people who have since been co-opted on to the Committee.

There were no applications for the Chairmans position and this is therefore being advertised again. If anybody is interested in applying please write to the Secretary for further details. Applications will need to be recieved by January 6th so that they can be considered at our January Committee Meeting.

Once again the attendance at the AGM was relatively poor considering the size of the membership, perhaps members do not feel it worthwhile to attend when a comprehensive round-up is given less than a month later in the magazine? Given this possibility I do not intend to continue printing a thorough review, although any changes to the Constitution would still be in the magazine, and minutes would be available from the Secretary.

Both ammendments to the Constitution proposed, and advertised in the October "Syphon!", were agreed and ratified by those present, namely that Committee Meetings will in future be on a bi-monthly basis, and that the monthly news-sheet/magazine is now replaced by a bi-monthly magazine which will be produced in February, April, June, August, October and December.

A positive consequence of the above is that we are able to hold the subscription rate at £6:00 for the third year running.

To compensate for the disappearance of the news-sheet I am planning for "Syphon!" to be somewhat larger than the previous standard of 20 pages, with the aim being for a minimum of 28 pages (you will notice that this issue is larger than that). Although I have idea's for new features that can be introduced to the magazine, this will also depend on how much material I recieve. I am fortunate in that I now have a small group of members who submit articles on a regular basis to whom I am very grateful, but I am always happy to recieve "one off's" about anything to do with the class, book reviews, video reviews, technical features, areas of operation, quiz's wordsearch's, Top Tens, railtour reviews, etc, etc. It may seem a minor point but I also believe that it helps the reader to have as many different writing styles as possible to make the magazine an interesting read.

One possible addition to the magazine, which also provides a service to our members, could be the introduction of a letters page where you can put questions about syphons to our experts, who will attempt to provide answers. I think this would work best with technical questions. If you do write in, please be prepared for the letter to appear in print, and send your letters to the Editor.

I am also interested in receiving photographs, particularly of unusual passenger workings or those of the "scenic location" type. Size is not important (as they say!) and they can be colour or black and white. Please say if you want them returned, and if so by when.

To accommodate some topical features, I have had to postpone a couple of articles I was expecting to run this month. I feel that the freight side of class 37 work, which is after all its mainstay often seems neglected in the magazine. Although it perhaps seems unglamorous compared to the occasional passenger forays it is none the less interesting, and I would like to ask you to send what information you can to Steve Branch for the Regional View column. Perhaps we could also include a list of some of the booked freight workings for 37's ?

**CHRISTMAS DRAW:** If you have not yet brought your tickets could I please ask you to consider doing so (instructions in last months news-sheet). The first prize is £25 and there will be a number of other prizes. The draw will take place on Wednesday 16th December, so please try and return your tickets & money by 15th at the latest.

Could I please ask you all to make sure that you have/retain sufficient funds in your bank account when sending us a cheque. It seems the bank are going to charge us £4 every time a cheque bounces, and obviously we will expect to be reimbursed by the individual concerned.

All that remains is for me, on behalf of the Committee, to bid you a happy Christmas, and hopefully a good start to the new year.

MONTHLY DRAW: The winner for October was J.Radcliffe - congratulations!

PRESERVATION FUND: I am pleased to report that it has been another very good month for the Fund, on 28/11/92 the total had passed another milestone and stood at £8065:88. The increase is thanks to sponsored walk money collected by Jane Garten, Neil Murphy and Mark Rigby, Christmas and Monthly Draw money, and a membership number change. There are also donations from Peter King, Steve Branch, John and Mark Ireland, Mr R.Allsopp, Mr D.Prior, Mr J.Radcliffe, Mr T.Dowle, Mr N.Hayward, Andrew Garten, Mark Rigby, Dave Bechelli, Maurice Barber, Michael Gibson, and Richard Page.

It is particularly pleasing to note that we now have 7 people signed up to make regular monthly donations to the Preservation Fund, giving us a guaranteed £60 per month. If you would like to make monthly donations (ideally by standing order) to the Preservation Fund, details can be obtained from the Treasurer. Benefits can include free Group membership and free membership to the Monthly Draw.

MEMBERSHIP NEWS: Many thanks to the following who have joined us or renewed their membership in the last couple of months: Mr A.Cooper (37016), John Ireland (37026), Simon Jowett (37031), Mr A.Jones (37048), Mr G.Sansom (37049), Peter Fergie (37056), Mr R.Allsopp (37068), Mr A.Luckham (37073), Penny Mercer (37074), David Anderson (37075), Henry Freyne (37108), Raymond Bent (37121), Roger Parr (37133), Mr J.Haydock (37220), Mr J.Saxton (37234), Mr J.Shergold (37235), Mr G.Shergold (37236), Mr C.Richens (37237), Mr K.Richens (37238), Mr P.Stevenson (37240), Mr J.Dewing (37244), Mr D.Hayward (37245), Dave Bechelli (37415), Mark Ireland (37797). A warm welcome to those of you who are new members. There are two membership number changes, Darren Jennings (37173-37140) and Steve Branch (37274-37215).

THANKS to those who have supplied me with information for this magazine, who include: Mark Rigby, Julian Shields, Andrew Wilkinson, Rod Saunders, Michael Gibson, Dean Warner, Jeremy Darr, Steve Keeble, Simon Jowett, Ian Vandervell and Mike Millward.

DEADLINES for the February "Syphon!" will be:

25/1/93 for "Regional View" information to Steve Branch

29/1/93 for articles, photo's, passenger information etc to the Editor.

## SALES

GROUP SWEATSHIRTS with logo on breast, available as follows:

Extra Large (Black/Navy/Red/Dark Grey/Cream), Large (Black/Green/Blue),  
Medium (Red/Yellow/Black) £12:00

GROUP TEESHIRTS in Black or White with split and centre headcode 37's on  
front - Small/Medium/Large/Extra Large (except White Medium) £5:00

RAILTOUR TEESHIRTS - Tyne, Tees & Wearman (Large only) £2:50  
- Brentford Bard (Large or Medium) £2:50

GROUP MUGS, teeshirt logo, or 30th ANNIVERSARY (Limited Edition) £2:00

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

NOTEPADS with line drawing of 37 on front 20p

BALLPENS - white with Group logo in black (blue ink) 40p

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

ENAMEL BADGES,  $\frac{3}{4}$  view of 37, OR line drawing side on of a 37 75p

"SYPHON!" back issues, Feb/Apr/Dec 1988, Apr/Jun/Aug/Oct/Dec 1989

Feb/Apr/Aug/Oct/Dec 1990, Feb/Apr/Jun/Aug/Oct/Dec 1991, Feb/Apr/Jun/Aug '92 35p

VIDEO: Produced by MTV, Deltics (VHS) £18:00

Please include the following for post & packing:

Photostickers, Notepads, Magazines, Keyfobs, Pens - 24p

Teeshirts, Sweatshirts, Video, Mugs - £1 per item

Please make all cheques/postal orders payable to THE CLASS 37 GROUP, and send to the Sales Officer with your address, postcode, and a telephone number if possible.

# NEWSDesk

Starting as usual with reallocations, which between 4/11/92 and 26/11/92 were:

37032	TI-HQ	MDTT-MDYX	37063	IS-TI	IISA-MDTT	37510	IM-IS	FCJW-IISA
37048	CF-IS	FMAK-RAJV	37198	TI-HQ	MDTT-MDYX			

The transfer of 37510 into the sleeper pool is expected to be followed by 3 others as I understand there have been a number of complaints about the 'jerky' ride given by the 37/0's and InterCity are to try out the refurb's.

Of the stored loco's, only 37405 (27/11) and 37902 (30/12) have release dates for a return to traffic. 37215 is stored serviceable, but all the others (029/032/070 106/184/190/190/198/209/248/252 and 507) are unserviceable. A number of them now carry 'withdrawal reason' codes in the defect column on TOPS, including 070/252 (collision damage) and 106/198/507 (wear and tear), but I have not been told that any of these stored loco's are officially withdrawn.

## NAMES

Two syphons have been denamed, these being 37079, the former "Medite", and 37220 which was "Westerleigh".

37251 has been named "Northern Lights".

## SPOT THE DIFFERENCE

37003 has been noted with a headlight at number 1 end.

## TRAFFIC

There have recently been movements of condemned HAA wagons to Thomsons of Stockton. 13/11/92 provided the spectacle of 37223 topping restricted use 37128 "Jupiter" on such a working. The train arrived at York at 1130 and stabled in the South Yard before continuing north at 1230. These trains are booked to work to Tees Yard where they are split into 2 rakes of 20 wagons for tripping to Stockton.

Trains of iron ore from Ravenscraig to Llanwern have now ceased but October saw the commencement of similar trains conveying coke and sinter. Pairs of class 37's haul upto 12 100 tonne PTA wagons. Usually one train per day has run, with timings varying but often between 1200 and 1400. By the time of writing such workings had become fairly sporadic. The empties return up the W.C.M.L., and loco's used have been from pools FEKK, FEPM and FMAK.

On 26/11/92, 37073/218 worked 4086, 0840 Stratford-Grain and 4L92, 1252 Grain to Stratford. It is believed this is the first working of a 37 to Grain for approximately 15 years.

Below is a phot' of 37137 passing Winsford on empty steel flats on 6/4/92 (M.Rigby).



# Regional View

## NORTH WEST & NORTH WALES

BARROW RAMSDEN DOCK has not been a location normally associated with class 37 activity. However, several sightings have been noted during October, so it's possible that this may be about to change. On Sat/24/Oct at 1045, 37516 + 37518 were seen leaving the docks on a scrap train, whilst 2 Saturdays earlier, 37513 was observed near ULVERSTON at 1100.

Can any North West members let me know if this is now a regular working please, as if so I'd like to get a photo of it next time I'm in the area?

HEST BANK is (And not a lot of people know this) the only point at which the West Coast Main Line actually meets up with the West Coast. Several 37 hauled freights can be seen here during the course of a typical weekday, amongst them 2 well known flows, the Clitheroe to Gunnie cement (2 x FABI 37's) and on certain days the Irvine to Burngallow china clay (2 x MDRL 37's). It is the latter train that my correspondent saw at 1800 on Fri/30/Oct in the care of 37673 + 37670.

Merseyside seems to be quite a good place to see the 37's from Canton's FHBK pool. On Sun/4/Oct, 37698 was observed stabled at SPEKE JUNCTION, whilst on the other side of the river the following day, 37223 was spotted leaving BIRKENHEAD on 6V44 Birkenhead to East Usk coals.

Despite losing the Cawoods coal traffic, Petroleum traffic from the ELLESMERE PORT area seems to be holding it's own and on Sun/4/Oct, no less than 5 "Syphons" were present, 37144/418/421/706 + 893.

Several reports have been received from the CREWE area. On Sun/4/Oct 37293 + 37298 were amongst the locos stabled at the diesel depot and sadly 37029 was dumped at the electric depot. On Sat/10/Oct, 37178 was noted heading south through Crewe on a rake of LUL underground stock at 1730. Earlier the same day, 37031 + 37079 had appeared on a liner train at 1507 (This appears to be a regular working, as the following Saturday, 37057 + 37065 produced at around the same time). Finally, 37903 was noted on shed on Sun/18/Oct. STOCKPORT lost much of it's interest to the rail enthusiast many years ago (Remember "Deltics" on the Aberystwyth mails?), but temporary relief from the Pacers, Sprinters and Dinosaurs was provided by the passing of 37415 towards Buxton on Sun/18/Oct.

## EAST

An hour and a quarter spent at NEWCASTLE station between 0905 and 1020 on Fri/30/Oct netted 37894 + 37897 passing south on a rake of ore wagons, 37211 heading north on a tank train (It returned south light shortly afterwards, so presumably dropped the tanks at Heaton depot) and 37003 heading north light engine.

On Wed/23/Sep, 37712 passed through THIRSK light engine at 1116, to be followed only 3 minutes later by 37272 on a train of scrap. Meanwhile, later the same day at YORK, 37083 was seen on the stabling point at 1339, whilst a full day at this location on Sat/7/Nov yealded only the curious combination of 37685 (Buxton stone loco) and 37358 (Normally utilised on the Boulby trains out of Tees Yard I believe) running through light.

SHEFFIELD STATION sees a couple of regular freights pass through during daylight hours. Between 1030 and 1100, a scrap train passes through heading west (37116 + 37107 were in charge of this train on Fri/30/Oct) and between 1215 and 1245 a Blue Circle cement train also passes westbound (37425 appeared on Tue/27/Oct).

Meanwhile, just down the road is TINSLEY DEPOT, and some dedicated correspondents have visited this location on no less than 8 occasions between 11/Sep and 3/Nov noting 53 different "Syphons" over the period (For the record, the numbers are 37009/013/019/026/031/032/047/049/055/057/065/068/070/073/075/079/101/107/108/113/116/128/131/178/198/209/211/218/225/235/238/241/242/248/252/261/271/272/278/298/373/378/415/416/506/511/514/687/712/713/715/716 + 883).

A full day at DONCASTER on Thur/22/Oct didn't turn up too many 37's, with 37066 heading north on a ballast, and rateable 37420 (A personal "Syphon" favourite of mine even though it eludes my attempts to photograph it!) passing through light the only observations to report.

## MIDLANDS

At 0900 on Mon/21/Sep, FPTY poolmates 37505 + 37503 hauled a train of oil tanks through DERBY. The same train was observed later in Toton yard.  
LICHFIELD TRENT VALLEY was visited by Immingham's 37893 on a rake of 4 wheel tanks at 1439 on Thur/10/Sep.

Several reports have come in from WATER ORTON:

37218 on 100T tanks going west at 1430 on Wed/26/Aug.

37715 on an eastbound steel train on Tue/29/Sep at 1428.

37417 at 1431 on Wed/14/Oct whilst hauling a westbound tank train.

Just a few miles down the track towards Birmingham is WASHWOOD HEATH, and 37802 + 37796 were observed here at 1547 on Mon/26/Oct heading west, whilst 2 days later, 37079 + 37047 provided superpower for 2 empty liner flats passing east at 1301, followed at 1347 by 37358 on westbound tanks.

BESCOT STADIUM has been visited on several occasions by a correspondent, and the following were espied on his visits:

Wed/2/Sep = 37026 and "Laira-fronted" 37053 on a southbound liner at 1342.

Mon/7/Sep = 37502 on shed at 1300.

37718 passing north on a steel train at 1329.

37162 + 37220 (At this time still FFEK machines) on a rake of northbound tanks at 1432.

Thu/8/Oct = 37198 + 37110 on southbound liners at 1345.

37078 + 37109 heading a northbound steel train at 1351.

## SOUTH WEST & SOUTH WALES

Stabled at HEREFORD on Fri/25/Sep was 37154 (MDTT), whilst at 1301 that day 37072 (FFEK) + 37203 (FMAK) passed south on a steel train.

CHELTENHAM SPA seems to have at least occasional "Syphon" hauled traffic passing through, with 37710 seen on a southbound steel train at 1340 on Tue/1/Sep and 37072 appearing on southbound tanks at 1408 on Fri/13/Nov.

Several engineers trains have been spotted at PATCHWAY during October - On Fri/16/Oct 37258 headed south at 1426, whilst on Mon/27/Oct it was the turn of 37012 to pass by northbound at 1551.

CARDIFF is of course still "Syphon-city" at the moment, but even in this heartland of 37 operation, things don't look good for the future. Between 0945 and 1200 on Fri/25/Sep at Central station, 37026/37032/37099/37213/37255/37667/37679/37704/37797/37800/37886 + 37896. These had been seen either working, or coming from working, liner, steel or coal trains, all of which, if still running in 12 months time, are likely to have different motive power (60's are set to take over the metals services very shortly, 60's are also the likely choice when Aberthaw coal comes from the new Avonmouth coal terminal and RFD are already dumping 37's due basically to being deemed surplus). Although South Wales without the sound of "Syphons" sounds unimaginable, it may be a lot closer than you think (At least in revenue earning service) so don't delay - get photting NOW!!!

## SOUTH EAST

37's stabling adjacent to EASTLEIGH STATION are currently a regular sight (37244/262 + 272 were seen here at 1117 on Sun/27/Sep), but a very rare occurrence was 37890 hauling EMU 302214 on the Eastleigh works to Ilford Network South East works train, normally the preserve of 33/1's.

37054 was noted on a ballast train at YEOVIL JUNCTION on Thur/19/Nov. It was joined later by celebrity machine 50050 when it arrived from Laira with the breakdown train. Visiting 37's in DIDCOT YARD included 37198 (MDTT) and 37521 (FFEK) at 1145 on Fri/25/Sep, and on the same day WEST DRAYTON held 37162 + 37241.

Buxton stone machines 37680 + 37686 were spotted on the stabling point at PETERBOROUGH at 1147 on Wed/21/Oct. It is suspected that their presence there was due to one of the 60's which work a sand train from the Kings Lynn area blowing up.

A Saturday freight to watch for is a liner train that passes through IPSWICH at around 1145 en-route from Basford Hall to Felixstowe. 37057 + 37065 worked this service on 10/Oct, 37225 + 37101 on 17/Oct and 37053 + 37278 on 31/Oct.

STRATFORD also has a couple of "Syphon" hauled Saturday freights (Photograph whilst you still can!). The first is a Cardiff to Felixstowe liner - this can come through any time between 1230 and 1400 and produced 37225 + 37101 on 31/Oct, 37053 + 37235 on 14/Nov and 37026 + 37068 on 21/Nov (This train also runs during the week, from Tuesdays to Fridays, but usually a little later - about 1345 to 1430 - A daily observation of this train from Tue/10/Nov to Fri/13/Nov netted 37110 + 37114, 37026 + 37261, 37242 + 37244 and 37045 + 37047 respectively). The other train is a Ripple Lane to Southampton liner which usually puts in an appearance between 1300 and 1330. 37013 + 37272 were in charge of this train on 24/Oct, 47238 on 31/Oct (37261 + 37079 had failed earlier), 37019 + 37131 on 14/Nov and 37178 + 37114 on 21/Nov. This service also runs during the week, but it's solid "Spoon" so don't bother!

As well as the 37's, Stratford has many more freights coming through with quite a diverse range of motive power. I hate to admit it, but with 90128 - 90130 being regular visitors, I'm getting into "Skoda's" too (Hot news for fellow "Skoda" fans - I know there are a few out there - 90136 has been repainted in a new "More yellow" RFD livery - Is this yet another new corporate livery? If so, I can't wait to see what a 37 looks like!).

FFPR celebrates have monopolised most of the action on the LTS LINES this issue. Monstrous pair 37162 + 37220 were transferred to the North Thameside oil pool on Sun/4/Oct - neither had worked from this area previously (Off the top of my head, I think 37162's nearest previous allocation was to March and 37220's Canton). It was thought initially that these machines might have been confined to operations out of Eastleigh as some of FPEK's services were transferred on paper to FFPR operation at the same time, but in practice the Thameshaven to Micheldever service has become a regular haunt of these loco's (Operating in multiple), although they have strayed elsewhere, notably Chesterton Junction and Norwich as well.

To balance the loss of these loco's out of Eastleigh, at least one of the other FFPR machines has been working from this outstation, and as a result 37888 reached TAVISTOCK JUNCTION on a tank train from Fawley on Thur/19/Nov.

When 59102 failed with it's ARC stone train at DAGENHAM DOCK on Sat/14/Nov, 47291 was called on to drag the lot over to Acton. However the spluttering "Spoon" failed to perform and could only totter the mile and a half to Ripple Lane Yard before expiring. The solution (What else?) was to provide a decent loco for the task, so after ditching the disgraced "Duff", 37709 took over for a problem-free sprint to Acton.

After 37709's outing on a Construction sector train, 37705 decided a piece of the action was in order, and after making a nocturnal appearance on an S&T train to LAINDON, it worked an Automotive train from Dagenham Dock to Willesden on Tue/17/Nov. Unfortunately, whilst at WILLESDEN, it's front end had a disagreement with a wagon and with the final score wagon 1 - loco 0, the loco was dragged to Immingham, hopefully for repair. As this engine is due a "J" exam, it has to be hoped that this is not to be the first 37/7 to bite the dust.

2 of the Infrastructure 37's have reached the railheads that other loco's rarely reach, 37245 appearing at the doomed TILBURY RIVERSIDE at 1415 on Tue/10/Nov whilst on an S&T train, and 37219 at SHOEBURYNESSE on a single "Sturgeon" at 1200 on Thu/12/Nov.

#### BITS AND BOBS

The vast majority of rail enthusiasts don't venture beyond these shores, but with the fortunes of BR's loco fleet seemingly going from worse to worse, and with the eventual opening of the Channel Tunnel in mind, if you travel to the continent next year for your holidays, try spending a few hours at a local main line station, and you'll be hooked. My personal favourite's are the Dutch "1200" class (Rather like class 40's with pantographs - Riotous!) but apparently, the Czechoslovak class "751" is the nearest thing to good old "Syphon" thrash (Although looking disturbingly like a class 60!). If anyone is interested in continental railways, drop me a line for more info.

Thanks to Andrew Garten, Colin Wilkes, James Faill, Stuart & Margaret King, Henry Freyne, Michael Gibson, R. Cavanagh and Timothy Streten for their contributions to this issue - Keep it up! Also, Merry Christmas to you all (I hope you get what you want from Santa - I'm after 37420 myself) and here's wishing you a prosperous (No, don't laugh) New Year too.



# PASSENGER INFORMATION

This month the gen is set out differently to usual, with booked workings shown first in table form, followed by non-booked/unusual workings in the usual chronological way. The aims are to save space, and make it easier to see the more unusual workings. If there are any gaps in the table and you know the missing gen, please let me know. I would welcome any comments on this new layout, so starting with the booked stuff...

- 1S25 - 2110 Euston-Inverness (M-F, 2/11/92 onwards)
- 2120 Euston-Inverness (M-F, 30/9-30/10)
- 2100 Euston-Inverness (SUN, 1/11 onwards)
- 2105 Euston-Inverness (SUN, 4/10-25/10)
- 1S79 - 2153 Euston-Aberdeen (M-F)
- 2125 Euston-Aberdeen (SUN)
- 1M12 - 2120 Aberdeen-Euston (M-F)
- 2100 Aberdeen-Euston (SUN)
- 1M16 - 2020 Inverness-Euston

On all trains 37's worked between Inverness or Aberdeen and Edinburgh, unless shown \*. For 1S25/1S79 departure from London Euston was previous day, ie that shown for 2nd of the month actually left Euston on the 1st.

Month: OCTOBER

Date	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1S25	059 063	214 285	059 063		059 063	214 285	152 214		059 063	152 214		063 175	152 214	063 175	214 251	063 087
1S79	214 285	059 063	214 285		214 285	059 063	059 063		152 214	063 175		152 214	063 175	214 251	063 175	194 262
1M12	214 285	059 063		214 285	214 285	059 063		059 063	152 214		063 175	152 214	063 175	214 251	063 087	043 194
1M16	059 063	214 285		059 063	059 063	152 214		152 214	063 175		152 214	063 175	214 251	063 175	214 251	063 087

Date	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
1S25	063 087		059 063	214 262	063 194	113 214	170 194	113 214		170 194	175 214	059 262	175 214	113 214	152 221
1S79	043 194		214 262	059 063	113 214	170 194	113 214	170 194		516 518	170 194*	175 214	059 262	059 262	113 175
1M12		214 262	214 262	059 063	113 214	170 194	113 214		170 194	175 214	170 232	175 214	059 262	059 262	
1M16		059 063	059 063	113 214	170 194	113 214	170 194		113* 262	170 194	175 214	059 262	113 214	113 175	

Month: NOVEMBER

Date	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1S25		113 175*	113 153	152 221	113 170	175 214	113 170		175 214	170 285	175 214	170 262	175 240	175 194	
1S79		152 221	152 221	113 170	175 214	113 170	175 214		170 285	175 214	251 285	175 214	170 262	170 202	
1M12	113 175	152 221	152 221	113 170	175 214	113 170		175 214	170 285	175 214	251 285	175 240	170		170 202
1M16	152 221	113 153	113 170	175 214	113 170	175 214		170 285	175 214	251 285	175 214	170 262	175 214		059 194

Date	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
1S25	059 194	152 214	059 194	152 214	059 194*	152 214		113 251	170 214	059 175	214 285				
1S79	170 202	059 194	152 214	059 194	152 214	113 251		170 214	059 175	214 285	170 175				
1M12	170 214	059 194	152 214	059 194	152 214		113 251	170 214	059 175	214 285					
1M16	059 194	152 214	059 194	152 214	059 262		170 214	113 251	214 285	170 175					

- \* 25.10.92 37113 failed at Aviemore, 37262/275 Aviemore-Blair Atholl where 275 failed, 37262/26036 Blair Atholl-Perth, then 37262 alone to Edinburgh
- \* 27.10.92 37194 failed at Dundee, 37170/043 forward to Aberdeen
- \* 2.11.92 37175 failed at Perth, 37113/294 forward to Inverness
- \* 20.11.92 37194 failed at Perth, 37059 alone to Blair Atholl then 37059/262 forward

Other workings are as follows: \* = between Inverness or Aberdeen and Edinburgh

30. 9.92	37025/251	2130 (29/9) Euston-Inverness* /2010 Inverness-Euston*
	37059/063	2203 (29/9) Euston-Aberdeen* /2120 Aberdeen-Euston*
3.10.92	37415	Burton-on-Trent-Blackpool /Blackpool-Burton-on-Trent CHARTER
21.10.92	37420	1305 Newcastle-Paddington (Rotherham-Derby)
22.10.92	37705	2355 Waterloo-Salisbury
25.10.92	37059/428	1205 Ayr-Kings Cross (Ayr-Glasgow Central) relief
27.10.92	37098	0844 Plymouth-Liverpool (Gloucester-Birmingham NS)
29.10.92	37141	1815 Waterloo-Exeter (Salisbury-Exeter)
		1622 Exeter-Waterloo (Exeter-Salisbury)
	37043	1714 Aberdeen-Inverness (Insch-Inverness)
30.10.92	37196/404	1212 Inverness-Aberdeen
31.10.92	37046	0835 Paignton-Newcastle (Gloucester-Derby)
	37196/402	0916 Aberdeen-Inverness
	37422	Derby-Deepcar/Beighton-Shield Sands J/Railway St-Jarrow Sheffield-Derby CHARTER (with 37514)
	37514	Deepcar-Beighton/Shield Sands J-Newcastle-Railway Street Jarrow-Newcastle CHARTER (with 37422)
	37514/422	Newcastle-Sheffield CHARTER
	37699	0940 Bishops Lydeard-Minehead /1100 Minehead-Bishops Lydeard 1240 Bishops Lydeard-Minehead /1400 Minehead-Bishops Lydeard 1540 Bishops Lydeard-Minehead /1710 Minehead-Bishops Lydeard
1.11.92	37141	1535 Paddington-Penzance (Exeter-Plymouth)
	37411	1015 Henley-Twyford (and hourly until 1715) SPECIALS
	37699	1025 Bishops Lydeard-Minehead /1400 Minehead-Williton & return 1700 Minehead-Bishops Lydeard
2.11.92	37088/402	1215 Inverness-Aberdeen /1714 Aberdeen-Inverness
	37213	1422 Edinburgh-Birmingham (Carlisle-Preston)
7.11.92	37426	0635 Derby-Glasgow C./1703 Glasgow C.-Derby CHARTER
8.11.92	37178/278	1630 Exeter-Waterloo (Salisbury-Waterloo) CHARTER
	37901/906	0958 Waterloo-Exeter-Exmouth /1630 Exeter-Waterloo (Exeter-Salisbury) CHARTER
	37413	1015 Henley-Twyford (and hourly until 1715) SPECIALS
11.11.92	37012	0945 Paddington-Plymouth (Exeter-Plymouth)
12.11.92	37153	1200 Kings Cross-Inverness (Perth-Inverness)
13.11.92	37196	0750 Inverness-Kings Cross (Inverness-Edinburgh)
14.11.92	37092	1447 Okehampton-Waterloo (Okehampton-Exeter) CHARTER
	37418/425	1815 St Pancras-Matlock CHARTER (+ 2025 Derby-Matlock)
	37425	0650 Matlock-St Pancras CHARTER (+ 0650 Matlock-Derby)
15.11.92	37154	0958 Waterloo-Exeter (Waterloo-Salisbury) CHARTER
	37079/110	1505 Exeter-Waterloo (Salisbury-Woking) CHARTER
17.11.92	37262/404	0916 Aberdeen-Inverness
20.11.92	37054	1515 Waterloo-Exeter (Honiton-Exeter)

Starting with a correction to last months newssheet, referring to 37422 working between Manchester and Leeds via Bradford on a 'Ruggex' on 24/10/92, this is thought to be the first working a 37 on passenger between Bradford and Manchester ever, and 37169 was the last to work Leeds-Bradford, in 1983.

As well as the sleeper services north of Edinburgh, a booked diagram for a 37/4 is: 0600 Inverness-Aberdeen, 0916 Aberdeen-Inverness, 1215 Inverness-Aberdeen and 1714 Aberdeen-Inverness. If desperate I am told the loco is sometimes used to fill in on 1633 Aberdeen-Dyce and 1652 Dyce-Aberdeen. 37402 and 404 currently share this diagram.

# ELECTRIC THEMES

Andrew "Rishton" Wilkinson (37408)

I have always thought that I could take it or leave it, "control the habit". But when the winter set in I did stop and wonder, with a certain amount of trepidation, if "cold turkey" would set in, for '37 bashing' is undoubtedly a very serious drug. Thankfully, however, as things have turned out there has been plenty going on to satisfy even the hard core user.

As reported in the November newsheet 37405 is indeed in a hospitalised state at Crewe works with a cab cut off. The damage is still as a result of the previously reported sprinter collision at Craigendoran Junction. The operation carried out by St Rollox has been deemed to be unsuccessful, the after effects of which have resulted in 405's front end slowly and continuously sinking at an angle, like the Leaning Tower of Pizza! She should now already have gone under the surgeons knife, with main-frames strengthened and new cab fitted, early reports indicating a full recovery and a new home at Inverness for Regional Railways work. One can only hope that 405's nose job is slightly more successful than that of Micheal Jacksons!! The 37/4's certainly seem to be spreading their wings these days, with practically something different and rateable happening every weekend since the summers demise. First was 'club train' favourite 37415 working an illuminations special from Burton-On-Trent (3/10/92).

The following Saturday "Concrete Bob" performed on chingfinders railtour from Bristol to Holyhead. As always, 425 lived up to her reputation with a fine audio and visual display, the 'bellow up' Lickey Bank was most enjoyable! This loco had not worked since late last year on a tour from Piccadilly to Buxton. Needless to say when 'Bob' was displaced at Crewe in favour of a type 5 I disembarked, and with a 21st party at 'The Palace' in Blackpool to go to, promptly returned home for some 'Z's'.

On Wednesday 21st, 37420 once again eluded me, 47851 expiring at Rotherham on the 1305 Newcastle-Paddington, 420 taking the train as far as Derby.

What happened three days later was rather ironic, as I had intended to go to Wembley to watch the Rugby League World Cup Final (with only two Widnes players on the sub's bench is it any wonder we lost?) but had left it too late to get myself a reasonably priced ticket. Instead I opted for a day out in Manchester, finally ending up in the Stanley Arms at Stockport to watch the Rugby on the big screen and enjoy a 'real' pint. Little did I know that 37422 had worked a Wembley special from Man Vic to Leeds via Bradford (and return)! It is a great pity that a petty minded individual, who had acquired the info' as early as 1800 the Friday night, had deliberately withheld the gen. Truly inexplicable behaviour.

At least the following Saturday I had the chance to sample 37422 on the Branch Line Society's tour from Derby to Newcastle and various branches (which branches I'm not sure though, perhaps I ought to ask somebody?). This "track bashing" lot certainly seem an eccentric bunch. If you're not over 50 and in your best check jacket and tie you're just not with it! The train reversed at various points throughout the day and 37514 was the engine provided for the task - a 'big one' so I'm told. Back and forth all day, one really didn't know if one was coming or going. Some branches barely seemed worth making the effort and were more like 'twigs' in length. I'm just glad I don't have to endure trips like this every week.

Weekly trips in the car to Derby seem to becoming the norm, 37426 doing the honours on the "John Player Special" to Glasgow the following week, formula 1 stuff indeed! Not wishing to tread on the toes of our 'North West Rep' (now Ex - Ed) I shall leave this subject matter to him.

37411 and 413's shuttle trips up the Twyford-Henley branch are definitely worthy of a mention (1/11 and 8/11 respectively) and at a bargain price of £8 per trip. Another working to take note of (24/10/92) was 37428+37059 on a 'miners' special to Kings Cross from Ayr - Glasgow Central. With a rapidly declining British industry it does seem likely that many loco's are to become surplus to requirements, sources indicating the possibility of an influx of 'E's into the Regional Railways sector for Scotland, the North West, and Western Regions. Only time will tell if this is yet more bogus speculation. The mass's descended on Matlock on the morning of Saturday 14th November for 'Venture Rails' shoppex to St Pancras, for a bargain on the day fare of just £15. 37425 was again power for the train, a truly awesome performer!

A minor flap ensued at Derby as 'Bob' had a few technical hitches ironed out by the fitters. It wasn't long before 'Bob' showed us all that he's just one of the lads, with an absolutely storming run to St Pancras (and I always thought "Pancake Day" was on a Tuesday!). After a thoroughly exhilarating day out in the capital we returned to our train. For a moment I could not believe my eyes as there was not one, but two 37's on the front, the other being the revitalised 37418! Apparently some confusion in control had resulted in "Pecta" being sent light engine from Ellesmere Port to pilot the supposedly non too well 37425. At 1815 418+425 proved they were both the picture of health as they erupted into full song. Arrival at Derby was nearly thirty minutes early! This was almost definitely the first time 418+425 had paired up on a passenger train, indeed I have no knowledge of an ex-Eastfield and an ex-Inverness 'E' pairing on passenger together before (with the exception of 421+425 on the Royal Train). The combination of engines, line, and performance pushed this working right up there as a contender for the 'E' working of the year! Up the Matlock branch you just had to be there, each station departure was just orgasmic!

I am writing all this behind 37404+37262 on the 0916 Aberdeen-Inverness (17/11/92) enjoying a few 'generator' miles for once. A standard move has emerged; Aberdeen - Euston sleeper to Carlisle for a plus 30 for the return on the Euston - Aberdeen, 37404 on the 0916 Aberdeen-Inverness, 1212 Inverness-Aberdeen, 1714 Aberdeen-Elgin for a sprinter back. So far the sleeper engines being 37152+202, 152+214, 059+194.

I shall finish off this effort with a question, which was put to the entire compliment on board the recent B.L.S. tour to Newcastle (nobody coming up with a satisfactory answer). For what do the letters R.F.S. stand for? These letters are often bounded about by my favourite comic, but never the full words. Those people intelligent enough to know the answer should write it on the back of a post card and send it to the Editor. The first one drawn out of a hat will win a day out to the destination of your choice behind the ever popular 37430!!! ( - I assume "Rishton" is only joking, unless he's paying of course - Editor).

## My Top Ten

Julian Shields (37175)

Everyone will no doubt have their own favourites, but here below is my guide to the most main food and drink to be in possession of when doing a Freedom of Scotland.

1. KELLOGS FROSTIES (£1.45 for 500g packet with free Thunderbird model)

What more can I say? These little flakes of corn are totally hellfire!, so are valid for consumption at any time of the day/night, no excuse needed. Marvel at the groovy little stickers/special offers inside your box that provide endless hours of fun and enjoyment! Stay cool and astound the normals by producing your Frosties on the train! Yeah! Compulsory food whenever in Scotland, as Tony (my hero) says, "There greeaat!"

PS. Referring to Tony as "Tony the toilet" is not valid!

2. Robertsons Silver Shred Lemon Jelly Marmalade (66p for 450g)

Second only to Frosties, the thought of this stuff is guaranteed to make my little taste buds tremble with excitement! Again top food when doing a Freedom, it spreads easily on toast or breadbuns and comes in a convenient glass jar. There are many brands to choose from but Robertsons is top, also be careful not to buy ordinary 'plain' orange marmalade as it is rubbish!

3. Kiwi Fruit (79p pack of 8 from New Zealand)

Hellfire little fruit these things, very underrated and probably some people don't even know what they look like (like big conkers actually). To eat simply slice the top off (like a boiled egg) and scoop out the juicy bits, definitely good work these and cheap to at around 18p each or 80-90p per packet.

4. Cadburys chocolate/cream trifle (46p each)

These are so massively mental (and expensive) that they are only valid for special occasions, eg after some 37 has been scored/cleared etc.

Open one up and there's lots of fresh cream on top with delicious chocolate mouse and chunky bits underneath. Irresistable! Remember the woman on the Cadburys flake advert? Well buy one of these trifles and you too will experience the same mellow mood and feeling of bliss with just the very first spoonfull! Relax back into your seat, smile as the 37 thrashes away and let Cadburys take you to a different planet!

5. MULLERICE APPLE/RICE PUDDING (36p, 200g)

Excellence from MULLER. Ideal food for either breakfast/dinner/tea/supper. Scoop away the light creamy rice then bellow at the delicious chunky apple sauce below. Really outrageous these and definitely recommended. Incidentally they are a bit expensive but Littlewoods in Edinburgh recently had them in at only 29p each. Bargain!

6. LITTLEWOODS 99p breakfast (until 11am)

These breakfasts really are mindblowing! 5 articles for only 99p so why not buy 2 breakfasts while you're in the queue! Check out the piping hot bacon/sausage/mushrooms/beans/hash browns etc and completely wither yourself by eating enough to fill you up for the rest of the day. Just think, no more step-toe hunger impressions on the 1130 Edinburgh-Inverness/1227 Inverness-Kyle thanks to that BIG breakfast, however, do watch out for unusual windy-bottom problems associated with the aforementioned food!

7. VOLVIC natural mineral water (69p for 2 litres)

Yes, chill out and freshen up with the trendy No.1 liquid that's hip to be seen with (and I mean drink it, not wash in it). Various different brands are on offer, all cost about the same and each offering that same unique flavour that tastes of nothing! But don't worry what it tastes like because just posing with the stuff is more important! Yes, gain instant street cred with Volvic natural mineral water! (or similar).

8. WATERMELONS (about 90p for a whole one, 23p per quarter)

Mention the word watermelon to someone and 9 times out of 10 they will shout "irrelevance" or "ugh, rancid"; but ignore them because they do not understand the crazy world of this humble fruit. A whole one will cost you about 90p but they are also sold in halves and quarters, meaning about 23p for a sizeable quarter slice.

So now picture the scene. You've got to go to Kyle. There's no escape, but while those around you look glum, smile because you've got a secret weapon (your melon!). What is this secret weapon I hear you ask? Well, it's a game called count the pips! Guaranteed to relieve the boredom of the journey. Simply slowly eat your melon and as you do so see how many little black pips you can count in one slice. Yes! And for even more crazy fun get a friend to buy one and have a competition. Outrageous!

9. BURTONS Thunderbirds FAB lemonade flavour bite size shortcake biscuits (price unknown).

Definitely from another planet these, get hold of a packet and you will bellow your stumps off! Crazy little lemonade flavour shortcake biscuits that really do taste of lemonade! Mental! What's more each little biscuit is in the shape of a thunderbird space ship with different ones in each packet, therefore enabling you to perform rescue missions/space battles with your little space ships.

10. PIZZA HUT eat as much as you like for £2:50

I kid you not! For best value starve yourself for about two days beforehand, therefore ensuring maximum space in your Tum-Tum. Once inside, you will be shown to a table and given a knife/fork/plate and a bill for £2:50 (drinks are extra). You can now perform by eating as much pizza (and there are different ones to choose from) pasta/salad etc as is humanly possible without injuring yourself! The Pizza Hut in Inverness is turn left out of the station and 5 minutes walk down the road.

In 1991, Maurice Barber, Dean Warner, Alan Pulford, Dave Ruddick and myself undertook the Group's first sponsored event to raise money for the Preservation Fund. This was a walk over the track and trackbed of the former Wymondham-Wells branch line, between Yaxham and County School stations - the latter being the terminus of the Great Eastern Railway Company's proposed line from Wymondham.

We raised approximately £300, and following this success it was decided a similar event would be undertaken in 1992, the obvious route being the southern section of the line from Wymondham to Yaxham, probably the more interesting half.

Having found a date free (supposedly) from distractions such as railtours and loco-hauled service trains I wrote to British Rail to gain permission for access to the track, as they are still the line owners, and spoke to a representative of the Great Eastern Railway Company to make them aware of our plans. With the agreement of both organisations gained the next 'step' was to get walkers of which I got provisional acceptances from 14 people. As the day grew nearer some of those who had shown early enthusiasm dropped by the wayside and come the morning of Sunday 11th October a party of us set off from Ipswich. There were to be 8 walkers and we arrived at Norwich bus station right time to collect Maurice and Jon Bagge at 1015. Unknown to us Jon had been in collision on the way and had to be withdrawn, a fate I understand is likely to befall his car. It is not the first to suffer collision damage while undertaking 'Group business' and you have my sympathies Jonathan.

Maurice "The Bishop" (now referred to as Mr Toboot) produced as planned and we set off for Wymondham, 10 down and after depositing most of the walkers Neil Murphy and I made light engine movements to Yaxham so that his car was correctly positioned at the end. Here we collected Dean as well, Yaxham gaining stabling point status, and returned to Wymondham for the start.

The signs were ominous; it had been raining more often than not during the journey north and as we arrived at Wymondham it was raining again. The walk had been scheduled to start at 1130, and after a seminar at a secluded crossing out of sight of Wymondham signal box the first stride forward was taken, a mere 1½ minutes down.

I had managed to evade the walk itself this year and provided a support service along the way, viewing the walkers from many points and providing refreshments, although I would have liked to have done the walk - honestly! The B1135 road parallels the line with 4 crossings between start and finish, and by the time the first interchange had been reached on the edge of Wymondham after about 30 minutes walking it had been raining to a fine order. My assistant and myself scrambled down the embankment to supply food and drink, Darren Jennings and Martin being the first to arrive - soaked. I did feel guilty as we sheltered under the bridge, having my car with luxuries such as a roof, radio, heaters, windows and wipers. Fortunately the rain soon stopped and although a few short showers persisted the worst of the rain seemed to have gone, and the periods between the showers were sufficient to dry the walkers out.

At the second interchange with the B1135 the railway crosses over the road, and after listening to a record about "The mightly something dubious sounding" the walkers arrived and were lined up on the bridge for another photo-stop - I'm told their position was somewhat perilous. The next major viewing was scheduled for the first shack - 'Kimberley Park', where further drinks and refreshments were provided. 3½ of the 9½ miles had been covered, taking over an hour to cover a journey that took 7 minutes by train. The rain was causing a lot of havoc as it made the wooden sleepers very slippery, although there were some sections of concrete sleepers that were much more sociable - so I'm told. Although not having had a train for 3 years there was virtually no plant growth over the track.

After Kimberley Park we were not to see the walkers again for another 1½ miles at which point they would pass under the B1135. Surprisingly there was already a speck in the distance when we arrived but it must have been about 15-20 minutes before the first walker, Martin, arrived. In the meantime I had investigated how to get down to track level, initially to answer the call of nature but also to provide refreshments when the walkers arrived. What looked like a gently sloping embankment was in fact ..... a gently sloping embankment to halfway down then nothing!

Refreshments were caped. Martin arrived, and departed, Maurice was next and also went forward. The field was now becoming a bit strung out, but everybody was to meet up again at Hardingham station just round the corner from the bridge. The walkers were now about halfway and the weather had brightened. There were to be no more viewing sessions until Thuxton station, a delightful little setting with the line curving in from the south, passing through the station then disappearing to the north into what looked a rather severe bit of forestation. This was where the track looked to be in the worst condition. Martin and Maurice arrived at Thuxton in tandem and could not be held back, now heading for the finish. Dean and Darren were next, failing to spot a subtle change of clothing and also going forward. Mark Rigby, Neil and Jane brought up the rear. When everybody had left I drove to the next level crossing where Martin and Maurice had already passed through but we were in time to catch Dean and Darren. Although padlocked, it was easy to open the crossing gate here so I was able to give those remaining walkers an easier passage. Dean and Darren waited for Mark, Neil and Jane who were then to proceed together to the finish. There was one more intermediate viewing point, where the B1135 again passed over the line, and this was  $1\frac{1}{4}$  miles from the level crossing. When we arrived Martin and Maurice were already in view, Maurice appeared to be following a somewhat haphazard course! Yaxham station was in easy view from the bridge and I just managed to arrive first in order to photograph the first finishers, at 1449. They (or rather Martin on behalf of Maurice as well) declined the offer to return to the bridge so Donna and I went to wait for the rest of them. It was a long time before they passed and eventually reached Yaxham at 1530. I am told it was a very tiring experience, I'm sure it was! Having completed the walk we proceeded north to County School for a spin (for some) behind 20069, just in time before it was failed. Many thanks to Martin Reeve, Maurice 'Toboot' Barber, Dean Warner, Neil Murphy, Jane Garten, Mark Rigby and Darren Jennings for their efforts, and to Donna for providing what seemed hours of endless amusements. Thanks also to British Rail Trainload Freight and The Great Eastern Railway Company.



Neil, Maurice, Jane, Martin, Mark, Darren and Dean at the beginning.

# The Christmas Cross - 24th December, 1997

by Mike Millward (37115)

The day had started badly. This was hardly surprising, as recently, as the contract had come to a close, maintenance had been cut back to a minimum. So, it was drawing dark as the crew of 9299, 1315 Atlas Aggregates Doncaster Decoy COY to Harwich Parkeston Yard returned to their steeds, now both steaming gently in the freezing air. Away to the North, on New England Yard, the deep throb of a Class 60 heading northbound cut the air. The city of Peterborough was fairly quiet for so close to Christmas, probably because it was so cold. It was the cold that had been the downfall of one of the pair of tired Class 37's, now over 35 years old, although looking older. 37114 had split a coolant pipe on the way to Doncaster that morning and a rapid foray into the local Halfords had cured the problem, even though one pipe was swathed in Exhaust pipe bandage, Gun Gum and Jubilee clips:- it had worked, though. 37219 had battled on, but was now sounding rather ragged on tickover; mind you, this was their last journey, so what the heck!

It had all started two years previously. Atlas Aggregates had won a contract to assist in dredging a new dock at Felixstowe and also, a contract to supply shingle to a construction project near Doncaster. Railfreight had sold them, through a subsidiary and with lots of Government 'incentives', a fleet of well worn hopper wagons and ten redundant Class 37's; four forspares, six for use. As it was, all ten were forced into use over eighteen months, then as they fell by the wayside, were broken for spares. Harwich Yard now contained their carcasses, awaiting the final torching. These two were the last of the bunch, now staggering to their fate.

Once on board, the crew settled in, tested the train brakes and waited for Peterborough Power Box to call them forward, out of the Yard. But fate was playing a dodgy hand.

"What are yer doin' for Christmas, Kev?" the Driver asked.

"Just the normal, wine women and song, Al!" replied the Guard.

"Alright fer you single blokes, innit. I've gotta stay in with the missus and kids; I 'spect the inlaws will show up as per usual and booze us outta house an home!"

"Nooo Problem!"

The radio telephone burped at them. Al picked it up.

"NineZed Ninety-Nine here.....Wossat, phone our control....Why?....Okay, Will do. Bye!"

"What's up, Al?"

"Dunno: Kev, I'll give our lot a shout"

He phoned through to Atlas Control. After a couple of minutes of "Errm, Yes" and "No" he replaced the receiver.

"Do you want to go to London tonight?" He asked.

Kev looked blank. "Why?"

"We've got a duff Intercity coming in and we are the last power in the area they can use, so, if we go to the cross with a pilot, we dump these two at Bounds Green and get a car home. Alright with you?"

Kev mulled it over. "Yeah, why not!"

Al called up the Power Box while Kev hopped down and untied the train. The guys at control were going to have to do a lot of explaining tonight to his missus, he thought, but what the heck, a pair of noses into the Cross!

Once Kev was back aboard, the pair moved off the Yard to the stabling point to wait for the InterCity to arrive. After several minutes, a harsh 'Parp' heralded the arrival of the train, a 125 in Virgin Rail colours. The front power car was dead and as it passed, the rear one sounded on its last legs. Clearly, the intensive service they were asked to operate was knocking bits off them. Once safely in the platform, the pair were pegged for the through roads and ran out and past the train leaving a trail of sooty clag in the night sky. 219 backfired twice on rundown, scaring the staff getting the front panel off the HST. Out onto the fast lines, then back onto the front of the dead car. the pilot climbed aboard.

"Are you sure these two heaps are going to make it?" he asked.

"If you're goin' to be like that, bog off!" came the reply.



After much crashing and banging about, the HST was tied on and the brakes blown up, tested and cleared. Al peered out of the window, past the stained sides of his locos to the shiny 125 and the crowd of interested parties standing around the front. On the platform, a youth was haranging one of the platform staff whilst a few others leapt aboard; clearly the jungle telegraph had been working well tonight. Eventually, a green appeared from the rear of the 125 and the Guard of the HST blew up. Al replied with a terse blast on the horns; they were in business!

Brakes off, about, lets say half poke and off we go! From behind the bulkhead came the click of relays and further back, the rhythmic throb of V12 power being used; through the window came a deep roar; deep as the ocean and a thick treacle. Out of the platform, onto the main line and green all the way. Below, the traction motors began to moan and then complain as the handle was wound against the stop. Both engines erupted, shattering the peace and surging the train forward in a show of brute force. Al shut his window; he was too old for that game any longer but the sound of the massive iron heart pounding life into the beast didn't need ears to hear; you could feel it. On the climb to the bridge 114 lost her feet twice, but 219 behind kept up the charge without falter. Faster and faster the pair went, out onto the fens south of Peterborough, the motors wailing below as the engines howled behind, thumping and lurching along the fast line. Ahead, a procession of green lit to the horizon.

"Err, where do we stop, mate?" asked Al

"We don't" came the reply from an ear to ear grin.

Huntingdon flew past as the speedo crept towards 90mph. Still the handle was held over and the engines began the howl of real power. Inside the cab, draughts that had not been felt for years chilled the limbs to the accompaniment of a symphony of squeaks and rattles. Still the speed rose; why shouldn't it, they had 125mph speed lines available! Passing St Neots, the Pilot looked at his watch and made a rough calculation.

"Holding thirty two minutes down... Not bad!"

Sandy flew past a few minutes later in a swirl of frost. A Great Northern unit on the down service was shaken visibly by the shock of the two beasts charging south as were two spotters at the end of the Up platform. The lights of Biggleswade flashed by as the speed held steady, at last, at a steady 98mph. Five minutes later, Hitchin shook to the roar as the pair blasted past an Up service in the Platforms; by the lights of the station it looked as though there had been a light dusting of snow. There had, as 114 discovered passing Steveage when she suddenly lost her feet completely as the sky turned white. Al fought for control whilst trying to keep up speed, but all that happened was the Wheelslip light glowed brighter and the engine cut out repeatedly, jerking the train dramatically. By 80mph, 114 was back in the saddle and howling defiance at the Gods. In the cab, the elation of speed was replaced by the realisation that this was probably the last time a pair of Class 37's would enter the Cross; that is if they make it! Nevertheless, Al had the bit between his teeth and if he had to push the blasted things into the station, they'd get there! Stations flickered by in the falling snow, the wipers thudding out a disjointed beat. Over bridges, under bridges, through cuttings; all became a blur, like watching an out of tune television, with the soundtrack of symphony in V12 hammering away at the senses. The pilot moved up to the centre window; not that he could see much, more that it looked better. Then there was a boom as the pair entered Potters Bar Tunnel. Al opened the window a shade to drink in the syrupy boom of the engines, rolling around in the tunnel like a summer thunderstorm. All too soon it was over, and the sky began to take on an orange tint as the lights of the metropolis beckoned. Now things were getting complicated and the Pilot called out speeds and anything he could think of. Al's hand played the controller expertly, waiting for the moment he'd have to slow down, but it never came. On the pair raced, until finally the Pilot gave him the nod to ease off and start slowing for the Cross. The lights of the city slid past in a grey mizzle; snow couldn't get a grip here but it was still causing problems. Suddenly, the wheelslip came on and stayed on. Gasworks Tunnel loomed and then enveloped them. Still the wheelslip stayed on. Al opened the window. On idle, the two engines sounded fairly quiet in the tunnel, the clatter of the pointwork being loudest. Then the brakes came on.

"I don't believe this!" he shouted.

The pair just purred back at him. He tried the deadmans; nothing. He tried the brakes; nothing. The pilot began to get agitated and witter on about getting a loco from Bounds Green to push them in, but Al was having none of it. He'd coaxed the two worn creatures from Peterborough at well over their designed speed and now, maybe, a bit of force would be needed. He opened the door to the engineroom and entered. Looking around, he sensed that despite being only made of metal, the machine was trying desperately to stave off the end of the journey; the end of its 'life'. He sat on the ballast block. All around were signs of decay and the lack of maintenance. Oil pooled on the floor from a leak near the fuel rack; an obnoxious smell wafted from the bedplate and dirt encrusted everything.

"Right, old gal" he said. "If you give me the best entrance the Cross has seen since the Deltics left, I'll see what I can do for you when this is all over. Both of you. Do I have a deal?"

Something clicked and whistled from the control cabinet; Whether it meant yes or no was another thing entirely, but he went back to his seat and took the handle.

From within Gasworks Tunnel there came a roar. Not just a normal roar, but one to rattle the fillings and tingle the stomach. Deep as the sea it came, on, then off, then building to a crescendo of noise and cutting off again. On and on it went, then finally a pair of lights crept from the darkness into the mizzle, followed by a pair of filthy shapes. Louder and louder they came, roaring defiance at the sky and then under the canopy, finally coasting to a standstill a short distance from the stops. A small crowd had formed of hardy souls, gazed at in bemusement and anger by a colony of drunks and prostitutes.

Under the harsh lighting, the pair didn't look as bad as they really were; the wet had put a shine on their faded paint and washed away the worst of the leaks. Steam gently rose from their roofs as flashguns went off all around them. The passengers from the HST scuttled by to be met by other people, hardly one glanced at the pair, much as had happened for most of their working lives. Even at the end, nothing had really changed.

Finally the dead HST was dragged away for patching up, leaving Al, Kev and the pilot with the one last task they had been secretly dreading all evening; the run to Bounds green for disposal. They all climbed into 37219's cab and got ready to go. A face appeared at the door.

"Hey mate, whats happening to these two now?"

"We're dumping them at Bounds Green over Christmas, then I suppose it'll be back to Harwich for scrapping" replied Kev.

"Oh, I see. Thanks." The face vanished.

"I've seen him somewhere before" mused Kev a few minutes later.

"Nah, just your imagination" muttered Al. "Right girls, lets play to the balcony!"

The line ahead was clear, with a clear road to the Green. 37219 and 37114 just exploded from the platforms, the roar booming hollowly around the now nearly deserted station. Into the tunnel they plunged, with one final growl that rolled around for what seemed like ages.

Bounds Green appeared rapidly, and the two beasts rolled dejectedly into the yard. After a short stop, a shunter scrambled up and told them to go straight into the main shed. Al looked around in surprise. The shunter shrugged. Through the gloom, the shed doors stood open and beckoning, and soon the pair were safely inside. Al shut down and disposed of them, finally getting his kit from the cab and after a long, sad look around, shut the door. A supervisor came scurrying up.

"Your car is outside, heres the key. Oh by the way, I don't suppose you've heard, have you?"

"No, what?"

"Some bloke 'phoned your boss and offered to buy these two; thats why they are in here. Dunno who he is, some hot-shot from up your way, I think. Anyway, they'll be off to RFS soon for a full overhaul after Christmas, so I hear. handy, innit!"

Al looked at Kev. "Do you think it was.....naaah, couldn't have been" They both turned to look at the pair. No longer did they seem shabby, but in a strange, mechanical way, proud and dignified.

"Cummon, Lets go home."

## Thirty years of the 37

This month we look at the year 1970 in the history of the class 37. It was a year in which the Cambridge-St Ives and Manchester-Sheffield "Woodhead" lines lost their passenger services; other lines closed completely included Yarmouth-Lowestoft, Barnstaple-Illfracombe, and Bolton-Bury-Rochdale. Some lines, such as the Alton to Winchester "Mid-Hants" route survived due to shortages of bus drivers causing difficulties in granting licenses for replacement services. All intermediate Settle & Carlisle stations were closed except Settle and Appleby, double deck EMU's were still in use on the Southern, and British Rail still ran trains to Minehead. Finally, hostesses recruited at local talent contests were used to promote the use of trains in East Anglia!

Of special significance to the class 37 was the closure of Hull Dairycoates depot on 21st September 1970, while at the end of 1970 closure notices were posted for the Inverness-Kyle of Lochalsh line - one would assume objections were received. Another 37 was noted with red blinds, in this case 6992 which was reported with a red section on the second character position of the headcode panel to act as a tail light like Southern Region electric units, and the same as noted for 6745 in 1969.

As per 1969, it is probably easiest to look at events during the year on a regional basis, starting in Anglia, and in particular with the Great Eastern main line passenger services.

By the beginning of 1970 the use of 37's on the Liverpool Street to Norwich and Kings Lynn passenger corridors had virtually ceased. Some exceptions included 6804 (41A) on the 0400 Liverpool St.-Norwich via Cambridge on 28/2, 6714 (41A) on 1736 Liverpool St.-Thetford on 13/3, 6754 (31B) on 1725 Kings Lynn-Liverpool Street on 2/3 and 6721 on the same train on 6/3. On 28/2 the 0710 Ipswich-Liverpool Street via Cambridge was worked by 6722, and as a point of interest it was noted that this train was the only one from north of Bishops Stortford to call at any train south thereof - Harlow Town.

From 5/5, modified diagrams on the Great Eastern Liverpool St.-Norwich/Kings Lynn services saw all diagrams entrusted to a nominated pool of class 47's. This experiment got off to a bad start with the nominated regulars being the exception rather than the rule and class 37's continued to appear. For the duration of the summer timetable a Tinsley based loco was booked to work the 1300 Parkeston Quay to Liverpool Street and 1816 Liverpool St.-Cambridge on Mondays to Fridays, and 37's noted included 6813 (6/5), 6811 (11/5), 6804 (8/6), 6824 (16/6), 6808 (18/6), 6814 (19/6), 6781 (3/7), 6868 (8/7), 6804 (10/7), 6813 (31/7 and 4/8), 6824 (3/8) and 6808 (5/8 and 10/9). It was not unknown for loco's from other depots to appear on this diagram, ie Thornaby. On most occasions the engine would then work a 2002 Cambridge-Whitemoor freight and return home.

On 10/6 the 1140 from Norwich arrived at Liverpool Street 65 minutes late with 6742 hauling 6721 and train. It was noted that 37's were particularly prevalent on Great Eastern services during the middle of June, but their workings had virtually ceased by the end of the month. On 27/6, the 1430 Liverpool Street-Norwich arrived at Ipswich 46 minutes late with 1771 (class 47) at the fore and 6967 at the rear, the 47 having failed at Parsons Heath. 6726 took the train forward from Ipswich and 6967 returned the DEMIC 1771 to Colchester. On 26/7, 6915 (55C - on loan to 30A) failed at Stratford depot prior to working the 0943 Liverpool St.-Parkeston Quay with brake trouble, and replacement 6865 was also found to be defective. 6700 (31B) eventually went forward only 3 minutes late, and was 7 early on arrival at Parkeston.

6813 (41A) worked the 1436 Liverpool St.-Kings Lynn on 15/10, and by October it was noted that class 37's had returned to Norwich-Liverpool Street duties in numbers. On 8/12, the 1140 from Norwich arrived at Liverpool Street with 6815 (41A), on 2/12 6789 (41A) worked the 0936 Liverpool St.-Cambridge then worked to Foxton and back, and on 9/12, 6808 (41A) worked the 1325 Kings Lynn-Liverpool Street. One of a number of reliefs booked to run on 27/12, the 1420 Norwich-Liverpool Street was scheduled to run non-stop in 115 minutes; it was noted passing Ipswich 5 minutes late behind 6747.

Elsewhere in Anglia, trains of new containers continued to run from the Crane Fruehauf factory at North Walsham and were seen almost daily by the start of 1970, running through Norwich via the Wensum curve. Class 37's were usual motive power with 6727 and 6744 the most common performers, although loco's from the Newcastle and Sheffield areas were also seen; on 21/1 6874 (52A) headed towards North Walsham at 1245, and was later seen at Norwich MPD.

On 7/2, the Harwich-Manchester "boat train" completed its journey behind class 40 368 after 6725 had failed at March.

A blizzard on 4/3 severely affected Great Eastern electric services, with EMU's failing all along the line to Bishop Stortford. Three diesel loco's were used to clear the disabled units and among the rescuers was 6743 which was used on the Hertford branch, a type rarely employed on this particular line.

On 9/4, 6709 worked a 1350 Liverpool St.-York/Bradford BRUTE train.

On 19/4, 6737 (55C) was at Stratford MPD to work a Tilbury-Hull freightliner, while on 14/5 6829 (51L) worked 9E01, 2350 (W0) Heysham-Cambridge, returning with 9M22, 1822 Cambridge-Heysham. The same trains were worked by 6794 (51L) working outward on 9/7. During May, class 37's superseded class 47's on gravel trains on the Southminster-Wickford branch, however, by the end of August they had reverted to mainly 47's although 6870 (55C - on loan to 30A) appeared on 19/8. Former Hull Dairycoates 37's now allocated to Tinsley, including 6790, 6835 and 6836, were used on the 1340 March-Norwich freight "fill in" turn. 6815 (41A) was seen at Parkeston Quay on both 2/6 and 3/6, probably having worked the boat train in from Manchester (1E87).

In June, 3 Healey Mills class 37's were sent to Stratford on loan, the first to arrive being 6835 at 0120 on 25/6 and quickly utilised to work 4M66, 0228 Stratford FLT-Trafford Park (to Willesden). 6861 arrived the following day and was noted on shed, and 6953 was first seen at 0127 on 27/6, passing Stratford station on the Mile End-Marks Tey sand train. These Healey Mills 37's would remain at Stratford until needing a 'C' exam whence they would return to their home depot due to a bonus payment system in operation. Another example would be sent as replacement, for example 6870 was loaned during August, and these loans to Stratford went on until at least September.

6963 was derailed at the approach to Liverpool Street station on 1/9/70 while working an ECS train, blocking platforms 11 & 12 for the day.

The 0952 Yarmouth-Newcastle had very unusual motive power on 5/9 when 6778 of Thornaby depot was provided.

6734 (55C) arrived at Liverpool Street with an up parcels on 12/10.

On 14/10, Gatesheads 6820 worked 1535 Cambridge-St Ives and 1715 St Ives-Tonbridge sand train, while on 15/10, 6712 (recently transferred to 30A from 52A) was seen passing Barking station on a block train.

One of a number of ballasts operated between Benfleet and Leigh-on-Sea on 25/10 during a possession was worked by 6831.

Finally, a most unusual combination was that of "Baby Deltic" 5909 hauling failed 6743 from the Great Northern to March on 18/12.

Moving onto Lincolnshire, and the southern end of the East Coast main-line, 6920 (41A) was noted as working 6E04, a Nottingham-Lincoln parcels on 10/4. The next day, 6736 (55C) worked a Cup Final special to London, returning on 11/20, the 1420 to York. The 0725 Lincoln-Kings Cross was worked by 6812 (41A) on 25/9 after the failure of class 47 number 1764. 6814 (41A) worked 5L30, a down stock train through Newark on 11/9. 6733 (of Healey Mills) was an unusual visitor at Pinsbury Park on 4/10, waiting to return home for repairs, and 6785 (41A) arrived at Kings Cross on 9/11 on 1A11, Hull-Kings Cross service.

The next area is Yorkshire and the North West, and as mentioned in the introduction passenger services between Sheffield and Manchester via the Woodhead route ceased on 5/1/70. Two of the last 37's to traverse the route with the Harwich-Manchester 'boat train' were 6723 (27/12/69) and D6856 (1/1/70), this service being rerouted via the Hope Valley line.

After assisting an up goods from Gledholt Junction on 4/2, 6861 became completely derailed at Marsden as a result of reversing from the up goods to the now abandoned

down fast, instead of making a triple reversal on the down main.

On 12/3, 8M63, 0259 South Bank-Deepfields ore train hauled by 6826 (51L) derailed at Tollerton on the up main. The derailed wagons fouled the down main and 345 (class 40) coming in the opposite direction ran into them and was derailed. 6951 assisted with the Gateshead tool van.

On 31/3, 6784 was noted light engine at Edale, closely followed by the now rerouted Manchester-Harwich Parkeston Quay boat train, hauled by 6966.

6703/6733/6739/6740/6783/6798/6835/6914/6945 were stalled at the closure threatened Hull Dairycoates on 10/5. 6711/6861/6946 were at Goole Goods Junction the same day. The only summer Saturday passenger working to Blackpool North for a class 37 would appear to have been the 0817 from Sheffield, worked by 6810 on 13/6, 6783 on 20/6, 6719 on 4/7 and 6812 on 18/7 and 25/7 (all 41A loco's). Blue liveried 6960 worked the Parkeston-Manchester on 10/8, and 6804 (41A) worked an 0826 Sheffield-Scarboro' on August Bank Holiday Saturday, one of 8 locomotive hauled passenger trains to/from the resort that day.

6876 (86A) was an unusual visitor to Stockport on 12/8 with a special Crewe-Brewery Sidings freight.

A Healey Mills 37 was usual motive power for a new 6Z15 parcels from Wakefield to Guide Bridge via Huddersfield from the start of the winter timetable, while a York to Gloucester parcels was regularly hauled by a Tinsley 37. 6801, 6802, 6814, 6816, 6864, 6868, and 6920 were noted, however, this work ceased by December.

Deep in the North West, 37's were seen at Hooton working 7M02, Healey Mills to Birkenhead, and included 6922 (55C) on 30/11 and 6946 (55C) on 10/12.

The North East had its fair share of incidents during the year. On 9/2, 6901 ran away out of control down the bank from Annfield while working 9J56 Stanley Level to Norwood coke works coal train. The loco and 15 wagons eventually became derailed at Ouston Junction, unfortunately killing the guard. You may remember 6787 was involved in an incident at Annfield in 1969. On 28/2, 6777 (running light) ran into the back of a stationary iron ore train being hauled by 5102/5109 on the up slow line outside Tyne Yard. A serious collision occurred at Hawthorn Quarry between Easington and Dowdon on 14/8. 6774 was hauling 9H09, 0610 Hartlepool-Wearmouth pick-up freight and was turned round at Hawthorn. The train was standing on the down main-line waiting for an up passenger to pass before proceeding back to Hartlepool when it was run into by 6773 hauling 9J39, Horden-Tyne coal train. Both loco's were derailed and badly damaged, the line was blocked and not reopened until 17/8. Possibly this is how 073 and 074 came to be centre panelled? 6J60, the 2043 Tees-Tinsley hauled by 6866 (51L) became derailed at Shelton near York, blocking all lines on 22/8.

On 21/2, 6743 (31B) was noted as unusual power for 6E42, 0808 Ardeer-Port Clarence tanks. A new Bishop Auckland-Hartlepool freight commenced on 23/2, conveying a chemical waste liquid which was discharged into the sea at Hartlepool! Conveying approximately 20 X 45 ton tanks it was booked to depart Hartlepool at 1830 as 6K58, arriving Bishop Auckland at 2001, returning at 2200 as 6K57 and arriving Hartlepool at 2343. It ran 7 days a week with a class 37.

On 9/5, 6963 (30A) worked the 1625 York-Newcastle parcels, while on 19/5, 6795 was seen piloting failed 261 (class 40) out of Darlington on the Inverness-York Motorail. 6791 (52A) was unusual power for 4S86 Stockton-Glasgow freightliner on 27/7, usually a Thornaby 47. Indeed, it appeared that in 1970 class 47's were the main power for freightliner services throughout the country.

Obviously quite a large stabling point in 1970, 6704, 6707, 6741, 6773, 6774, 6778 and 6791 were all at West Hartlepool on 6/8.

6876 worked down on 6E60, SX 2030 Ancoats-Tyne on 14/8, then worked a freight from Newcastle-Darlington where it was required for the ongoing bogie rotational tests. On 31/8 "Deltic" 9014 pulled up at Darlington while working the 'Flying Scotsman' and 6871 was attached and worked the train through to York where it was taken off. 6919 of Haymarket appeared at Darlington on 4/9 working 6L60, 2000 Tyneside CFD to Healey Mills. It returned north the following day on 7N98, 1030 Healey Mills-Tyne. From the opposite direction, 6972 (86A) was a stranger on Tyneside during December, working into the area on 4/12 on 4N61, 2120 SX Stratford-Follingsby and returning south on 7/12 with 1240 Tyne-Whitemoor (8P47).

In the North of England, 6820 (52A) towed steam loco "Sir Nigel Gresley" from Philadelphia to Carlisle for an exhibition held at Carlisle Citadel station on 15th and 16th June. On Saturday 18th June, class 47 1666 relieved 6901 on the 0820 (SO) Newcastle-Blackpool (1M54) at Carlisle. The 37 was diagrammed to work throughout but the driver had no 37 traction knowledge.

In Scotland a train of experimental brown covered wagons ran trials for much of the year, initially between Glasgow and Edinburgh and starting with a class 37. On some occasions a maroon push-pull coach was included in the formation, but by April 1970 the train had become class 47 hauled.

On 13/1, 6919 was derailed following a bufferstop collision at Kincardine power station when working a coal train from Alloa. One breakdown train proved insufficient and a second was required from Polmadie to assist with recovery.

On 11/6, the 0840 Leeds-Edinburgh arrived at its destination one hour late with 6873 (52A) piloting D22 (class 45). A new oil depot at Cadder came into use during 1970 with trains usually being hauled by 2 X Eastfield 37's. 37's found at some of the more 'unusual' locations in Scotland on 20/9 included 6858 at Alloa, 6937 at Dunfermline Townhill, and 6903 at Thornton Yard. On 27/9, 6844 was at Inverness for crew training. It was presumably not the debut of the class at this northern outpost as a conditional train was already running between Bowling and Invergordon. 6710 (41A) was unusual power on 7S65, 0445 Tyne-Millerhill on 24/11; on 1/12, 6832 (51L) worked 6E65, 1808 Millerhill-Kings Cross. On 26/11, 1S38, the 1712 Colchester to Glasgow passenger service was worked through with 6813 (41A).

At the beginning of 1970 there was a change round in the use of motive power on freight services in South Wales. From 10/12/69, 37's replaced 47's on workings from Margam to the mid-Glamorgan valleys. As a result a number of 37 workings in the Newport and Cardiff areas became class 47 hauled, including 2 Radyr and Barry workings, the latter being the Aberthaw pilot which was also used to bank trains between Barry and Aberthaw. Extra workings between Llanelli and Cynheidre meant that Llanelli depot used 3 class 37's instead of 2, maintained at Landore and Margam. Llanelli also stabled 4 class 37's at weekends off the Albion-Waterston tanks. From 5/1/70, workings from Swansea East Dock altered, using 10 class 37's instead of 9. The two Pantyffynnon-Cardiff coal trains ceased to run on 5/5, the traffic instead worked to Margam Moors as 4 daily services from Pantyffynnon, all 37's except for one which was a class 35 "Hymek". Also from 5/5 the Newport-Ebbw Vale ore trains reverted to class 37 haulage with a 37 as banker.

On 27/5, 6986 was derailed at Six Pit Junction while working the 1625 from Swansea East Dock. Pilot engine 3827 (class 08) was sent to shunt the train and attempt to rerail the casualty.

6882/6889/6932/6933/6934 were reported as carrying headlamps for working the Pantyffynnon-Abernant/Llandovery lines, it was also noted they had been removed from 6931/6935. On 31/10, 6889 worked an 8 coach special to South Wales, booked to run over the Central Wales line in both directions. The same day 6887 worked a Weston-super-Mare to Shrewsbury excursion which was booked to return over the Central Wales route. The steep climbs taxed it severely and it lost about 40 minutes on the run, delaying 6889's charter.

Elsewhere on the Western Region, on 23/4 6805 worked 0245 Severn Tunnel Junction to Temple Mills and 6915 another Severn Tunnel Junction to Temple Mills. Due to Old Oak Common men not having class 37 knowledge, 6915 returned from Acton on the 1410 Acton-Radyr, and reappeared the following day with the 0245 Severn Tunnel Junction to Temple Mills. This was worked by Stratford men from Didcot off the previous nights 2020 Norwich-Bristol. On 18/6, 6814 worked a 1310 Barry-Temple Mills, and on 11/7 a class 37 worked 1800 Barry-Slough banana special. 6879 had an unusual job on 13/6, working "Manor" class steam loco 7827 from Barry to Swindon.

On two occasions in May 37's were noted passing through Worcester in multiple with class 35's on block coal trains travelling towards Gloucester.

On Sunday evenings, the 1650 Hereford-Birmingham was loco-hauled, and although diagrammed for a class 35 "Hymek", a 37 or 47 often appeared. The diagram continued with the 1950 Birmingham-Worcester, then back to Hereford with 1815 from Paddington. During November 1970 oil trains from the South West and South Wales to the Midlands were diverted because of engineering works via Hereford, Shrewsbury, Abbey Foregate

loop and Wolverhampton. Trains involved worked between Cardiff and Soho, Waterston and Albion, and Llandarcy and Wednesbury; all were usually worked by pairs of 37's although 47's and "Hymeks" did appear.

During the year, Murco Petroleum opened a depot at Theale, and 2 or 3 trains per week arrived from West Thurrock worked by Stratford 47's or 37's.

From the beginning of April a new freight service began between Aberthaw power station in South Wales and Puxton, Somerset. These freights carried a substance known as 'fly ash' which was to be used in the construction of part of the new M5 motorway, and initially there were 4 trains daily hauled by pairs of class 37's on a round-the-clock basis. From June this was to be stepped up to 6 trains per day until the end of the operation which was scheduled for the end of September. So that you can astound your friends with your knowledge of Motorway construction, and also to let you know exactly what fly ash is, I shall digress a little. Fly ash is pulverised fuel ash, the remains of crushed coal burned in the power station boilers. It is a light material which takes on grout like properties when mixed with water. In the case of Puxton, it was ideal for constructing the motorway over marshy ground where normal heavy infill would subside. Once laid and compacted the fly ash would be allowed to weather for 12 months and the ground below to settle before anything was laid on top so that it could form the "binding" foundation. So next time you travel over this stretch of motorway, remember that class 37's helped in its construction!

Finishing on the Southern Region, a few members of the class were noted during the year but they were still rare in this area. On 6/5, D6966 from Stratford was seen heading west through Woking with a freight, while on 19/6, 6742 (31B) was a stranger at Basingstoke. On 5/8, 6953 of Healey Mills was an unusual visitor with a Thames Haven to Gatwick tank working. In connection with the Farnborough Air Show on 12/9, 6744 worked throughout on a 0918 Southend-on-Sea (Central) to Farnborough special.

At the end of December 1970 the class were allocated as follows.

- 30A (STRATFORD) - 6712, 6819/20/25/31/65, 6947/60-68
  - 31B (MARCH) - 6700/20-29/43/44/47/50/51/52/53/54, 6817, 6938
  - 41A (TINSLEY) - 6718/19/32/81/82/83/84/85/88/89/90, 6800-16/21/22/24/26/28/29/30  
6835/36/60/61/63/64/67/68/69, 6920/59
  - 51L (THORNABY) - 6701-7/31/55/69/73-80/86/91/94, 6823/27/32/34/66/71/72/74/93-99  
6901/02/11
  - 52A (GATESHEAD) - 6741/42/45/46/48/56-68/70/71/72/87/92/93/95/96/97/99  
6818/33/73, 6900/12/13/17/28/51/52
  - 55C (HEALEY MILLS) 6708/09/10/11/13/14/15/16/17/30/33-40/49/98, 6862/70  
6914/15/16/18/22/23/25/26/27/29/30/35/39/40/42/45/46/48/49/50/53
  - 64B (HAYMARKET) - 6846/58, 6903/19/37
  - 65A (EASTFIELD) - 6838/43/44/45/47/48/49/50/51/57, 6936
  - 66A (POLMADIE) - 6837/39/40/41/42/52/53/54/55/56/59, 6904/05
  - 86A (CANTON) - 6601-08, 6875/76/78/79/85/86, 6906/07/08/09/10/21/54/55/56/57/58  
6969-82/84-99
  - 87A (LANDORE) - 6877/80/81/82/83/84/87/88/89/90/91/92, 6924/31/32/33/34/41/43/44
- Also referred to in the text for 1970 is HULL DAIRYCOATES (50B).

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Other information was taken from 'The Allocation History of BR Diesel and Electrics' (compiled by Roger Harris).

# ON TOUR

1: 37426 - 0635 Derby-Glasgow, 7/11/92

Mark Rigby (37107)

With the use of 37/4's on a number of recent charter and service trains, expectations arose for the possible use of an 'E' on a series of charters originating from the Derby area.

Rumours had circulated that a 37/4 from Buxton or Tinsley would be used on all charters using Regional Railways stock based at Derby, and the use of the following seemed to back up this theory.

25/9	37417	Birmingham-Peterborough
26/9	37417	Chester-Carlisle charter
3/10	37415	Burton-Blackpool charter
24/10	37422	Manchester Victoria-Wembley charter
31/10	37422	Derby-Jarrow charter

The only charter that looked unlikely to be 37 hauled was the "John Player Railway Club" charter from Derby to Glasgow, which would probably be a 47/8 or 47/9.

The week leading up to the aforementioned tour, rumours grew that this too would be an 'E'. A gen source confirmed this to be true, 422 was to be sent light from Buxton.

This left me with a bit of a dilemma. Saturday 7th November was the date for the Groups A.G.M., and to make matters worse I had been invited to the annual fireworks party at the Garten residence. Was I to flag the tour and go to the A.G.M. and fireworks party, or risk the wrath of Mrs Garten and do the tour? As the train was travelling over some extremely rare track for a 37, I decided that the tour was too good to be missed and phoned Ipswich letting the Gartens know of my intentions. Soon after, a phone call was recieved from Buxton, telling me that the nominated engine, 422, had failed and that 426 was to be sent instead. Several phone calls were made to inform other intending passengers of the change of engine.

I rang the organisers to book some seats, and as luck would have it, there was 8 seats in the coach next to the engine. The price was an "extortionate" £18.

I got a couple of hours doss before driving to Derby. The stock reversed into the station at about 0650 and about 20 'expectant' 37 bashers joined the train hoping for a good driver. There was no sign of any normals, or tour organisers for that matter!

A handful of bemused looking 47 bashers who had "took a chance, and booked in advance", watched in disbelief as the train departed in the capable hands of 37426 - finished!

One slip and ball of clag and we were away, 426 sounding and performing far better than it did in the North West on the 'club' trains. The train was to pick up at Long Eaton, Beeston, Nottingham, Langley Mill, Alferton and Mansfield Parkway and Chesterfield, but at Long Eaton the driver must have seen there were no normals waiting as 426 erupted into life again half way down the platform!!

Upon arrival at Nottingham we were greeted by a large crowd of normals, the train stewards and yet more 47 bashers. As 426 ran round the 47 bashers ran frantically up and down the train trying to sell their tickets at the bargain price of £15.

The majority didn't partake in this special offer as we considered it well worth the extra £3 to see them get withered!!

After leaving Chesterfield the train was almost full with only a few unsold seats remaining. On the climb between Dronfield and Dore South Junction, bad driving technique and a 158's favourite enemy - wet leaves! - had 426 wrestling to get to grips with a greasy rail. As we were now at the rear of the train the ride was jerky to say the least!

The train then traversed the Hope Valley line, a route that has not seen a booked 37 hauled passenger train since November 1989, the days of the Nottingham-Blackpool.

At Hazel Grove (the scene of a recent incident between 47343 and a 158, resulting in the demise of the spoon) we join the Buxton to Manchester line. After a breif pause at Stockport for a crew change - we were now in the capable hands of Manchester Victoria's all England men - 426 headed towards Bolton.

After passing through the back platform at Bolton we eluded towards the front of the train. As we were booked to stop at Bromley Cross to pass a 142 on the single line, we anticipated a slippery start on the steep and leafy incline to Sough Summit.



The "Victoria fossil" controlled 426 extremely well as full power was applied with the minimum of slippage. Unlike the Derby driver, the "Vic" man knew where the sanders were!!

Approaching Blackburn an unusual sight greeted us as 3 class 85's were stabled in the siding, on their way to M.C. Metals. A short pause at Blackburn and we were on our way again, soon joining the S & C at Hellifield. We crossed over the now famous Ribbleshead Viaduct and plunged into 1 mile 869 yards of darkness - Blea Moor Tunnel. Whilst inside, a torrent of water splashed through an open window and drenched the normals sat in front of us!

After a crew change at Carlisle we departed for the GSW route to Glasgow. A photo stop at Kilmarnock (or KILMARNOCH as the tour booklet quoted!) gave us the chance to stretch our legs and surprise, surprise - take photo's.

Arrival at Glasgow was at 1510. We now had just under two hours before the return journey. Deciding to have some food, a quick phone call to Directory Enquiries to find the nearest "Deep Pan Pizza Company" establishment was made. Wishing to partake of their extremely generous £2:50 eat anything offer we stormed to the aforementioned building, arriving at 1533 only to find that the offer ended at 1530 and started again at 1700. It wasn't only the 47 bashers that got finished today!! After eating our mega-ching pizza we made our way back to the station. Having a quick word with the driver to wind him up for the return journey, he informed us that we would be on time at Carlisle (1840) as he had a bus home at 1850. Departure from Glasgow was on time at 1703 and after a storming run, arrival at Carlisle was at 1839, 1 minute early. 102 miles in 96 minutes - an average speed of 64 mph station to station. Taking into account the speed restrictions leaving Glasgow and arrival at Carlisle, this was a very impressive performance. We left Carlisle 15 late and a fast run to Preston was made, making up time, but still left Stockport 10 late.

Retracing our outward steps to Chesterfield to set down we were almost on time, but due to the main line being closed because of engineering work we had to 'set back' to Tapton Junction and passed Chesterfield on the 'goods'.

The driver must have been trying to make 'last orders' as 426 was opened wide from a standing start and slipped several times before getting her feet. One of the engines we passed on the engineering work was 47674, an engine that before its transfer south of the border spent more time 'in and out' of service than Bryan Robsons football boots!!!

After running round in Nottingham, the train eventually arrived in Derby on time at 2359. An excellent day out, good performance from the engine: - correction - superb performance from the engine, 646 miles of main line running with not a branch line in sight, all for £18.

What a pity I didn't drive home instead of driving south for Sunday 8th's D.C. (Destroying Cromptons) tour/farce to Exmouth!! (see next article).

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FORTHCOMING TOURS advertised including the use of 37's in their itineraries include:

- 28.12.92 "Cold Turkey", Stafford, Stoke, Manchester Picc & Warrington BQ to Bidston & Wrexham. "Unspecified" no heat 37 to t&t with 31's. £18:50  
Details from AIA Charters, 13 Anerley Road, Didsbury, Manchester, M20 0DJ
2. 1.93 "Wensleydale Lament", Kings X, Potters Bar, Stevenage, Peterborough & York to Redmire. 2X37 t&t with 47/8. £29:50 standard.  
Details from Hertfordshire Tours, 28 Chestnut Walk, Welwyn, AL6 0SD
9. 1.93 "The Waveney & Wensum Wanderer", Waterloo, Clapham Junction & Stratford to Lowestoft. Class 37 on East Suffolk line. £23:75 standard.  
Details from Hertfordshire Tours as above.
20. 2.93 "The Par Snip", Paddington, Slough & Reading to Carne Point, Parkandillack and Heathfield. Class 37 to t&t with 47. £37:50 standard class.  
Details from Hertfordshire Tours as above.
- 29.12.92 from Crewe, Stockport, Manchester, Huddersfield, Leeds & York to Redmire. £36 (£25 from York), class 37 haulage requested.  
Details from Black Cat Railtours, 7 Craigmount Ave North, Edinburgh, EH12 8DD

For all above tours, please check details with tour operators own publicity.

ON TOUR II: "THE EXE-SOLENT EXPLORER" (DC Tours) - Sunday 8th November.

The day started off looking a bright prospect, got poorer and poorer, then brightened up, in more ways than one.

A pair of 37/9's were scheduled to haul us along "the mule" from Waterloo to Exeter, with an infrastructure 37/0 to tail and top on the branch to Exmouth, and a pair of Metals 37/0's to return us to London. Unfortunately the latter (much quoted as being 250/255) were dispatched towards Mossend with a freight and would not return in time. This left us with 901/906 to/from Exeter and a 37/0 on the branch. 33114 in Network SouthEast livery provided heat and noise, and the stock was the maroon Carnaforth set loaded to 10, complete with maroon air cond'.

Departure was scheduled for 0958 but actually occurred at 1006, time was soon made up however and we arrived at Salisbury for a photo-stop 6 minutes early at 1130. Sitting in the rear carriage I cannot really provide much comment for the outward run, the "bean" was heard on a couple of occasions but there was no sound of any other engine noises. The tail engine was much quoted as being 37092, 37258 or both, however, 37092 was passed on an engineering train dropping ballast and 37258 was at Yeovil Junction with another engineers working - so much for them being in position at Exeter! The weather was quite bright with the sun getting out at times.

We arrived at Exeter 10 minutes early at 1347 to a bare looking depot, but with the news that the assisting engine was not expected to arrive until about 1500 there was hope that 37258 might return in time. This hope was shot to bits when 47281 bolted itself to the rear of the train, a very poor show indeed. I'm sure that at least some people would have leapt at Salisbury and gone for 37413 on the Twyford to Henley shuttle had they have known this was to happen. To reflect the mood, the weather had deteriorated into an overcast drizzle. The main engines shuffled around so that 37906 led 901 and 33114 to Exmouth. The run down the branch started off hesitantly, pausing to allow the 1450 Exmouth-Exeter "plastic" to pass, then .... 37258 returning on its engineers train. Once on the branch the journey was unhindered and we arrived at Exmouth near to time. The weather was poor, dull, misty and overcast with a touch of rain, not likely to entice many holidaymakers in these conditions I thought. All did not seem well with the engines it seemed, or one of them anyway as the rear bogie of the 33 was smoking a bit. There was much head scratching but after a delay we left at 1555 (-20) for the return to Exeter with the irrelevance leading. The trio at the rear were detached at Exeter Central and followed us to St Davids (cannot bank down the hill) where we arrived at 1624 (-30).

The trio were reattached, the 47 detached and we left at 1639 (-9). There had been hopes that the 33 might have been left behind in view of its hot bogie condition, but this was not to be as we were reminded as it made all the noise up front. Salt was rubbed into the wound at St Davids as 37092 stormed around the station light engine. With the weather outside dark and miserable, and a shade under 4 hours until Waterloo we settled down to our cards, sleep etc, although it was now expected a Speedlink pair would replace the 9's at Salisbury. Suddenly, approaching Axminster the brakes were applied hard. There was quite a strong burning smell and a couple of heads ventured out, the Crompton was on fire! Being in the front carriage we had a ringside view and flames were coming from the rear bogie to a fine order. Fire extinguishers were obtained and the flames dampened down sufficiently for us to limp forward very slowly to Axminster station where the fire brigade attended.

There were two appliances, one an elderly "T" registered example which had been brought out of retirement. The gen was that a new "K" registered version had been delivered on Thursday but was in a ditch by Friday! The main problem seemed to be that the fire was actually under the loco' in the mainframe and was also eating into the wiring. It could not be easily accessed so part of the floor had to be cut away and the Crompton was filled with foam. After about an hour we were given the OK to proceed at 40 mph but would be stopped at Chard Junction to check the fire had not restarted at all. This it had not, but by Crewkerne there was a further problem as the brakes were dragging on the DEMIC 33 and sparking and we waited about 10 minutes while the distributor on the 33 was isolated - although it was noted

that there were not actually any brake blocks left by now. Eventually we reached Yeovil Junction where it was expected the 33 would be taken out of our formation, however, this was not to be, it was obviously felt safe enough to continue with us to Salisbury. Behind us was the 1722 Exeter-Waterloo which by now would be at least 90 minutes late itself, and although passengers at Yeovil were advised to wait for it we did pick 'normals' up from the smaller intermediate points, stopping at all stations to check that the 33 was still OK.

The downfall of the shredder was finally giving us a chance to have an unobstructed listen to what a 37/9 sounds like, as the two other tours this year (DC Tours on 15/3 with 902, and North & West diesel day on 4/5 with 904) have both had them working in unison with 37/0's which drown out the noise made by these re-engined versions. It was a bonus that we had the two different variants and they were coming in at different times on accelerating away from stops, and although 901 still sounds like a bag of nails it has to be said that 906, with its silencers now removed, was quite interesting from a curiosity perspective, although quite what it sounds like is hard to describe; definitely a bit of 26 but with shades of 20 and 31 also mentioned. Could it be there was also a bit of 37 in there somewhere?

We finally reached Salisbury at 2048, 24 minutes after we should have been at Waterloo and 131 minutes late. 37278/178 were waiting and they replaced the trio in quick time, although an engine change there had not been built into the timings so further time was lost and by the time we left it was 2102 (-140). Although booked non-stop to Waterloo we were to make additional stops at Basingstoke and Woking.

The pair were well noisy, reminding us of what you are missing with the re-engined versions, which although they performed well just don't have the same character. The accompanying timings show how the 'real' ones performed against the schedule, and despite the 2 unscheduled stops, a further stop at Clapham Junction (for crewing purposes?) and a slow stagger into Waterloo over the final 4 miles they made up 7 minutes (12 nett).

We finally got back to Waterloo at 2234, and British Rail entered the spirit of the situation with a special message indicating the train was running late "as the excitement was too much for the class 33 locomotive which had caught fire".

Perhaps it was not such a bad day after all?

37906/901	AXMINSTER	—	1839	
	*Chard Junction	1704	1851/1857	-107/113
	*Crewkerne	—	1910½/1920	
	YEOVIL JUNCTION	1733/1750	1939/1943	-126/113
	*Sherborne	1756½	1950	-113½
	*Templecombe	1803	2001	-118
	*Gillingham	1810	2015	-125
	*Tisbury	1820	2029	-129
	SALISBURY	1837	2048	-131
	SALISBURY	1842	2102	-140
	Andover	1904	2119	-135
37278/178	*BASINGSTOKE	1925	2138½/2140½	-133½/135½
	*WOKING	1950½	2202/2204	-131½/133½
	West Byfleet	—	2217:18	
	Byfleet & New Haw	—	2208:16	
	Walton-on-Thames	—	2210:37	
	Esher	—	2212:51	
	Surbiton	2004	2215:26	-131½
	Berryfields	—	2216:25	
	New Malden	2007	2217:19	-130½
	Earlsfield	—	2221:08	
	*Clapham Junction	2013	2223:25/2224:35	-130½/131½
	WATERLOO	2022	2234:49	-133

\* = unscheduled stop.

ON TOUR III: "THE TAFF TALISMAN" (B.O.D.C.) - Sunday 4th October (Michael Gibson)

Arrival at Cardiff Central was at 0045 on the late running 2020 "Scud" from Portsmouth Harbour. Thanks to a bit of quick negotiation, the station supervisor kindly gave myself plus several other railway enthusiasts permission to use the waiting room overnight, so at least we didn't have to worry about sleeping on the platforms, bus station, etc (what a contrast to Salisbury two weeks previous). At around 0730, the sound of Syphons could be heard in the background - 37057/065 were at the west end of platform 4. By then all the "overnighters" were awake and so the waiting room emptied as everybody went to see what was going on. As predicted, 057/065 returned several minutes later, plus stock to haul the first leg of the tour, which was simply an "out and back" run to Bristol Temple Meads. Due to engineering possession and the fact that we were on the slow lines most of the way to Severn Tunnel Junction, we never really made any fantastic speed (60mph seemed to be about the norm), although it did mean us going over the flyover at Llanwern. Arrival at Temple Meads was at 0902 (-2), but surely enough time to run round before 0915? No chance, the loco's remained static (although uncoupled from the stock) for what seemed like eternity. Ideal for photos but a farce for timekeeping. Once the loco's had run round and were ready to go, it was 0926 (-11). This deficit had increased to -19 by Newport but thanks to recovery time we were only -10 on arrival at Cardiff Central.

Here, 057+065 were detached and 37222 and 223 were attached, one at each end for 'top n tail' on the branches. However, the main focus of attention was 37037 with some condemned DMU stock. Departure to Penarth (with 37223 leading) was right time, unfortunately at Penarth it was almost impossible to get any decent photos, as the station is surrounded by trees and bushes. Next location was Treherbert via the "red" piece of track at Penarth Curve Junctions. Right time (give or take a minute each way) was maintained until beyond Pontypridd, where lengthy token stops at Porth and Ystrad Rhondda meant a 10 minute deficit on arrival at Treherbert. Apparently we were supposed to detrain here to let a service train use the platform. However, there wasn't one due, so after taking our photos we reboarded for a departure at 1247 (-2) where we retraced our old route as far as Ninian Park, then Cardiff Central and eventually Coryton for "farce of the day". Firstly the train stopped short of the platform, just so the stewards could leap out to take photos, before the train pulled into the platform. Due to the platform being so short, it was only possible to detrain from the front 2 coaches, and of course by the time we had re-boarded we were 6 minutes down leaving. Two interesting facts I'm told about the Coryton branch are that this is the first loco-hauled passenger train to reach Coryton since steam days, and also unless someone can prove me wrong, it is the only line on British Rail to boast 5 stations in  $1\frac{1}{4}$  miles ( -  $1\frac{1}{2}$  according to "the bible" - Ed). Next stop Bute Road, where one or two people attempted to get photos of the kettles dumped round the back of the station. At 1458 we were away again, this time to Rhymney. The climb up the bank towards Caerphilly had to be heard to be believed with 223 working flat out constantly for about 3 miles. We were held at Bargoed to collect a token for 5 minutes. Arrival at Rhymney was at 1600, and with 52 minutes before departure what does one do if he's hungry? This was the problem facing many people who found out that this is not Weymouth; ie no fish and chip shop across the road from the station, and the nearest cafe was  $\frac{1}{2}$  mile up the road (up as in vertical). However, it was an ideal location for taking photos of the 37's as there were numerous vantage points surrounding the sidings. Our last point of call was Barry Island, another interesting place for photos as the semaphore signals are still there. Back at Cardiff Central it was time to detach 222 and 223 for our last pair (or so we thought), 077/518 to take us round a circular route of Newport, Bristol Parkway, Yate, Gloucester, Chepstow and back to Cardiff. However, there was a fault with the multiple working system and as a result it was 518 which did all the work leaving stations until the train picked up speed when 077 would burst into life, 077 gained revenge at Over Junction when 518 cut out and remained dead to Newport. Due to connection times it was necessary for me to leap out at Newport and catch the last tram to Paddington. However, it was just my luck that 37048 was waiting at Newport station in the centre road. You've guessed it - 077/518 were to come off and 048 was taking the train forward to Cardiff. I did consider taking 048 to Cardiff, do another overnight, and take the Fishguard back to Paddington, but as I was due to be on duty at 0700 the next morning I decided to stick to my original plan. I must admit I was disappointed at missing 048, but I'd already scored 3 syphons for haulage and had a great day out, so in the end I wasn't complaining.

# AGM Report

As promised, the following is a review of the main points from the Groups 6th AGM held at Ipswich Town Hall on 7th November 1992. In order to try and improve future attendances, this might be the last time a review such as this is printed.

**ACTION FROM LAST YEARS MEETING:** The use of pre-TOPS numbers for membership numbers was agreed by the Committee and advertised; an Open Meeting at Norwich took place.

**CHAIRMAN'S ADDRESS:** The Chairman summarised the activities of the Executive Committee and reviewed the progress of The Class 37 Group during the last 12 months.

\* Committee: With the exception of the resignation of Jerry Dickinson as Editor, this has remained unchanged. Mark Rigby was recruited as a Group Representative for the North-West area, and Steve Branch has assisted the Acting Editor by compiling "Regional View". Monthly Committee Meetings had become somewhat 'stale', this will hopefully be rectified by making the meetings bi-monthly, and increasing the number of Committee members, including some new ones. However, in order to get the main Committee positions occupied, it has been necessary to negotiate with certain persons, the result of which is that the newssheet has been discarded and we have no arrangements for attending sales events for the next 12 months.

\* Sponsored Walk: Our second walk took place on 11.10.92 (full review elsewhere) with 7 walkers; it would appear over £300 has been raised.

\* Lotteries: A very successful "low cost" Christmas Draw was run, producing a profit of £189 for the Preservation Fund. A similar version is being run for this year.

Rod Saunders continues to run the Monthly Draw, membership of which dropped at one point to 13 people but is currently at least 24. Half proceeds go to the Pres' Fund.

\* Open Meetings: During the first part of the Group year these were run at Norwich, Ipswich and Manningtree. None were particularly successful and there are no plans at present to reintroduce them.

\* Shares: The study of this subject has been ongoing during the year and still continues. A number of Societies have been approached for information, and a number of advantages and disadvantages identified. For the time being we will continue to raise funds via donations to the Preservation Fund, with publicity given to the newly introduced 'monthly subscribers' scheme.

\* Publicity: Details were sent to "Rail" magazine for their 'directory' of societies with an interest in preservation; a letter was also sent separately informing of the change of address for Membership Secretary. A letter was sent to all ex-Group members at the beginning of 1992 outlining the progress of the Group, membership forms have been sent to members with the magazine, we attended a number of open days, and had publicity via advertising for "The Stansted Syphon" railtour.

Progress towards the aims set at last years AGM has been partially successful, with Shares investigated, the target for the Preservation Fund achieved. Membership has not increased but has held steady, and we have maintained our position in the North West. The range of Group merchandise has not really been widened, and we have not run two railtours - although not through lack of effort!

The Chairman set three 'simple' aims for 1993:

- (i) to increase the Preservation Fund total to a minimum of £11,000 by the next AGM;
- (ii) to gross at least £100 per month via the monthly donations scheme by next AGM;
- (iii) to maintain the membership total ideally above 250, but certainly not less than 200 (we will try to increase it if at all possible).

**TREASURERS REPORT/SUBSCRIPTION RATE:** The general account is now held at Lloyds Bank, Southend-on-Sea, it being 'easier to pay money into a bank', and possible to identify the source of standing order payments. We do not receive interest, but there are no bank charges. The Preservation Fund is still in Nationwide Anglia account, but this is being reviewed as their interest rate is not particularly competitive.

Taking all factors into account, subscription rates remain unchanged (for 3rd year). The Group is in a healthy financial position (accounts were circulated).

**MEMBERSHIP SECRETARY'S REPORT:** Membership stood at 269, compared to 271 at last years AGM. Renewal rate for last 12 months has averaged 84%, and has varied between 93% and 66%. There have been 3 membership form "drops", 2 with the magazine and one on a 'DC Tours' charter train. There was a reminder of the scheme whereby members can change their membership number for £1, this going to the Preservation Fund.

**SALES REPORT:** Group has attended events at Longsight, Bescot, Leicester, Bournemouth and Thornaby, and had space on one of the 'DC Tours' trains from Waterloo, on which a brake van was shared with the Growler Group! The most successful was Thornaby Open Day (£231) and least successful Bournemouth (£27). It is becoming increasingly expensive to attend Open Days with costs usually exceeding £100 per event, and once again all expenses have been borne by a syndicate of Group members. A number of potential sales items have been investigated, but only pens and Locomaster Profile Video's purchased. Thanks to all those who have helped with costs of Open Days.

**EDITORS REPORT:** Jerry Dickinson was Editor January-June inclusive, resigned due to work pressures and Andrew Garten took over on acting basis. Subject to ratification, present format of 20 page magazines and 4 page newssheets will be replaced by bi-monthly magazine of a minimum 28 pages (aim) published in February, April, June, August, October, December. Format for display of passenger workings should change, there will be more room for features, and the Editor had a number of other ideas. With the emphasis shifting away from 'getting there first with the news', more care will be taken to ensure that information included is correct.

**RAILTOUR REPORT:** Various organisations were approached for hiring stock, and for sponsorship purposes, and guarantors provided money for financial backing. Attempts have been made to run a tour with Network SouthEast stock, and with Carnforth based stock for a tour from Preston to Stansted. The latter is currently 'on hold' with negotiations taking place with a third party with a view to running in Spring 1993.

**ELECTION OF EXECUTIVE COMMITTEE:** Andrew Garten, Jane Garten, Maurice Barber, Dean Warner, Martin Reeve and Mark Rigby were elected unanimously to serve in the positions shown on the inside cover of this months magazine (Rod Saunders, Steve Branch, Keith Fransham and Richard Page have since been co-opted as additional Committee members).

**PROPOSALS:** Two amendments to the Group's Constitution were proposed.

- (i) "The Executive Committee shall meet on one occasion per month between AGM's and members of the Executive Committee must attend at least 50% of meetings" to read "on one occasion every two months", the rest of the paragraph being unchanged. This was agreed unanimously by all present.
  - (ii) "the Group shall aim to produce a magazine on a bi-monthly basis, alternating with a news-sheet to provide a monthly information service to the membership" to read "the Group shall aim to produce a magazine on a bi-monthly basis".
- This amendment was agreed by a majority decision, 14 for and 1 against.

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#### THIS MONTHS PHOTO'S

**FRONT COVER:** 37505 at Diggle on 23/7/92 working 6E20, 0932 Glazebrook-Haverton Hill empty petrol tanks. The train has just crossed over Saddleworth Viaduct and is about to plunge into Standedge Tunnel. Mark Rigby (37107)

**OPPOSITE TOP:** 37906/901 (and the exploding 33114) at Exeter St.Davids on 8th November 1992 prior to working DC Tours "Exe-Solent Explorer" to Exmouth. Both are in triple tone Metals livery. Andrew Garten (37001)

**OPPOSITE BOTTOM:** 37032 (red-stripe Railfreight livery) at Huyton on 1/7/92 whilst working the 1325 Blackpool North-Liverpool Lime Street. Mark Rigby (37107)

**REAR COVER TOP:** 37797 & 37037 head a Mossend-Llanwern special carrying coke and sinter. The train is seen passing Dringhouses, York at 1626 on 19/10/92. Simon Jowett (37031)

**REAR COVER BOTTOM:** 37049 "Imperial" (in civil engineers livery) heads a Doncaster-Tees Yard infrastructure service out of York South Yard. Simon Jowett (37031)



