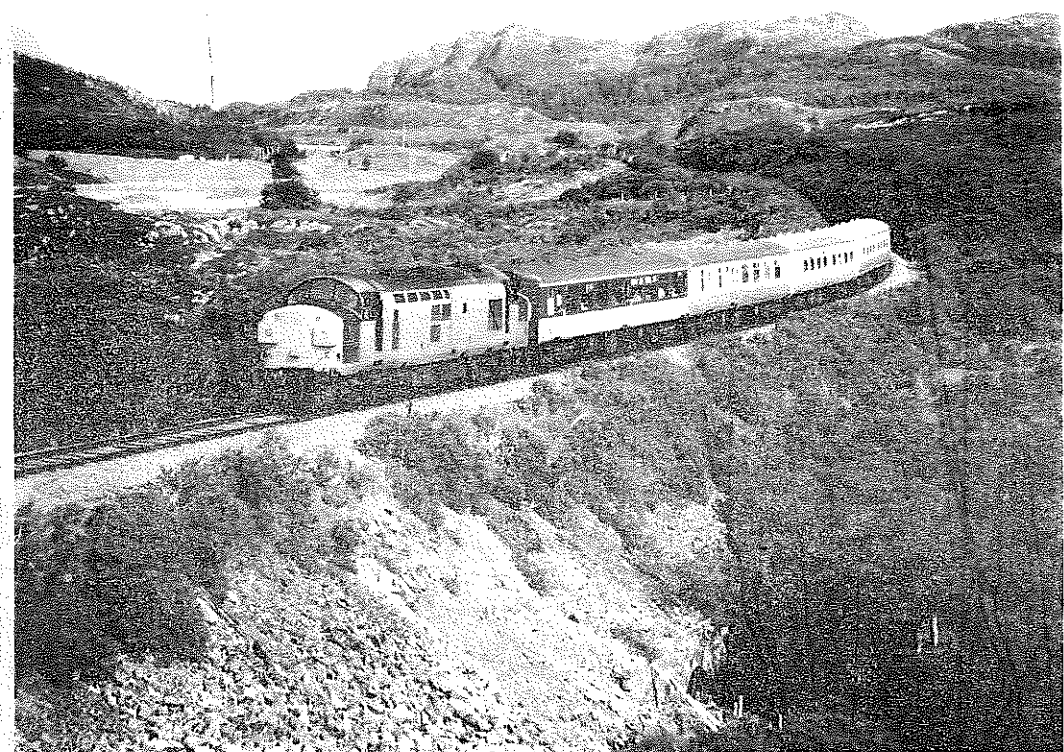


SYPHON!

THE MAGAZINE OF
THE CLASS 37 GROUP
FEB 1993



37



THE CLASS 37 GROUP

COMMITTEE

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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- * - to secure for preservation, one or more class 37(s) when the class is withdrawn from revenue earning service.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

COMMITTEE: You will notice from the opposite page that the Group has a new Chairman. Mike should need little introduction to many of you, but for those who have more recently joined us he was one of the founders of the Group, the original Editor (remember Splitbox?), and has also held the posts of Sales Officer and Publicity.

STEVE BRANCH: Please note Steve has a new address - see opposite.

CHRISTMAS DRAW: This seems an age ago now, and we had the following winners: Pete Fergie, Mr D.J.Morris, Steve Branch, N.Findley, Mr A.Bramhill and John Hooson. Thankyou to all who entered, I am very pleased to report that the draw made approximately £200 for the Preservation Fund.

CLASS 37 GROUP RAILTOUR: Full details, as supplied by Dean Warner, are included elsewhere in this issue. There should also be a booking form.

'DPS' RAILTOUR: Also with this months magazine there should be a booking form for a railtour being run on behalf of the 'Deltic Preservation Society' on 17th April. In case any of you are thinking it a trifle strange that we should promote a railtour running the same day as our own, there are two main reasons for this. Firstly, the DPS have been very accommodating to our own publicity needs in the past, having sent booking forms out with their magazine on at least two occasions. Secondly, we do not feel there is an overlap in interests between these two particular railtours. In the main, they will appeal to different groups of people.

THIS MONTHS "SYPHON!": There is a good balance to this months magazine, with features on passenger and freight work, and the technical side. With regard to 'How It Works', Mark has written this with regard to the general principles of how a diesel engine works rather than specifically on the 12CSVT fitted to the class 37. Simon Jowetts feature about freight through York is exactly what I want on this subject. Perhaps other people could submit something in the same format (or similar) about freight in their area? Thankyou to everybody who has submitted articles this month, this has given you a bigger and better magazine. This months 'thanks' are after "Passenger Information".

MONTHLY DRAW: Recent winners have been; November - Mr I.Vandervell (37186), December - Mr D.Wilson (37431), and for January, Mr D.Hughes (37716). If you would like details of how to join please write to Rod Saunders at the address shown opposite.

PRESERVATION FUND: It has been another very good period for the Fund, on 31/1/93 the total stood at £8618:93. The increase is due to proceeds from the Christmas and Monthly Draws, sponsored walk money from Darren Jennings and Mark Rigby, and building society interest for 6 months. There have also been donations from Darren Jennings, Kieron Lewis, Mr R.Bent, Mr Woods, Andrew Garten, Mark Rigby, Dave Bechelli, Maurice Barber, Michael Gibson, Martin Reeve, Mr J.Haydock and John Hooson.

With the sponsored walk, Christmas Draw, and building society interest all credited, the next few months may be somewhat quieter for the Fund. Therefore, if any of you can spare a few pounds for our Preservation Fund we would be very grateful. There is also the facility to make regular donations by standing order - please write to the Treasurer for further details.

MEMBERSHIP NEWS: A warm welcome to those who have joined us recently, and thanks to those of you who have renewed your membership. A full list is as follows: Andrew Garten (37001), Jane Garten (37002), Keith Fransham (37005), Mr J.Bean (37020), Gary Dean (37021), James Faili (37028), Mr J.King (37030), Mr H.McCalla (37036), Jerry Dickinson (37038), Crispian Cousins (37051), Mr M.King (37053), Carl Rosbrook (37052), Steve Squires (37054), Mr S.Maloney (37058), Mr S.Mackay (37060), Dr R.King (37061), Mr S.King (37062), Donna Henderson (37076), Dave Fisher (37095), Mr C.Leggett (37097), David Wilson (37106), Alan Pulford (37109), Mr J.Lisle (37112), Mr M.Collins (37114), Mike Millward (37115), Steve Potter (37116), Mr D.Gould (37126), Mr J.Mustard (37168), Mr G.Tucker (37170), Mr S.Jude (37171), Mr L.Hurn (37172), Mr A.King (37179), Mr D.Wood (37180), Mrs O.Wood (37247), Martin Ranson (37250), Mr P.Bramwell (37251), Mr M.Brown (37252), Ray King (37254), Steve Keeble (37285), Mr A.Williams (37305), Mr A.Walby (37403), Mr C.Bruce (37423), Darren Bentham (37427), Mr M.Stent (37696).

DEADLINE for the April "Syphon!" will be Monday 29th March, although 'Newsdesk' and 'Passenger Information' news that reaches me by 1/4/93 should make it.

The following reallocations have occurred during the period 27/11/92 to 31/1/93.

37042 CF FMAK-FPEK	37202 IM FPAG-FPYI	37429 TE-CD FALY-RCKC
37057 TI MDTT-MDYX	then IM FPYI-FIJW	then CD RCKC-RCMC
37059 IS-IM IISA-FIJW	37220 IM FFFR-FPAG	37431 IM FPCI-FPYI
37063 TI-ML MDTT-FCPM	37227 CF FMAK-FMXX	37503 TE-IM FPTY-FPCI
37071 IM FCJW-FIJX	then CF FMXX-IGJK	37504 CF-IM FPEK-FPYI
* then IM FIJX-IEJW	37239 ML-IM FEPM-FPAG	then IM-CF FPYI-FPEK
37078 CF-IS FMAK-IISA	37241 CF-IM FPEK-FPAG	then CF-IM FPEK-FPYI
37080 IM-IS FPAG-IISA	37250 CF-IS FMAK-IISA	37505 TE-IM FPTY-FPYI
37099 CF-IS FMAK-RAJV	37255 CF-IS FMAK-RAJV	37518 TE-IM FPTY-FPCI
37106 IM-IS FPYX	37272 TI-ML MDTT-FCPM	37520 CF FMAK-FPEK
then IS FPYX-RAJV	37274 CF FMAK-FMXX	37667 CF FPEK-FPYX
37109 CF FMAK-IGJK	then CF-EH FMXX-IGJK	37676 IM FABI-FPFR
37111 IM-IS FPAG-RAJV	37280 CF FPEK-FPYX	37678 IM FABI-FPFR
*37114 TI MDTT-MDYX	37285 IS-TI IISA-MDYX	37679 IM-TE FABI-FALY
37137 CF FMAK-FMXX	37293 CF FMAK-FPEK	37685 IM-TE FABI-FALY
then CF FMXX-IGJK	37370 TE-SF FALY-NKJS	then TE-IM FALY-FPCI
37138 CF FMAK-IGJK	37371 CF-IM FPEK-FPCI	37687 IM FABI-FPFR
37162 IM FPFR-FPAG	then IM-CF FPCI-FPEK	37707 IM FPYI-FPCI
37184 IM-IS FPYX	*37375 ML-EH FCPM-NKJE	37710 TE-IM FPTY-FPYI
then IS FPYX-RAJV	*37377 IM-EH FPYI-NKJE	then IM FPYI-FPFR
37185 TI MDTT-MDYX	37379 TE-HQ FALY-FAXX	37716 TE FPTY-FPTY
37188 IM-IS FPAG-RAJV	then HQ-EH FAXX-NKJE	37718 TE FPTY-FPTY
37194 IS-ML IISA-FCPM	37405 HQ-TI MDYX-MDRT	37893 IM FPCI-FPFR
37198 HQ-EH MDYX-NKJE	37414 IM-CD FABI-RCKC	
37201 CF-IS FMAK-RAJV	then CD RCKC-RCMC	

* = reallocations for week ending 30/1/93.

In addition, from 25/1 a number of Trainload Coal pool codes were ammended to co-ordinate with profit centre codes used in traction and rolling stock finance systems. Pools, and loco's affected were as follows:

FCJI - FIJI: 066/083/211/217/501

FEKK - FCKK: 701/702/703/704/796/797/798/799/800/801/802/803/887/889/894/895/896/897/898/899

FEPM - FCPM: 139/229/375/376/380/690/691/692/693/694/695/696

FHBK - FCBK: 213/222/223/689/697/698/699

In addition FCJW became FIJW. 37375 has since been reallocated as shown above.

37414 and 429 were initially placed into pool RCKC:

Regional Railways (North West), Crewe Diesel, class 31/4 and 37/4.

However, it was only a week before a separte pool was created, RCMC, which as you can probably tell me stands for:

Regional Railways (North West), Crewe Diesel, class 37/4.

LIVERIES: Latest changes reported are:

37198/274/370/379 - now civil engineers, 37510 now InterCity.

NAMES: Contrary to what was reported in the December "Syphon", it appears that 37079 has only lost one of its 'Meditate' nameplates.

37417 'Highland Region', has been observed in traffic with a nameplate featuring gold lettering.

37023 has had RETB equipment fitted.

It has been quite a historic couple of months for reallocations, with the first ever allocation of class 37's to former Southern and London Midland Region depots. 37414/429 were transferred to Regional Railways North West for fitter and crew training, although 37414 was sent to Scotland for a couple of weeks over Christmas and the new year to work an additional locomotive hauled service running in the path of the former 'Clansman' between Inverness and Edinburgh. It was expected that other Trainload freight 37/4's would have arrived for this pool by the end of

January, but as far as I know this has not yet happened.

37198 also made history by becoming the first ever 37 to be allocated to the former Southern Region, where it is planned to be used on Woking-Meldon Quarry stone traffic. 274/375/377/379 have all since joined it, 198/375/379 all being sent to Glasgow Springburn for CEM overhauls, while 377 has gone to Doncaster for same. 37274 should also receive a CEM before taking up its new duties, but at the end of December it was sidelined at Margam having been rendered surplus to requirements by Trainload Metals several weeks beforehand. The plan is to build up a fleet of six 37's for use on NSE South Western infrastructure work, including the Woking-Meldon trip.

Other interesting reallocations include 676/678/687/710/893 to the Ripple Lane out-based Petroleum pool, 37162/220 which had been temporarily allocated to cover having been released, and 37202 is now allocated to "weekend only" pool FIJW. Also of interest is the transfer of 37370 to Stratfords Network Infrastructure fleet, which is first undergoing a CEM overhaul - one to watch for.

37198's resurrection from the DEMIC line at Tinsley may bode well for some of the other locomotives currently stored. 37215 was transferred light engine to Inverness from Gateshead to surrender its bogies to RAJV sector 37275. Other parts have also been removed and as a consequence 37215 is now stored unserviceable at Inverness. 37128/278/517/519 are all stored serviceable (as was 377), while I understand 37507 which was stored unserviceable at Immingham may have been reinstated, or be about to be. 37114 is the most recent engine at the time of writing to be stored, in an unserviceable condition due to its main generator. 37029 still resides, intact, at Crewe Electric Maintenance depot and is clearly visible when passing by on the Chester line. Although 37902 did carry a TOPs release date of 30/12/92, I understand it is still stored unserviceable at Cardiff with fire damage.

With 057, 128 and 209 all now stored, 37116 is the only 37/0 in traffic at present that retains large-logo blue livery style. It was seen at Ipswich on 26/1/93 looking somewhat shabby, and with a very battered skirt valence on the drivers side at number 2 end. It also retains its boiler roof outlet (how many others do?) and looks hellfire!

37285 has come off hire from InterCity and was scheduled to be stored at Stratford with 37057.

Green liveried celebrity 37216 was derailed at Ely Dock Junction on Sunday 12/12/92 while working a ballast trip. It was left sitting at approximately 40 degree's and the line was blocked throughout the next day. A rerailing attempt was to be made during the Monday night and was presumably successful as by 15/12 it had reached Stratford depot. It was released during w/c 3/1/93, just in time to work Hertfordshire Railtours 'Waveney & Wensum Wanderer' railtour between Ipswich and Lowestoft on 9/1/93. As a bonus it now sports round buffers to make it look even more authentic.

37280 and 37667 were both derailed at Llanwern on 8/1/93 (see 'Rail' 192, page 5) and consequently have both been placed in store. Although the damage did not appear bad who knows the consequences in the present climate?

It was just like old times w/e 9/1/93, with a regular 'tubeliner' train departing from Lackenby employing class 37 traction, albeit single headed and with a shortened rake. 37884 'Gartcosh' was so observed on 6/1/93. The Scarborough branch rarely sees loco's these days. It is therefore pleasing to report recent sightings of 37's on permanent way work. On 17/1/93 Imminghams 37211 ventured down the line, whilst on 24/1/93 both 37505 and FABI pool 37685 were so sighted. 37505 worked a rake of Salmon wagons stacked with short track sections, whilst 37685 had charge of a rake of Dogfish.

4L65, the Cardiff Pengam to Felixstowe freightliner ceased to run after Saturday 23/1/93. The last train was hauled by 37065/37116.

On 18/1/93, 37045/37178 worked Network ballast trip 7Y56 (1028 Eastleigh to Three Bridges via Horsham) and 7Y57 (1504 Three Bridges to Eastleigh).

Regional View

APPOLOGIES & THANKS

Due to a short notice move of hovel, I'm having to prepare this article earlier than planned. Thanks to M. Wren, Andrew Garten, Martin Reeve, A. Nonnymouse (Are you sure that's your real name?), Phil Wood and "50036" for material received to date. Later gen will no doubt appear in the April edition of "Syphon", by which time I hope that normal service will have resumed.

HELP!

Can any top 37 men help me with details of the passenger workings performed by individual class 37's in the days before "Syphon" recorded them all for posterity? This is for a forthcoming project and I'm particularly interested in the passenger ramblings of D6997 (aka 37297 and 37420) and D6608 (aka 37308 and 37274 Mk II).

And now for something completely different.....the gen.....

SCOTLAND

On Sat/5/Dec/92, 37221 was noted at EDINBURGH WAVERLEY attached to an EMU. The errant unit was a failure, but it is not known if it was hauled in as a passenger or as ECS.

Ayrshire seems to be quite good for "Syphon" activity at the moment. The FEPM 37's, of which there are usually 6 in the area, usually filter through NEWTON-ON-AYR during the day, whilst on certain days IRVINE is host to a pair of MDRL machines on the long haul freight from Burngullow. Latest duty to drop a steady supply of 37's however is the BARASSIE engineers trip, where 26's have recently been ousted. When not in use, I understand that the loco's from all these duties layover at AYR SHED.

NORTH WEST & NORTH WALES

37213 was noticed passing through CREWE STATION at 0946 on Mon/7/Dec/92. At the same time, 37101 & 37429 could be seen stabled on CREWE DIESEL DEPOT. Later that morning, the sad spectacle of 37029 was observed in CREWE ELECTRIC DEPOT, whilst from this vantage point, an "E", almost certainly 37405, could be seen making an escape bid from CREWE ABB WORKS, as it was frothing up and down behind the works wall.

A visit to ELLESMERE PORT at 1200 on Christmas Day (Just how desperate can you get?) found 37382/706/707 & 891 stabled.

EAST

A coach party from London visited the North East on Sat/5/Dec/92 and the following were seen:

TINSLEY: 37008/032 "Mirage"/058/070/114/178/198/209/235/248/252/271/373/420 (Yes, yes, yes - I've bagged the hosteller at last!!!) & 516.

BLYTH CAMBOIS: 37403/689/693/699.

THORNABY: 37185/218/379/416/426/508/509/511/514/518/692/712/713/883 & 904.

DONCASTER STATION, and the works acceptance sidings nearby, have been the subject of several reports. On Sun/8/Nov/92, both 37217 & 685 were noted on separate engineers trains, whilst on Sat/5/Dec/92, 37095 was noticed lurking at the back of the station. Finally, former Ripple Lane "Altered Beast" 37708 was seen awaiting works on Sat/2/Jan/93.

FRODINGHAM was observed on Sat/21/Nov/92, and 37408/501/513/717 & 883 were stabled.

SOUTH WEST & SOUTH WALES

The centre of 37 activity down in the "Wild West" is PAR, and amongst the normal China Clay traffic, several engineers locos have been observed of late. On Wed/25/Nov/92, 47597 failed here whilst in charge of 1E05 Penzance - Newcastle parcels (Well, what do you expect from a 47?) and 37010 was hastily summoned to drag the dead "Duff" and it's train as far as Plymouth. On Thur/7/Jan/93 at 0930, 37142 passed eastbound through Par with an inspection saloon, whilst later the same day, 37197 appeared on an engineers train, also heading east, but this time coming off the branch.

SOUTH EAST

Observations at BISHOPS STORTFORD have yielded 37245 (Wed/28/Oct & Fri/30/Oct/92 on engineers trains), 37890 (Wed/11/Nov/92 on tank train), 37162 & 37220 (Wed/25/Nov/92 on tank train) and 37023 (Tue/1/Dec/92 on engineers train).

*
Meanwhile in the "Far East" (Did you know that Lowestoft is the most easterly located town in Great Britain? Did you even want to know?), class 37's have been turning up on the oddest of duties. On Tue/15/Dec/92, 37245 made an unscheduled visit to NORWICH whilst assisting 47463 on the afternoon Chelmsford - Norwich parcels, whilst a rare observation of 2 oil trains at the same time at NORWICH GOODS was made on the next day (Wed/16/Dec) when the twins (37162 & 37220) appeared on separate trains, 37162 on the Ripple Lane - Norwich (Usually a 37/7, but 37/0's have performed before on occasions) and 37220 on the normally "Duff" dominated North Walsham - Parkeston. The final unusual working was on the nocturnal 3F92 Liverpool Street - Norwich parcels, when 37245 arrived hauling unwell EPU 302991 on Wed/30/Dec/92.

*
STRATFORD DEPOT was visited at 0940 on Sat/16/Jan/93 and amongst all the other loco's 37219 & 37245 were noted outside the shed, 37278 (Stored servicable) was receiving attention inside the shed, and 37128 "Jupiter" (Also stored servicable) was on the scrap roads (This is not necessarily a bad sign - 37057 & 37140 have been seen here before, and they are of course still with us). Both 37128 & 37278 are apparently reserved for use on snow plough duties, should the need arise this winter (What happens come the summer is anyone's guess). Later the same day at STRATFORD STATION, 37235 & 110 appeared on the Ripple Lane - Southampton liner at 1229, whilst at 1244, 37131 & 079 passed through on the Cardiff - Felixstowe liner.

*
The fortunes of the "Syphon" at RIPPLE LANE have tended to ebb & flow a bit over recent years. In 1988, 12 of the then newly refurbished 37/7's were operating the oil traffic in this area (37705 - 709 / 887 - 893), but it wasn't long before the pool was poached by envious Business Managers elsewhere, and all that came in exchange was a succession of decrepid "Duffs" and "Peds". However, it does seem as if the "Syphon" is beginning to make a comeback here, as 37710 arrived on Sat/9/Jan/93 to take up it's duties and I understand that in it's first week of service it operated the long haul (Nameshaven - Kilnhurst twice, as well as a shorter run to Chesterton Junction (Cambridge)). A rumour is circulating that the remaining 47's may be ousted by an influx of 37's made surplus elsewhere, possibly 5's (Interesting if true, but what about getting 37887 & 889 back from their long visit to South Wales?). The bad news is that the twins (37162 & 37220) are apparently due to head for Scotland shortly (Class 26 replacements?) - Scotland is looking good for 37 lovers lately. I hope that Scotrail seizes the initiative and diagrams plenty of passenger work for them this summer!

*
37893 was noted at SOUTH ACTON at 1450 on Mon/4/Jan/93 on a tank train. It was a busy engine that day, as it was later observed at GRAYS on a liner train.

*
37220 & 37162 were noted leaving EASTLEIGH YARD at 1705 on Thur/7/Jan/93 on a train of carflats.

Steve Branch (37274).

PASSENGER INFORMATION

I have to start this month with an appeal for gen. Unfortunately my main supplier of information has in the last couple of months abdicated for a position elsewhere within the British Rail empire and is no longer keeping records. I am, therefore, appealing to as many of you as possible, especially those who note what's out regularly anyway, to send me regular updates, including the overnights and EH workings. Any notes explaining unusual workings would also be welcomed.

This months round up reflects the above loss, and as there are so many gaps reverts to the old format. * = 37's worked between Edinburgh and Inverness/Aberdeen

18.11.92	37404	0600 IS-AB /0916 AB-IS /1215 IS-AB /1714 AB-IS
19.11.92	37404	0600 IS-AB /0916 AB-IS /1215 IS-AB /1714 AB-IS
20.11.92	37404	0600 IS-AB /0916 AB-IS /1215 IS-AB /1714 AB-IS
28.11.92	37422	0830 Butterley-St.Pancras /1840 St.Pancras-Butterley CHARTER
30.11.92	37010	0752 Penzance-Edinburgh/Glasgow (St Erth-Bristol)
3.12.92	37059/285	2020 Inverness-Euston*
	37170/175	2120 Aberdeen-Euston*
4.12.92	37068	0642 Yeovil-Waterloo (Andover-Basingstoke)
	37402	0547 IS-AB /0920 AB-IS /1220 IS-AB /1714 AB-IS
6.12.92	37054	1835 Paddington-Plymouth (Exeter-Plymouth)
	37098	0928 Exeter-Waterloo (Exeter-Salisbury)
		1058 Waterloo-Exeter (Salisbury-Exeter)
7.12.92	37170/175	2125 (6/12) Euston-Aberdeen*
	37194/214	2020 Inverness-Euston*
8.12.92	37054	1622 Exeter-Waterloo /2215 Waterloo-Salisbury
	37194/214	2153 (7/12) Euston-Aberdeen* /2120 Aberdeen-Euston*
	37262/133	2020 Inverness-Euston*
	37407	0547 IS-AB /0920 AB-IS /1220 IS-AB /1714 AB-IS
9.12.92	37133/262	2153 (8/12) Euston-Aberdeen*
	37194/214	2110 (8/12) Euston-Inverness*
	37402	0547 IS-AB /0920 AB-IS /1220 IS-AB /1714 AB-IS
	37408	0337 Edinburgh-Fort William
10.12.92	37194/214	2120 Aberdeen-Euston*
	37262/285	2020 Inverness-Euston*
	37428	0547 IS-AB /0920 AB-IS /1220 IS-AB /1714 AB-IS
11.12.92	37402	0547 IS-AB /0920 AB-IS /1220 IS-AB /1714 AB-IS
12.12.92	37402	0547 IS-AB /0920 AB-IS /1220 IS-AB /1714 AB-IS
13.12.92	37175/194	2100 Aberdeen-Euston*
14.12.92	37428	0547 IS-AB /0920 AB-IS /1220 IS-AB /1714 AB-IS
15.12.92	37402	0547 IS-AB /0920 AB-IS /1220 IS-AB /1714 AB-IS
16.12.92	37167	1714 Aberdeen-Inverness (Inverurie-Inverness)
	37414	0547 Inverness-Aberdeen (Inverness-Elgin) /1633 Aberdeen-Dyce
		1652 Dyce-Aberdeen /1714 Aberdeen-Inverness (to Inverurie)
17.12.92	37167	1714 Aberdeen-Inverness (Dyce-Inverness)
	37402	1714 Aberdeen-Inverness (Aberdeen-Dyce)
	37402/167	0547 Inverness-Aberdeen
18.12.92	37167/408	0547 Inverness-Aberdeen
	37408	0920 AB-IS /1220 IS-AB /1714 AB-IS
19.12.92	37408	0547 IS-AB /0920 AB-IS /1220 IS-AB /1714 AB-IS
21.12.92	37133/262	2125 (20/12) Euston-Aberdeen* /2120 Aberdeen-Euston*
	37170/251	2105 (20/12) Euston-Inverness* /2020 Inverness-Euston*
	37401	0700 Kyle-IS /1030 IS-Kyle /1705 Kyle-IS
	37402	1220 Inverness-Aberdeen /1520 Aberdeen-Inverness
	37408	0547 IS-AB /0920 AB-IS /1836 Inverness-Kyle
	37414	1025 Inverness-Edinburgh /1535 Edinburgh-Inverness
22.12.92	37401	1030 Inverness-Kyle /1705 Kyle-Inverness
	37402	0547 IS-AB /0920 AB-IS /1220 IS-AB /1520 AB-IS /1836 IS-Kyle
	37408	0700 Kyle-IS /1810 IS-AB /2150 AB-IS
	37414	1025 Inverness-Edinburgh /1535 Edinburgh-Inverness
23.12.92	37401	0547 IS-AB /0920 AB-IS /1220 IS-AB /1520 AB-IS
	37402	0700 Kyle-Inverness /1836 Inverness-Kyle
	37408	1030 Inverness-Kyle /1705 Kyle-Inverness
	37414	1025 Inverness-Edinburgh /1535 Edinburgh-Inverness

24.12.92	37401	1030 Inverness-Kyle /1705 Kyle-Inverness
	37402	0700 Kyle-Inverness /1836 Inverness-Kyle
	37408	0547 IS-AB /0920 AB-IS /1220 IS-AB /1520 AB-IS
	37414	1025 Inverness-Edinburgh /1535 Edinburgh-Inverness
28.12.92	37382	Rock Ferry-Croes Newydd J./Wrexham Exchange J.-Wrexham Central
		Bidston-Croes Newydd J. (CHARTER)
	37402	1030 Inverness-Kyle /1705 Kyle-Inverness
	37404	1220 IS-AB /1520 AB-IS
	37408	0547 IS-AB /0920 AB-IS
	37414	1025 Inverness-Edinburgh /1535 Edinburgh-Inverness
	37716/884	Northallerton-Redmire/Northallerton-York (CHARTER)
29.12.92	37402	1220 IS-AB /1520 AB-IS /1810 IS-AB /2150 AB-IS
	37404	0547 IS-AB /0920 AB-IS
	37408	1030 Inverness-Kyle /1705 Kyle-Inverness
	37414	1025 Inverness-Edinburgh /1535 Edinburgh-Inverness
	37719/421	0839 Crewe-Redmire (Crewe-Northallerton)
		Redmire-Northallerton /York-Crewe (CHARTER)
	37716/884	0839 Crewe-Redmire (Northallerton-Redmire)/Northallerton-York (CH)
30.12.92	37401	1025 Inverness-Edinburgh /1535 Edinburgh-Inverness
	37408	0547 IS-AB /1520 AB-IS (Keith-Inverness)
	37414	1220 IS-AB /1520 AB-IS
31.12.92	37214	0705 Glasgow C.-Euston (Uddingston-Carstairs)
	37404	1025 Inverness-Edinburgh /1535 Edinburgh-Inverness
2. 1.93	37162	0505 Norwich-Liverpool St. (Colchester-Liverpool St)
	37714/884	0740 Kings Cross-Redmire (Castle Hills J.-Redmire)
		1415 Redmire-Kings Cross (Castle Hills J.-York)
3. 1.93	37404	0955 IS-AB /1300 AB-IS /1710 IS-AB /2010 AB-IS
	37414	1220 IS-AB /1520 AB-IS
4. 1.93	37251/194	2120 Aberdeen-Euston * (37251 failed at Dundee)
	37262/133	2020 Inverness-Euston* (37133 failed at Perth)
	37401	1030 Inverness-Kyle /1705 Kyle-Inverness
	37404	1836 Inverness-Kyle
	37408	0547 IS-AB /0920 AB-IS /1220 IS-AB /1520 AB-IS
	37414	1025 Inverness-Edinburgh /1535 Edinburgh-Inverness
5. 1.93	37194/251	2110 (4/1) Euston-Inverness (Edinburgh-Blair Atholl, 251 failed)
	37212/051	2110 (4/1) Euston-Inverness (Blair Atholl-Inverness)
	37221/401	1220 Inverness-Aberdeen
	37221/261	2120 Aberdeen-Euston*
	37262	2153 Euston-Aberdeen (Edinburgh-Dundee) - 4/1 ex Euston
	37351/262	2153 Euston-Aberdeen (Dundee-Aberdeen) - 4/1 ex Euston
	37401	0547 IS-AB /0920 AB-IS /1220 IS-AB (with 221)/1524 AB-IS
	37401/414	2020 Inverness-Euston*
	37404	0700 Kyle-Inverness
	37408	1030 Inverness-Kyle /1705 Kyle-Inverness
	37414	1025 Inverness-Edinburgh /1535 Edinburgh-Inverness
6. 1.93	37175/194	2120 Aberdeen-Inverness*
	37175/404	1220 Inverness-Aberdeen
	37194	2153 (5/1) Euston-Aberdeen*
	37404	0547 IS-AB /0920 AB-IS /1220 IS-AB (with 37175)/1714 AB-IS
	37410	0337 Edinburgh-Fort William
8. 1.93	37414	1715 Cardiff-Manchester Oxford Road
9. 1.93	37216	Waterloo-Lowestoft (Ipswich-Lowestoft) CHARTER
10. 1.93	37058	1400 Edinburgh-Kings X (Grove Road-Retford)
13. 1.93	37194/175	2020 Inverness-Euston*
	37251/004	2120 Aberdeen-Euston*
14. 1.93	37175/214	2153 (13/1) Euston-Aberdeen* /2120 Aberdeen-Euston*
	37251/004	2110 (13/1) Euston-Inverness* /2020 Inverness-Euston*
	37402	1040 Inverness-Aberdeen /1520 Aberdeen-Inverness
	37404	0547 IS-AB /0920 AB-IS /1220 IS-AB /1714 AB-IS
15. 1.93	37043/175	2020 Inverness-Euston*
	37212	1714 Aberdeen-Inverness (Nairn-Inverness)
	37251/004	2153 (14/1) Euston-Aberdeen* /2120 Aberdeen-Euston*
	37404	0547 IS-AB /0920 AB-IS /1220 IS-AB /1714 AB-IS (failed at Nairn)

16.1.93	37004/251	2153 (15/1) Euston-Aberdeen*
	37402	0547 IS-AB /0920 AB-IS
	37404	1220 AB-IS /1714 AB-IS
17.1.93	37043/175	2020 Inverness-Euston*
18.1.93	37152/175	2020 Inverness-Euston*
	37175/167	2100 Euston-Inverness* (17/1 ex Euston)
	37510/251	2125 (17/1) Euston-Aberdeen* /2120 Aberdeen-Euston*
19.1.93	37152/175	2110 (18/1) Euston-Inverness (Edinburgh-? failed)
	37212/201	2110 (18/1) Euston-Inverness (?-Inverness)
		2020 Inverness-Euston*
20.1.93	37069/402	2020 Inverness-Euston*
21.1.93	37069	1714 Aberdeen-Inverness (Nairn-Inverness)
	37152/170	2120 Aberdeen-Euston*
	37194/214	2020 Inverness-Euston*
	37251/152	2153 (20/1) Euston-Aberdeen*
	37402/069	2110 (20/1) Euston-Inverness*
	37402	1220 IS-AB /1714 AB-IS (Aberdeen-Nairn)
	37404	0547 IS-AB /0920 AB-IS
22.1.93	37113	2120 (21/1) Aberdeen-Euston (Carstairs East J.-Beattock)
	37170/152	2110 (21/1) Euston-Inverness*
	37194/214	2153 (21/1) Euston-Aberdeen*
	37262/404	1220 IS-AB
	37404	0547 IS-AB /0920 AB-IS /1220 IS-AB (with 37262)/1714 AB-IS
24.1.93	37170/152	2100 Aberdeen -Euston*
	37194/214	2020 Inverness-Euston*
25.1.93	37078/250	2100 (24/1) Euston-Inverness (Edinburgh-Insch)
		2020 Inverness-Euston*
	37170/152	2120 Euston-Aberdeen* /2120 Aberdeen-Euston*
	37401	0337 Edinburgh-Fort William
	37404	0547 IS-AB /0920 AB-IS /1220 IS-AB /1714 AB-IS
28.1.93	37152/170	2120 Aberdeen-Euston*
	37250/078	2020 Inverness-Euston*
29.1.93	37078	2153 (28/1) Euston-Aberdeen*
	37113/078	2120 Aberdeen-Euston (Aberdeen-Dundee)
	37152/170	2110 (28/1) Euston-Inverness* /2020 Inverness-Euston*
	37404	0547 IS-AB /0920 AB-IS /1220 IS-AB /1714 AB-IS

With regard to the information given in the December "Syphon!" I have been notified of the following inaccuracies. On 15th November, 170 and 202 worked into Waverley as shown on 1M12, with the intention of 152 replacing 202 which would then run home to Grangemouth. However, when the change was being made, a fault developed on 170, so 152 was hitched to 202 and the pair switched back on to 1S79. On the 16th, 202 ran light back from Aberdeen, and was replaced by 214, so 152 and 214 did 1M12 that night.

On the subject of the sleepers, since Sunday 17th January 'the middle' has been closed between Perth and Pitlochry resulting in the diversion of the Inverness-Euston via Aberdeen, Dundee and Perth, with the resultant mega-mileage and extended journey times. The Aberdeen-Inverness daytime timetable has also been recast as from 30/11/92 and departure times are as shown on the Where to Go ... list on the next page.

It was thought that 37/4's might return to some services in the North West at the end of January. This would have been restricted to 1714 Manchester Victoria-Blackpool, 0714 Blackpool-Manchester Victoria and 1700 Manchester Victoria-Southport, partly as run round operations are no longer permitted at Blackpool. At the time of writing it was anticipated that instead, 414 would go to Llandudno for crew training and 429 to Chester for the same, this presumably being for the rumoured summer diagram along the Birmingham-Holyhead axis; more about that nearer the time.

We haven't had a "Working of the Month" recently, on this occasion I'm going for 37010 on its mileage move of 30/11. Other reports suggest it may even have started at Penzance. It's worth noting that you can get more mileage off the Inverness beds at the moment though while it's going via Aberdeen!

WHERE TO GO FOR CLASS 37 HAULAGE (1st FEBRUARY - 1st APRIL 1993)

1M12	2120	M-F	Aberdeen-Euston (Aberdeen-Edinburgh)	2x37/0	IISA
1M12	2100	SUN	Aberdeen-Euston (Aberdeen-Edinburgh)	2x37/0	IISA
1M16	2020	SX	Inverness-Euston (Inverness-Edinburgh)	2x37/0	IISA
1S25	2110	M-F	Euston-Inverness (Edinburgh-Inverness)	2x37/0	IISA
1S25	2100	SUN	Euston-Inverness (Edinburgh-Inverness)	2x37/0	IISA
1S79	2153	M-F	Euston-Aberdeen (Edinburgh-Aberdeen)	2x37/0	IISA
1S79	2115	SUN	Euston-Aberdeen (Edinburgh-Aberdeen)	2x37/0	IISA
1B01	0337	SX	Edinburgh-Fort William	37/4	MDRM
1Y11	1955	SX	Fort William-Edinburgh	37/4	MDRM
1A44	0547	M-S	Inverness-Aberdeen	37/4	RAJV
1H27	0920	M-S	Aberdeen-Inverness	37/4	RAJV
1A52	1220	M-S	Inverness-Aberdeen	37/4	RAJV
1H35	1714	M-S	Aberdeen-Inverness	37/4	RAJV

FORTHCOMING RAILTOURS advertised which include the use of class 37's include the following. Please check all details with the respective tour operator.

20.2.93 "The Par Snip" (Hertfordshire Tours). This is now SOLD OUT.

6.3.93 "The Coker Coalier" Manchester, Birmingham, Derby (and other intermediate points) to freight branches in the Yorkshire coal field. Class 37/4 with 37/5 to top 'n' tail. £36:50-£38:50, £8 extra 1st class. Details from: Pathfinder Tours, Stag House, Gydynap Lane, Inchbrook, Woodchester, Gloucester, GL5 5EZ, or phone 0453 835414.

13.3.93 "The Cumbrian Tynesider". Manchester, Bolton, Preston to Carlisle, and Carlisle-Manchester with 2x37's. A pair of class 26's will also operate elsewhere. £33. Contact Victoria Travel Office, Cigar Alley, Manchester Victoria Station, M3 1PB; or phone 061-832-5455 Mon-Fri 10am-6pm.

20.3.93 Farewell to Eastgate; Crewe, Stockport, Stalybridge, Huddersfield, Leeds, Church Fenton & York to Eastgate. Class 37 throughout. £33-38 standard. Black Cat Railtours, 7 Craigmount Avenue North, Edinburgh, EH12 8DD

27.3.93 "The Greenford Growler". Preston, Wigan, Warrington, Crewe, Stafford, Wolverhampton, Birmingham New St. to Brentford via various routes. Contact 'The Growler Group', 26 Risca Road, Newport, Gwent, NP9 4HZ

17.4.93 "The Felixstowe Phoenix". Full details of our railtour can be found elsewhere in this months magazine.

RARE 37's: So what are the biggest 37's for haulage. Just as a taster to this subject the following list was compiled by Steve Branch to show which 37's are not recorded as having worked a passenger train in the last two years. There may well be errors and we will endeavor to show a more accurate (and perhaps regular) update in the future. There are 62 items for the record, as follows:

37/0: 066(FIJI), 072(FPEK), 075(MDTT), 100(FPAG), 109(IGJK), 139(FCPM), 190(stored u/s), 211(FIJI), 255(RAJV).
37/3: 359(MDRT), 371(FPEK), 373(MDRT), 375(NKJE), 376(FCPM), 377(NKJE), 379(NKJE).
37/5: 501(FIJI), 503(FPCI), 505(FPYI), 506(FMTY), 507(stored u/s), 508(FMTY), 512(FMTY), 519(FMYI), 674(MDRL), 676(FPFR), 677(FABI), 678(FPFR), 680(FABI), 682(FALY), 683(FALY), 684(FABI), 685(FPCI), 686(FABI), 688(FABI), 689(FCBK), 690(FCPM), 691(FCPM), 692(FCPM), 694(FCPM).
37/7: 704(FCKK), 709(FCKK), 710(FPFR), 711(FMHK), 713(FMTY), 715(FMTY), 718(FPTY), 719(FPCI), 796(FCKK), 797(FCKK), 798(FCKK), 800(FCKK), 801(FCKK), 803(FCKK), 883(FMTY), 887(FCKK), 889(FCKK), 894(FCKK), 895(FCKK), 898(FCKK).
37/9: 903(FMHK), 905(FMHK).

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Thirty years of the 37.

We continue our yearly look at the history of the class 37 this month with the year 1971, and as usual begin by setting the scene. The last "Baby Deltics" (class 23) and 15's were withdrawn, while heavy inroads were made into Hydraulic classes 22, 35 ("Hymek") and 42/43 ("Warships"), as well as classes 17 and 29 as British Rail sought to standardize its locomotive types. Class 20's ended their association with the Southend parcels and Liverpool Street pilot during 1971, while 26 and 27's were regular visitors to Tyneside. Another oddity to come to an end was the use of the double deck EMU's on the Southern.

In Scotland, the Glenfarg line was closed leaving Edinburgh-Perth trains with a longer route via Stirling. The Wolverhampton to Birmingham Snow Hill line was also closed, while authority was given for closure of the Swanage, Bridport and Winchester to Alton lines.

Authority was also given for closure of the line between Dingwall and Kyle of Lochalsh, but not before January 1974 watch this space.

At the end of 1971 it was decided to start renumbering locomotives in accordance with the 5 digit TOPS system, although only classes 76, 83 and 84 were chosen at first.

Moving onto the round-up, and as usual on a regional basis, at the turn of the year foreign class 47's had become a rarity on Great Eastern line services to Norwich, in favour of local class 37's. Around March, a number of Tinsley based 37's were seen on the overnight Glasgow-Colchester passenger service including 6808, 6810 and 6813. This train was to be withdrawn from the summer timetable. Although rostered for a single, March based class 37, a parcels train which arrived at Liverpool Street shortly after noon was hauled by 6723 (31B) + 6800 (41A) on 10/6, and 6743 (31B) + 6790 (41A) on 11/6. 6860 (41A) was used on a train of BRUTE vans from Ipswich to Liverpool Street on 5/10, while on 4/10 the afternoon Harwich PQ - Whitemoor freight was hauled by 6777 of Thornaby.

Southend was visited by a number of 37's during 1971; on 20th June, 6967 (30A) appeared at Southend Central on a mystery tour from Rugby, on 25th July, 6825 arrived at Southend Victoria with a special conveying animals for a local circus, while possibly the most interesting was the arrival of 6966 on 20th November. This was in connection with a footex, run for the FA Cup 1st Round tie between Southend and Aston Villa, and was originally to terminate at Southend Central but was diverted via the Great Eastern to Southend Victoria only 2 days before it was scheduled to run. 6966 took over from an electric at Willesden and ran via Primrose Hill, Dalston and Victoria Park to reach Channelsea Curve, Stratford, and the Great Eastern main line. Because of bridge work at Victoria Park the return ran via Stratford, Lea Bridge, South Tottenham, Upper Holloway and Gospel Oak Junction to reach Willesden. Unfortunately, 6966 was not well on the return and took 2½ hours from Southend to Willesden, and 1½ hours from Stratford. As a footnote, were Aston Villa really in the 3rd or 4th division, or have the FA Cup rules changed since?

A number of uncommon 37's appeared in Anglia during early May. On 7th, 6741 worked 1L45, the 0736 Ely-Liverpool Street, and 6733 (55C) was unusual power for the Heysham to Cambridge tanks. On the 11th, 6763 (52A) worked 8J22, the 2010 Cambridge-Whitmoor and on 13th, 6779 (51L) worked 8B40, the 1218 Whitmoor-Hitchin, returning with 7P04 the 1711 Letchworth-Whitmoor.

On 3rd June, 6814 (41A) worked 1A01, the 0720 Lincoln-Kings Cross. It was observed that this service had been hauled at various times by classes 31, 40, 46, 47 and 55 before but never a 37, although our look at 1970 shows that stablemate 6812 worked it at least in part on 25/9 after the failure of a class 47. 6790 (41A) also made it to Kings Cross, this time with 1A10 from Hull on 30th November.

6782 (41A) worked 3E03, the 2132 (SX) Edinburgh-Kings Cross parcels on 4th June, the same engine was noted on 6E65, the 1808 Millerhill to New England (Peterborough) on 12th June. Not for the first time in 1971, the 0733 Harwich PQ-Manchester boat train found itself diverted on 22/9, on this occasion via Newark (due to a derailment on the Joint line via Sleaford) where it was seen being hauled by 6864 (41A). Due to a derailment in Totley Tunnel on 24th May it had been diverted over the "Woodhead" line for a couple of days. On 25th, this included reversals at both Sheffield Midland and Darnall (6964), while on 26th a DMU shuttle ran to connect with it at Darnall.

6749 provided unusual motive power for 4M66 (Hull-Garston) freightliner on 17th March instead of the usual Healey Mills based class 40, while 6744 (55C) was noted on a special 6Z44 oil (Hull-Colwick) on 27/4/71. This train was notable as it conveyed 100 ton tanks, now allowed up the branch via Bottesford for the first time. 6744 was in the news again on 15/8/71, this time on passenger duties. Class 40 number 224 had worked a mystery tour from Liverpool to Skegness but failed at Skeggy prior to working the return. 6744 was also present, with an excursion from Sheffield the return of which was replaced by a DMU so that 6744 could work the return to Liverpool.

Nothing of any consequence happened in the North East until April, when on the 2nd 4 wagons from the consist of 9J89, a load of mineral hoppers from Stella South power station to South Dock, became derailed while passing Tile Shed signal box. 6873 was providing power at the time. A similar fate befell 6K29 (South Dock to Eastgate) while being hauled by 6901 (51L) when 3 "Prestflo's" became derailed while running through the section from Horden. The date was not recorded, but it must have been around March.

On 22nd June, 6788 (41A) arrived in Newcastle with 1E38, the 1925 Bristol-Newcastle after a loco failure at Sheffield. Another Tinsley based 37, 6718, was noted on 4E63, 2235 (SX) Glasgow-Sheffield freightliner - normally a class 47 preserve. 7S65 (0440 Tyne-Millerhill) was worked by 6739 (55C) on 5th June, and 6770 (52A) appeared on 4E47, 1350 Aberdeen-Kings Cross fish, working as far as Newcastle where it was swapped for the booked class 40.

37's were needed to rescue passenger services on a number of further occasions. On 28/8/71, class 40 number 284 failed just south of York station on the 0950 Yarmouth-Newcastle. "Deltic" 9011 pushed the train into the station from where 6729 (31B) was provided as replacement power. On 8/8/71, 6701 (51L) worked on a Luton-Leyburn military special along the branch from Northallerton after class 31 5660 had failed, and on 29/11/71 the 0710 Paignton-Newcastle arrived at its destination about 1 hour late with 6900 hauling a failed class 45, number 47.

The bogie rotation tests continued into 1971, 6783 (41A) being seen at Darlington on 28th September.

In 1971 there was plenty of class 37 activity at the northern end of the East Coast main-line. On the passenger side, and due to a shortage of "Deltics" (which were being ETH fitted), 6708 (55C) worked the 1415 Edinburgh-Newcastle on 12/5, 6715 worked the same train on 20/7. The summer 1835 Edinburgh-Newcastle was often hauled by a Healey Mills loco, 6949 being such an example on 3/9, while on 20/9 number 6936 (65A) worked as far as Newcastle with the 1710 Edinburgh-Leeds. 6785 (41A) worked an unadvertised Scarborough-Glasgow relief on 14/8, and 6806 (41A) worked the Sundays 1115 to Bristol from Edinburgh on 12/9. Finishing the passenger workings with three rescue's, on 18/5 class 47 number 1971 failed at Oxwellmains (Dunbar) on 1E17, the 1030 Aberdeen-Kings Cross. 6903 (64B) was taken off 6031 Grangemouth to North Fleet and worked forward to Newcastle where both loco's were replaced by class 40 number 279, the train now 80 minutes late. On 4/9, 6849 (65A) hauled in 6741 (52A) about 20 minutes late on the 1811 arrival at Edinburgh from Paignton, and on 10/12, 6952 hauled class 25 number 7580 into Newcastle 42 minutes late on 1E83 from Edinburgh after a failure at Acklington. 6894 (51L) hauled 5F04 York-Craigentinny, a rake of newly introduced Mark IID stock, through to Scotland on 13/10, while on 30/10, 6808 was unusual motive power for the 1100 Edinburgh-Kings Cross ECS.

On 6th January 1971, a series of 'Merry Go Round' coal trains started running between Westfield opencast and Seafield colliery's in Scotland, to Eggborough and Ferrybridge power stations. The trains were generally loaded to 36 air braked hoppers and were worked to and from Millerhill by 2 class 37's, Gateshead and Haymarket loco's being used. Other East Coast freights, 6E65 Millerhill-Kings Cross was worked by a variety of class 37's during September: 6755 (51L) on 14th, 6827 (41A) on 15th, 6942 (55C) on 23rd, 6790 (41A) on 24th. 6756 (31B) worked 4E47 Aberdeen-Kings Cross fish train on 24/9/71.

In Scotland itself, April/May 1971 saw the introduction of Inter City sets of coaching stock on the Edinburgh-Glasgow route. The intention was that they would be worked by the push-pull fitted class 27's with one at either end, but shortages meant they were frequently replaced by class 37's, usually at the Edinburgh end. However, the 1400 from Edinburgh was formed with 6844 and 6936 on 15/5, and 6857 + 6844 on 24/5. These three 37's were used regularly but 6837, 6841, 6846 and 6903 also appeared. Timekeeping was very good, on 7th May 6903 at the head of the 1735 from Glasgow was well into platform 15 at Edinburgh before the 1730 departed from platform 14 - on time. The trains were tightly timed, 34 minutes allowed non-stop Glasgow to Haymarket, and the constant high speed running was affecting the reliability of the 27's, a particular problem being dislodged motor windings. This poor reliability was the reason for the use of the class 37's. It was reported that regular workings ceased in July, although they were still in use fairly often as substitutes into September, 6936 being seen on 7th, 8th and 9th, usually with 5411 at the other end.

6855 was the victim of an accident in the Inverness area, and was waiting transfer on 24th July for repairs to be undertaken.

On the West Coast route, what was recorded as one of the most destructive ever collisions in Scottish railway history occurred on the night of 6/7th October near Wamphray station to the south of Beattock summit. A class 47 hauling a steel train composed of new bogie wagons got out of control soon after passing over Beattock and started to drop down towards Carlisle. This caught up and collided with another steel-carrying freight, composed of bogie bolsters separated by under-runners and being hauled by a class 37. All the wagons of both trains were derailed and most of the bogie wagons of the second train were wrecked, together with a large proportion of those from the first train. The 47 had both cabs destroyed and all that was left were the main frames and engine compartment, the 37 (which was the only thing not derailed) was badly damaged with twisted frames and a shattered fuel pipe. For those who know their railway history, this incident was regarded in destructive terms as second only to Quintinshill disaster.

Starting on the Midland with a couple of subjects that have already been mentioned in previous years, the "temporary" diversion of oil trains from the Stourbridge route to that via Hereford and Shrewsbury (see 1970) was to be retained indefinitely. Furthermore, most of the services were to be diagrammed for 2 X 37. As in recent years, 37's were involved in sugar beet specials from the Eastern Counties to the Shrewsbury area, although a new policy this year was the re-engining of many of them at Leicester.

Passenger workings included 6810 (41A) on the 1725 Sheffield-Birmingham (1M25) during February, 6783 (41A) arrived at Birmingham on 11/12/71 with the 1015 York to Poole (1042), and 6718 worked the 0700 Weston-super-Mare to Newcastle from Chesterfield to York (at least) after the failure of class 46 number 149 on 29/12/70 (almost 1971, especially as it was 2 hours 10 minutes late by York!). An unusual visitor to the Settle and Carlisle line, 6859 (66A) worked over it with a Glasgow-Blackpool special on 17/7/71. On 31/7, 6840/6842 were seen leaving Blackpool with an extra for Glasgow.

6994 was noted passing Coventry on the morning of 30/10/71 with a coal train for Rugby. It returned light engine, being noted on Burton depot the same evening. Another class 37 was noted on a similar train a few days later, these were the first recorded workings of the class into Coventry. The 0920 Bescot-Tinsley was noted for providing unusual power, including 6773 (31B) and 6777 (31B) on 7/12 and 9/12 respectively. Another unusual class 37 noted was 6965 (30A) on 8M65, Tees-Brierley Hill on 7/12.

On 17th May, class 46 number 138 working the 1705 St Pancras-Sheffield had to be pushed into Bedford by class 25 number 5227. Another class 25, 5214, took over as far as Kettering where 6812 (41A) took over to Sheffield. This run on the Midland main-line route was surpassed on 29th December 1971 when 6811 (41A) worked through-out on the 1415 Sheffield-St Pancras, returning with the 1750 St Pancras-Sheffield, the down 'Master Cutler'. Despite its lower power than the booked type 4, it covered the 95 miles to Leicester in 84 minutes with a fully laden 9 coach train!

On the Western, from 2/5/71 Newport Ebbw Junction had 17 class 37 workings, 5 being outbased at Aberbeeg and 1 at Severn Tunnel Junction. These included eight 37's fitted with EQ brakes that were transferred to the Western in May 1971. Cardiff had 38 workings, 6 for the Aberthaw flyash, 6 for the Waterston-Albion tanks, whilst of the remainder 17 were out-based at Radyr, 5 at Aberdare, 2 at Llantrisant and one at Barry. Prior to these alterations Cardiff had been allocated 57 class 37's. The Waterston-Albion tanks, now booked to run via Hereford/Shrewsbury with 37's in multiple, were planned for 4 trains each way from 4/11/71. Loco's were changed every 4th day at Canton and refuelled at Waterston. The bulk loads of flyash from Aberthaw started to run to Highbridge (south of Bristol) from April 26th in connection with construction of the M5. Trains were composed of 35 MGR wagons, with power provided by double headed 37's, and were expected to run until the autumn. Slightly further south, at Bridgewater, 6794 (51L) was noted in the down loop on 24/6/71 carrying headcode 4V07 and in company of an unidentified class 47. For 3 weekends in July the Vale of Glamorgan line was closed with traffic diverted via the main line. A pair of 37's operated a shuttle service of loaded freight trains between Aberthaw and Bridgend, returning with empty vehicles

Although the number of locomotive hauled trains on the Central Wales line was fairly minimal, those there were tended to be well reported. On 5th June, 6931 worked from Newport to Craven Arms and Swansea (via the Central Wales) and Barry on a railtour. A number of specials were run in connection with the Shrewsbury music and flower fete on August 18/19th, including a 0540 from Milford Haven on the 18th which travelled via the Central Wales in both directions, powered again by 6931. September 26th saw considerable activity on this route with several specials scheduled. Because of engineering work on the main North and West line south of Craven Arms, two return specials from Blackpool illuminations were diverted to the Central Wales including a 0001 Blackpool North-Milford Haven. This was worked throughout by class 47 number 1920, with 6877 added between Shrewsbury and Llanelli to provide the additional headlights needed for the ungated road crossings along the route. An 0050 Blackpool North-Swansea and Cardiff, also worked throughout by a class 47, had 6889 added between Shrewsbury and Llanelli. Hardly had this cleared the line when a northbound 0730 Swansea-Blackpool traversed, with 6877 again piloting 1920. During the early hours of Monday September 27th the Swansea-Blackpool excursion returned with 1920 although its steam heating boiler had failed by now and it was replaced at Shrewsbury by both 6889 and 6877. 6889 was on the route again on 28/11/71, this time with a permanent way working, observed near Sugar Loaf summit.

By the early 70's, the sphere of class 37 workings on the Southern was increasing a little, mainly due to oil tank workings from the Stratford area. For example, the 0653 West Thurrock-Micheldever tanks continued to produce a Stratford based 37, including 6966 on 28/5, 6819 on 4/6, and 6962 on 14/6. Regular workings of Thames Haven-North Camp tanks brought members of the class to Guildford where 6964 was observed on 23/2. From 4/1/71, an additional freightliner ran from Millbrook; 0538 Millbrook-Swansea (4V74) and 1340 Swansea-Millbrook (4063). This was usually a class 47 but did produce a 37 on several occasions, ie 6744 on 5/1 and 6961 on 7/1.

Depot codes used are as follows:

30A - STRATFORD	52A - GATESHEAD	66A - POLMADIE
31B - MARCH	55C - HEALEY MILLS	86A - CARDIFF CANTON
41A - TINSLEY	64B - HAYMARKET	87A - LANDORE
51L - THORNABY	65A - EASTFIELD	

Once again, my thanks to the writers and contributors of Railway World, Modern Railways (Ian Allan publications) and Railways Observer (published by the Railway Correspondence and Travel Society), without whom this feature would probably be impossible.

Freight Feature: 37's Through York

Gone are the halcyon days of pairs of Growlers plying back and forth through York with 'Tubeliners'. There is still a respectable amount of 37 activity in the York area but it certainly pays to have some prior knowledge of workings, which I hope to give here. These workings relate to weekdays, and the observations have been derived from regular lineside viewings since last summer. Workings are described in time order throughout the day, from morning to evening.

Mornings are generally quiet but Tuesdays and Thursdays are livened up by the appearance of a MDRT pool 37/4 on 6N27, 0713 Hull Saltend - Seal Sands B.P. This usually turns up between 0930 and 1000 but can arrive as early as 0915. For much of last year this working carried a mixture of STS acetic acid 'vinegar tanks' and freightliner containers. The acid tanks now seem to have ceased, leaving a uniform train of empty 'International Ferry Freight' containers returning to ICI at Wilton. The containers are quite eye-catching, being blue with a bright yellow IFF legend. When loaded, the 30ft bulk containers would actually be too heavy to travel by road. They are bound for Rotterdam via King George Dock, Hull. 37417 'Highland Region' was a very regular performer on this train last year, with 37419 acting as reserve.

Shell have recently signed a new contract with Trainload Petroleum which will see a substantial increase in traffic from the Stanlow refinery. The additional trains are due to begin in April and could result in an expanded FPCI pool. The heaviest trains out of Stanlow load to 1,400 tonnes and are bound for either Leeds or Jarrow. 6E18, 0821 Stanlow Shell - Jarrow (through York between 1200 and 1300, normally about 1230) can produce pairs of 37's. Though 47's are more common, the 37's have recently become more regular performers.

British Alcan transport aluminium ingots from Lynmouth to Rogerstone in South Wales. The ingots are carried, overnight, on freightliner flats as far as Pengam before transferring to road for the final mile of their journey. The empty flats return north as 6E68, 0720 Pengam FLT - Lynmouth Alcan and pass through York between 1200 and 1330. Last October there was a switch away from Cardiff metals FMAK traction to Tinsley distribution MDRT. For a time, 37358 'P&O Containers' appeared to be in a 'sub-subsector' dedicated to this train. 37381 seems to have taken over the mantle to some extent but there is now more variety. On 15/1/93 the train was most unusually powered by 37057 'Viking' from the MDIT pool. Ten 100 tonne TEA tankers make up 6E20, 0952 Glazebrook-Haverton Hill (booked for 1358 but be on the lookout from 1300 onwards). The tankers are nominally painted green. This working always runs on Fridays, with Tuesdays and Wednesdays seemingly 'as required'. At the time of writing, the train is running all three days. The Thornaby petroleum pool FPTY contains two loco's, 37503/505 and this train is their exclusive preserve. Incidentally, 503 retains metals decals and 'British Steel Shelton' plates whilst 505, in petroleum livery, still carries its Immingham badge.

In recent times, the transport of scrap metal has been a big success for Trainload Metals. One such flow is from Thompsons of Stockton to Rotherham Engineering Steels. As is common practice, the scrap is carried in SSA type wagons, with the empties running north on MWFO as 6N14, 1211 Aldwarke-Stockton Millfield (usually passing through around 1400 with 15 minutes each way). Mondays working may now have finished, it hasn't been observed since the beginning of December. This turn is a haunt of the FMTY pool with 37/5's the most common.

6M19, 1245 Jarrow-Stanlow Shell (nominally WFO) is due at 1527 and can produce (same comments apply as for the daily northbound working).

6M13, 1520 Tees-Etruria sees an FMTY pool loco with a rake of empty BDA's. The train normally arrives in York around 1700 but is often delayed here awaiting a path south.

Semi-finished steel travels by rail from Lackenby to steel terminals at Wakefield (Cobra), Blackburn (Fogarty's) and Wolverhampton. Empty BAA steel carriers, VTC sliding-hood vans and Tiphook side curtain wagons make their way back to Teeside on 6E28, 1255 Wolverhampton Steel Terminal-Lackenby and 6E41, Blackburn-Lackenby. These trains run anytime between 1645 and 1800. On some occasions both run whilst on others neither turn up. Another FMTY turn but with 37/7's predominating.

Class 37's share departmental duties in the area with 31's. 1730 to 1830 usually witnesses the passing of a couple of such workings from either Healey Mills or Doncaster. The trains can be bound either for York or Tyne Yard. IEJI loco's tend to work from Doncaster, FCJI from Healey Mills.

A diagram which will certainly end by April is 6M16, 1613 Tees-Earles Sidings. This train conveys cement from Blue Circles doomed Eastgate plant and allows it to be carried forward from Earles sidings on services emanating from Hope. A FALY regular.

The wagons which made the trip to Stockton in the afternoon return loaded with scrap at about 1815 on 6J68, 1644 Stockton Millfield-Aldwarke.

Last summer, 4D50, 1726 Wilton-Leeds produced pairs of MDTT 37's. At the end of September it became solid 47. It seems that the 37's are making something of a come back so it's worth looking out for around 1915-1930. Mainly 'Hanjun' and 'Maersk' containers are carried.

One for the light nights is 6M52, 1700 Boulby Potash-Stanlow Shell which runs through the station between 2000 and 2030, with an FPCI 37/4 providing traction.

There is often an infrastructure 37 parked on Leeman Road stabling point. This is visible from the NRM car park. Sundays can be quite a treat at this spot with anything upto half a dozen 37's stabled after their exertions on weekend ballast duties. Pools observed have included FCJI, FPTY, MDRT, FABI (but not 37/4's), IEJI and FALY.

There can be additional class 37 workings, in particular on metals and permanent way trains, but the above are the scheduled turns.

Most 37's use the avoiding lines but the Shell tankers are prone to use the station.

If everything works then York can be quite an interesting spot. The 37's are interspersed by classes 56/58 on mgrs, 60's on metals and 47's on parcels and the odd freight. If though, a couple of workings miss, then there can be some very long gaps with only Sprinters and IC225's to watch.



37884 'Gartcosh' at Colton, near York, with the Tees-Etruria on 28/9/92. As illustrated, the locomotive is devoid of sector decals.

Photo & article by Simon Jowett (37031)

ELECTRIC THEMES

Andrew 'Rishton' Wilkinson (37408)
'Little Al' Richards (37407)

YEAR REVIEW 92

As we move into the new year we think we can look optimistically that 1993 is going to be another great year for 'E'. 1992 was certainly a good year with the 37/4 discovering a lot of uncharted territory. Only 37427/429 did not work a passenger last year, yet they are both destined to be in the limelight this year. Here are some of last years highlights leading up to the 'Top Ten Workings of the Year'.

37401 - had a relatively quiet year by her standards. On 4/1 she did, however, work a charter from Edinburgh-Carlisle and back to Linlithgow, and was a part of the set up at Inverness over Christmas and New Year, working to Kyle, Aberdeen and Edinburgh (see "Passenger Information").

37402 - managed a trip from Inverness to Thurso with a charter from Colchester. She also managed the odd trip to Mallaig, Kyle and Aberdeen through the year, before being transferred along with 37404 in October to Regional Railways at Inverness. They are both now common at the two latter destinations.

37403 - worked the SRPS Dunbar-Mallaig on 9/5, but was one of the less common engines on the 'Mallaigs' in the summer.

37405 - 1992 was not exactly a healthy year for this engine. The only working of any note happened right at the start of the year on the 2/3 January when she did a return trip from Inverness to Aberdeen.

37407 - was the only 'E' to work the 1627 Inverness-Edinburgh/2118 Edinburgh-Perth (5/6). She also managed just a couple of Kyles, and a full day out on the Inverness to Aberdeens on 8/12.

37408 - It was typical of this loco to be the engine supplied by Petroleum to help out at Inverness over Christmas and New Year (see 'Passenger Information'). She also managed a sensational 4 trips out on 'S07' Euston-Fort William sleeper and nearly as many southbound workings, also breaking the amalgamated pools stronghold on the Mallaigs, and the Young Explorer.

37410 - on the 30/5 replaced a failed 37405 on the SRPS Kirkcaldy-Oban returning to Dundee in the evening. Will we ever see the return of a loco hauled service to Oban?

37411 - worked three trains in all. The first two were failures into Penzance from Lostwithiel and Menheniot, on 20/6 and 17/7 respectively. 1/11 saw 411 work a hourly service Henley to Twyford (until 1715).

37413 - took everyone by surprise when she was transferred to Laira in May. Since then she has worked at least failed HST's into Newquay, and worked on the Henley branch (like 411) on 8/11.

37414 - what a change of fortunes we now envisage for this loco which is destined for a big year now that she is part of Crewe Regional. On 25/4 she worked round the Oldham loop (partnered by 37679) in conjunction with the North West Rail-day. Despite being previously reported, there is still some doubt as to whether this loco worked the 1045 Glasgow-Brighton down the GSW (24/5) - (can anybody confirm the situation? - Editor). 414 went on loan to Inverness for the festive season, practically monopolising 'The Clansman' 1025 Inverness-Edinburgh/1535 Edinburgh to Inverness. She also worked 'over the top' (see 'Passenger Information').

37415 - put in plenty of work on the club trains, straying away from home on 1/2 working the 1002 Crewe-Cardiff 'Rugex' (with all the best Welsh players now playing League at Widnes, victory was never on the agenda).

37416 - there can't be many loco's that have managed Wick and Weymouth all in one year! 416 was still sharing the Inverness-Aberdeen diagram with 47532 'Blue Peter' up until May, but on 2/3 January she made the now very rare trip up the Far North on the 0712 Inverness-Wick/1130 Wick-Inverness. Back in the North West, 416 worked the 0822 Manchester Victoria - Bradford (29/6), and on the last summer Saturday became the first ex-Inverness example to visit Weymouth!

37417 - had a star role to play leading up to the North West finale. On the 26th September she worked a Chester-Carlisle circular.

37418 - in conjunction with the North West Rail-day did three return trips, Preston to Barrow (25/4), and also worked the 0714 Blackpool-Manchester Victoria on the Monday morning. Along with 37502, 418 put up a spirited performance on 9/8 with a Wolverhampton-Carlisle circular.

37419 - the rare engine on the club trains. Only unusual outing was (14/8) Hereford-Crewe/Crewe-Shrewsbury/Shrewsbury-Crewe/Crewe-Hereford, Shrewsbury flower show reliefs.

37421 - only managed one passenger working all year, working the Black Cat railtour from Crewe-Redmire in December.

37422 - the driver got in the wrong engine (37430) for his freight train on 26/3. This resulted in two days usage of 37422 on the club trains, getting in all the locations - Manchester Victoria, Southport, Blackpool, Lime Street. Two charters of note were Manchester Piccadilly - Leicester (6/9), and Butterley - St Pancras (28/11).

37424 - it is worth noting that all the engines in the West Highland pool performed on the 3 return Fort William-Mallaigs and the 0900 Fort Bill-Glasgow return during the summer.

37425 - first outing of the year was a Pathfinder tour from Bristol-Crewe/Birmingham to Bristol on 10/10.

37426 - worked a charter from Lime Street-Birmingham and return (2/5/92), and also most unusually worked the 0857 Lime Street-Manchester Victoria (30/5/92).

37428 - "The Rolls Royce", got in to the act on 2/10 doing the Ayr-Kings Cross relief into Glasgow Central. Besides that she did manage to get to Kyle and Aberdeen on quite a few occasions, and worked the Fort William sleeper at least once.

37430 - it didn't take long for 'Gertie' to start her annual tour of the British Isles. 19th January saw two return trips from Southport to Stockport, then on March 10/11/12th she worked the 1733 Cheltenham-Swindon/2100 Swindon-Gloucester/2200 Gloucester-Birmingham New Street, also on the 12th working the 0704 Shrewsbury to Euston as far as Wolves. The 21st March was another Rugby Union day, 430 doing the honours on the Crewe-Cardiff relief and return. 430 also hauled a Cardiff-Weymouth some time in the Spring. It was a full weekend on passenger over the May-day bank holiday, finishing on the Monday with a Falkirk-Blackburn. The 15/16th was the day the 'Mallaigs' started, and yes you've guessed it, 430 was on them! Since the start of the Winter timetable, 430 has been going through a quiet spell, having seen the most consistent use on passenger since their inauguration. She also worked in a pair with 37240 on 1S07 some time over Christmas! (37156 is also believed to have piloted the sleepers).

37431 - only outing of the year was one days usage on the club trains early in the year.

MY TOP TEN

... 37/4 WORKING OF THE YEAR 92

'Little A1' (37407)

'Rishton' (37408)

10th: 37430 - Falkirk-Chester/Chester-Falkirk 2nd May 92
This loco never ceases to amaze me. Having flown the flag in the North West for the previous 12 months she then moved to Eastfield for the summer timetable loco hauled. She hadn't even been there a week before she was back in the North West on the front of this SRPS charter, and making a full bank holiday weekend of it working to Blackburn on the Monday. A slight disappointment that this train could not have been an 'E' without a high profile, but this event was certainly significant in that it opened the door for long haul charters to be hauled by the 37/4's.

9th: 37415 - Manchester Piccadilly-Bath Spa (relief) 25th June 92
It has always remained a mystery as to why our ancestors ever built 'Stonehenge' in the first place. Possibly the answer is that they knew a few century's later a pile of stone slabs in the middle of nowhere would be a damned good place to run a

rateable relief such as this one! Whilst the track 415 traversed was not uncommon, ie the Marches, and Weymouth route, this working did seem a little too outrageous to miss out.

8th: 37404 - 0840 Edinburgh-Dundee

19th September 92

Having worked into Edinburgh on the Perth commuter, 404 then worked the above service and 1027/1705 Dundee-Edinburgh's and the 1630 Leuchars-Dundee, trains having been strengthened for the extra punters travelling to the Leuchars air show. The Dundee's have never been common for 37's of any flavour. Whilst it was nice to have this one on a service train, with so much new ground for the class to be broken we don't consider this to be a massive consideration when making the selection.

7th: 37426 - Derby-Glasgow C./Glasgow C.-Derby (charter)

7th November 92

A thoroughly exhilarating day out, everything you could ask for in a days bashing. Cheap fare, high mileage, hospitable staff, a box of Dolly Mixtures, and performing motive power! The most rateable bit of track on this tour was probably Dore curve at Sheffield. This is extremely rare for loco hauled trains these days, the only time I have done it previously was behind 40033 on the "Dore Matt" railtour back in 1983. I will not dwell on the route of this tour as it has already been well documented in the last issue.

6th: 37417 - 1618 Birmingham-Oakham-Peterborough

25th September 92

This working was considered so good that it swept aside all other contenders to take the 'Working of the Month' award back in the October edition of "Syphon!"; no easy task considering that the 'no heat' season still hadn't drawn to a close. When you think back to 1986 when the last six 37/4's were rolling off the production line at Crewe Works, they were strongly rumoured to be taking over the 31/4's on the Birmingham-Norwich's, yet it seems amazing to think that this was only the third 'E' on a service train run on this line, the others being 37408/431 on Birmingham to Norwich and Cambridge runs back in 1989.

5th: 37412 - Gloucester-Pembroke/Fishguard (charter)

18th January 92

Congratulations to 'The Barry Open Day Committee' for this one (Gloucester-Pembroke Whitland-Fishguard/Swansea-Gloucester). This tour covered new track for 'E' and would have been huge with any 37/4, but 37412 made the day extra special, 412 not having worked a booked passenger service for three years, since her West Highland days. It certainly was great to be reunited with an old friend! True to character she now once again hides in the shadows, not having worked a booked passenger since! (One of the greatest accolades that an 'E' basher can achieve is to clear all the 37/4's for a thousand miles each. My congratulations go to fellow writer "Little Al" for being only the 7th person to do just that, on this day!)

4th: 37423 - Dunblane-Whitby/Whitby-Grosmont return

26th September 92

This was the third extremely rateable tour from the SRPS last year, made all the more rateable by taking a loco that has spent nearly all her days on the West Highland line. Once again new ground was broken for the sub-class with this one. At the moment it seems that the SRPS will not be running any tours this year due to the non-availability of motive power in the lower Scottish regions. It certainly seems to be a sad state of affairs when a well established charter group is shown the door for these reasons.

3rd: 37422 - Manchester Victoria-Leeds via Bradford

24th October 92

This was certainly an immense working, running in connection with a Rugby League international at Wembley. The train was pre-booked for a parcels 47, but it seems that you just can't afford to relax for one moment when there is a charter running. As previously reported, the last 37 known to have worked Bradford-Leeds was in 1983 and once again it was new ground for 'E'. Manchester Victoria-Bradford isn't exactly common either, although 37416 is known to have worked through this year, on the 0822 Victoria-York, terminating at Interchange.

2nd: 37420 - Stirling-York/York-Stirling

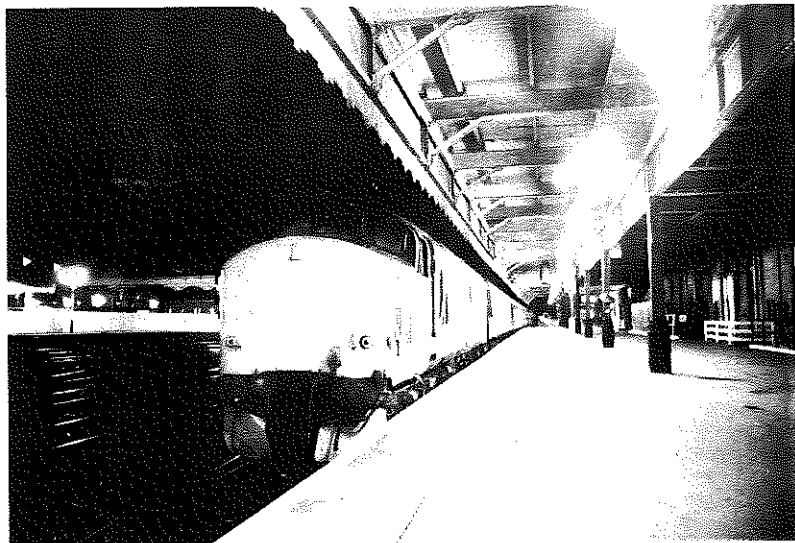
23rd March 92

For so long this had been the front runner in the race, only narrowly being pipped at the post. Many factors put this one in the top flight, firstly the East Coast main line was new ground for 37/4's, with nothing having worked Edinburgh-York since 1986. The East Coast is quite sought after with any diesel engines, as BR do not encourage their use due to potentially causing delay to the prestigious Inter-City services, making a repeat performance increasingly unlikely. This was the first passenger working that 37420 had performed since leaving her Inverness home in May 1990, and she still hasn't worked another since, making 420 one of the biggest 'E's around.

1st: 37418+37425 - 1815 St Pancras-Matlock (+ 2025 Derby-Matlock) 14th Nov '92

Whilst it is not the first time that an 'E' has worked to St Pancras, it is the first time a pair has worked, and not just any pair but an ex-Eastfield and ex-Inverness example, which is believed to be the first time on a passenger train in England. Again, we are almost certain that it was new ground at Matlock, the pair working the 2025 Derby-Matlock in conjunction with the charter. When you are looking for the 'Top' working we don't think that new track, rare engines and combinations are the only considerations. What's happening up front is of equal importance. The performance from this pair was just awesome! Perfect sound, volume, acceleration and speed, it was just magic!

Who knows what this years 'Top' working will be? Maybe even our own railtour could be in with a shout!



At number 3 in the 'EH Top Ten for 1992', 37422 stands at Manchester Victoria having arrived with the "Rugex" from London which it had worked from Leeds via Bradford on 24/10/92

Mike Bent (37100).

ON TOUR

This month we have reports from a number of recent railtours. Reviews are written by the Editor unless stated otherwise.

THE MULE AND OTTER AXEMAN (DC Tours), Saturday 14/11/92 Michael Gibson (37891)

The proposed motive power for this tour was a pair of 20's + a 33 from Waterloo to Barnstaple (with top 'n' tail loco from Exeter to Barnstaple), and back to Exeter where three 33's were to take over for the return to Waterloo. However, due to operating requirements, it was necessary to attach the 20's at Salisbury and divert the train to Okehampton.

60040+33114 provided the motive power from Waterloo to Salisbury, where the 60 was detached and 20169+20092 went on. At Exeter, 37092 was attached to the back to top 'n' tail to Okehampton, and the train proceeded approximately $\frac{1}{4}$ mile beyond the former Okehampton station. Back at Exeter, the 20's were removed and 37092 shunted the stock into the sidings.

After a break of just over $1\frac{1}{2}$ hours 33020+33052+33114 were the motive power back as far as Woking, where 33035+33108 took the train into Waterloo. Meanwhile, there were plenty of rumours flying around concerning.....

WEST OF ENGLAND COAL POWER (DC Tours), Sunday 15/11/92 Ian Vandervell (37186)
1Z33, 0958 Waterloo-Exeter / 1505 Exeter-Waterloo

The train was advertised for a class 58 to Salisbury and back, and class 56 between Salisbury and Exeter, and therefore upon arrival at Waterloo I ventured towards the sound of the Crompton where to my surprise 37154 "Johnson Stevens Agencies" was attached to 33114, to work the train to Salisbury.

33035 brought the stock in and the 37/33 were fired up and put on the front for a right time departure to Salisbury where arrival was 10 minutes early for a photo stop and loco change for construction sector 56039.

An amendment to the head board showed 'The train without any' 'West of England coal power'. The run to Exeter was only broken by the sight of 37207 on ballast at Yeovil.

Exeter stabling point held 37092, 37098, 47201, 47706 and 47712 was on the 1428 to Waterloo.

At departure time the train was still in the sidings and departure was 20 minutes late with the 56 at full power as the coach brakes were still on for the trip to Central where the emergency brakes were applied to check the coaching stock for damage.

After some adjustments we set off to Salisbury 30 minutes late which was reached only 8 minutes down, where 73114+37110+37079 'Medite' waited to take over for a fast run to Woking until Farnborough where we were diverted on to the slow line as 47712 had failed and a Crompton had been summoned to retrieve it, and so quote the Crompton game started.

On arrival at Woking 30 minutes early due to missing out Southampton the 37's were taken off, with most of the bashers now leaving the train to do 33047 on the Waterloo train.

The tour train continued with 73114 to Waterloo and arrived at 1920.

After Christmas there was a series of tours in quick succession to test both your stamina and pocket, the first of which was.....

COLD TURKEY (AIA Charters), Monday 28th December.

This was a sort of mini-tour from Stafford but with some extremely rare track. The main feature for many, however, was the expected appearance of 37382, formerly 37145 and an extremely rare item. The advertised route had been changed somewhat as British Rail had refused permission to traverse the Mersey Docks and Harbour Branch at Birkenhead. However, I understand this resulted in more 37 mileage.

After we had staggered around the countryside for a while with 31421 (mate) and 31408, including a lengthy delay at Manchester Piccadilly on the through lines of all places waiting a guard, we reached Ellesmere Port. 37891, 37706, 37707 were

all present along with 382, which after an agonising wait finally ran down and attached itself to the back of the train. I understand it actually became a little uncomfortable as to whether we had this engine as an oil train had been required to run. Two of the other 37's at Ellesmere would not start and it came down to a choice between 382 and another, fortunately the other decided it would work. The 31's led us to Rock Ferry where there was a reversal and 382 would now lead us to Wrexham. The initial power applications caused a huge amount of filthy clag and 382 seemed very reluctant to pull the train. It was as if time stood still and it sounded really ill but finally managed to compose itself enough to move us. I still wondered for a minute or two if it would be able to keep going but it did this, whilst continuing to emit a thick smoke screen from the exhaust portals. I don't think I've had a 37 for haulage that sounded this ill for a long time, however, it was up to tackling the arduous climb between Chester and Wrexham which includes $3\frac{1}{2}$ miles at 1:82 $\frac{1}{2}$, albeit somewhat slowly. After a reversal at Wrexham General the 37 made for Wrexham Central where the general consensus seemed to be that this was the first locomotive hauled train to arrive since steam days (unless you know different?). I left the train here as I needed to get home early, however, I'm told that 382's health did not improve during the run between Bidston and Wrexham. Full marks to AIA Charters, who seem to have worked out quite successfully that if you can think of a "large" 37, and plan an interesting route around it you have a winner on your hands.

The same day 37716/884 worked the first of three charters that week to Redmire, on this occasion a Pathfinder tour of first class stock. Indeed this pair were scheduled to assist all 3 tours to Redmire during the week...

CREWE-REDMIRE (Black Cat Railtours), Tuesday 29th December.

The following day, Tuesday 29th December, the second tour of the week was run to Redmire. I didn't actually partake of this tour myself (some of us had to go to work unfortunately), although I have "interviewed" somebody who did. Departure from Crewe was about an hour later than the scheduled 0839, behind 37421+37719. Although 421 was coupled inside to provide heat, the EH index of the load 12 train (Pilkington Mark 1 set) was too high and sent the 4 into meltdown. At Stockport there was a further delay while the rear 5 coaches were isolated so at least some of the train could be heated, although even the carriages with the "E"s were not very hot. 37884/716 were attached at York for the run to Redmire where there was a photo stop for about 40 minutes. There were also opportunities to photograph the loco's at York while the assisting engines were attached and detached. Unfortunately the weather was foggy for most of the day. Time was made up during the day and the return arrival at Crewe was only about 10 minutes late. This could have been better but for being held outside Crewe station to wait for a platform. All engines had put in a stirring performance. I am told there were no timings, itinerary or ticket checks (all somewhat unusual for a railtour), although in support of the organisers on the last point I am told by another source a 'grip' was started but capped due to the number of people rioting about the lack of heat.

THE WENSLEYDALE LAMENT (Hertfordshire Rail Tours), Saturday 2nd January 1993.

The last of the post Christmas bash's, Wensleydale was certainly not blessed with the best of weather for its rail finale (?) as the day was foggy for the entire journey north and along the branch, except for the very end at Redmire where the sun broke through. After spooning up the East Coast, 37884 and 3771.....4 were attached at York, 716 having failed during the week, this was apparently not a deliberate swop to get something different. It was certainly slow progress along the branch, fortunately we were to have a run of some worth later in the day from the syphons between Northallerton and York where they were removed. The 37's put in a good performance through the day with the heavy load 14 and dead 47 in tow, and timekeeping through the day was exemplary until York on the return where a series of delays resulted in the 47 leaving about 40 minutes late for London. I was really amazed at how many people had turned out to photograph the 37's along the branch!

West Highland Revisited

Michael Gibson (37891)

3/9/92. It had been almost four years since I'd last visited the West Highland line, so I thought a visit was well overdue despite the decreased number of 37's on the line. After a mad dash from my B & B hovel in Charing Cross to Queen Street station, I arrived at 0804 (8 minutes to spare). I glanced at the platform indicator and almost had a heart attack - the 0812 to Oban and Mallaig ?? And the 'plastic' in platform 4 had Mallaig on the destination blind. At this point it looked as though I would have to alter my plans for the day and concentrate on 1Y12 and 1Y13. However, my fears were unfounded when I found out that the 'plastics' were only going as far as Fort William until the end of the week. So it was off to Tyndrum Upper (or so I thought) in 156450+495. Everything seemed to go to plan as far as Dalmuir, where for the next few miles we were held up at every signal due to a signal failure near Craigendoran. Once we entered the RETB section between Craigendoran and Helensburgh Upper we were 25 minutes down, and the guard proudly announced that we should make up some lost time. No chance - we were held up at Arrochar & Tarbet for 20 minutes waiting for a 'plastic' coming in the opposite direction. By now I decided it would be safer to get out at Crianlarich and wait for the 37 there. And it was just my luck that 1Y12 (hailed by 37410) was running 35 minutes late - so I could have carried on to Tyndrum Upper after all. When it did arrive, 37410 (the original 37273) must surely have been the most unhealthy sounding syphon I have had for haulage in my entire life. Not only was it producing enough clag from the exhaust to pollute the west of Scotland for a lifetime, it also had overcharging batteries, which probably explained why it sounded like a 'ped' (31) more than a syphon. Needless to say, there were two people in the front coach trying to compare 410 with a kettle. Bellowing out of the window was a waste of time - the result was a face full of smoke plus a barrage of abuse from the 20 or so ungrateful "normals" who happened to be in the front coach. At Helensburgh Upper came the trickiest move of the day, where the plan was to take photos of 410 on the platform, and run up the slope to the road bridge for more photos before it goes. This was achieved fairly easily, and when the train did eventually start moving I waited for the driver to open the throttle out. Unfortunately he waited until 410 was partly under the bridge before doing so. No problem, I just simply crossed the road and got my photos from the other side of the bridge. Now I had to prepare myself for three hours in another 'plastic' (rancid), this time going all the way to Fort William. We did pass a few syphons on the way - 37221 at Garelochhead on various preserved coaches, 37406+430 at Ardlui with mixed freight, and 37404 at Spean Bridge with some civil engineering wagons. We were held up outside Fort William station for the late running kettle (35 minutes down), this caused havoc when we arrived at Fort William as the platform was full of kettle bashers. Even worse, there wasn't a single syphon in sight. Not to worry, as 1Y66 (1420 Mallaig - Fort William) had been held up by the late running kettle and arrived at Fort William 20 minutes late behind 37423. Thankfully most of the kettle followers had gone by then, which enabled the REAL railway enthusiasts to get some photos of 37423, before setting off to Mallaig. Despite being a few minutes late into Mallaig, 423 managed a quick run-round and we would have been ready to leave on time, except that the driver had disappeared to the take-away to get his dinner! That didn't cause much of a problem as he was back within 5 minutes and away we went. There was a mini-drama at Fort William; 37410 had been allocated to work the Euston 'kippers'. However, the overcharging batteries had got so bad that the loco had to be failed. Luckily 37406 was in the station (spare loco), so this went on the Crianlarich and 37423 was to go on the 'kippers' after we had gone. There was more drama down the line when the driver failed to stop at Corrour. Apparently he tried to make up some lost time, only to find out too late that three people intended to get off at Corrour. No problem; B.R. had laid on a train specially for these unfortunate tourists at Rannoch in the form of tamping machine DX98501, and unwittingly sparked off a riot in the process. For no fewer than 10 bashers leapt out at Rannoch claiming that they too had wanted to get off at Corrour. But no, Mr Civil Engineer didn't fall for that one and the bashers very dejectedly reboarded the Crianlarich. So, what was there to do at Crianlarich at that time of night? Well, watch 37423 shunt the stock for the return to Fort William before the Glasgow bound 'plastic' comes in. Despite the excessive 'plastic' mileage it had been a great day out. If only I didn't have to go back to that rancid B & B dump in Glasgow.

"THE FELIXSTOWE PHOENIX"

Saturday 17th April 1993.

You may recall that we should have run a railtour from Preston to Stansted Airport last October and, due to the lack of bookings, we had to postpone it.

We were given an option on two dates; April 17th or May 22nd 1993. These were the dates that the Traintours set of stock was available. At the end of October the idea of going to Stansted still seemed to be a good one.

The Managing Director of Traintours has helped us over the intervening months, to try and raise extra finance by attracting the Ormskirk and Preston Travellers Association to our train, but at the end of the day they really were not interested and it will be too expensive so the idea has been abandoned.

A lot has happened since October. Intercity have resolved their differences with Regional Railways over charter trains and a cheaper option seemed to be available. After making a few tentative enquires I discovered that Regional Railways stock is very good value for money. So the idea of going to Sheringham and Felixstowe was floated amongst the guarentors who have all approved.

THE NEW ROUTE IN DETAIL

DERBY (approx 0750) Sheet Stores Jn LOUGHBOROUGH (pu) Syston East Jn Oakham
Stamford PETERBOROUGH (pu) March Ely (run/round) Thetford Wymondham Norwich
(attach assisting locomotive) North Walsham Cromer Sheringham Cromer
North Walsham Norwich Ipswich Trimley Felixstowe North FLT Trimley Felixstowe
South FLT Trimley Ipswich (detach assisting locomotive) Haughley Jn Ely March
PETERBOROUGH (sd) Grantham NOTTINGHAM (sd) Trent East Jn Sheet Stores Jn
DERBY (arr approx 2105).

I am writing this on Friday 29th January 1993 and at this moment in time the tour is a runner. Of course British Rail can still put a spanner in the works, but I have spoken to everyone I can think of, seeking their permission to do the route described above with the traction and rolling stock asked for and they have all said "YES".

Talking of rolling stock, we have been allocated Regional Railways set DY30 which is based at Etches Park. This set will consist of 7 Mk1 TSOs and a Mk2 BSO. A Class 37 has been granted by Regional Railways as the main tour loco and NSE will be able to provide the 'top and tail' 37.

An advertisement will appear in RAIL magazine Nos 193,195 and 197 and details will also appear in Railtour Preview.

THE PRICE ? Well, who can refuse £25.00 for 14 hours entertainment !

PLEASE, PLEASE, PLEASE book up if you can and come along and have a great day out. It will be great to see our members on the train. Also if you know of anyone else that would be interested in doing the tour and may not know about it then please spread the word.

Don't forget that it is for a good cause - The Class 37 Group Preservation Fund - and any profits made will be added to the Fund.

Get the diary out ! - SATURDAY 17th APRIL 1993. CLASS 37 GROUP RAILTOUR.

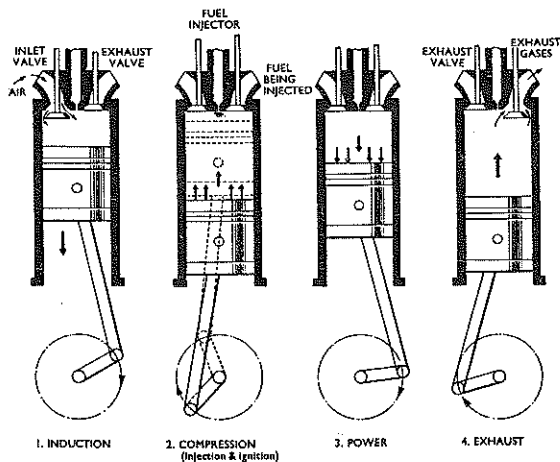
HOW IT WORKS

Mark Rigby (37107)

THE DIESEL ENGINE

The engine fitted to class 37's is that of the 12CSVT type built by English Electric. The engine is a direct descendant of that fitted to the class 20 (8SVT) and class 40 (16SVT). The 12CSVT was originally rated at 2025 hp, but has been derated to produce 1750 hp at 850 r.p.m. The engine was derated to increase reliability.

The 12CSVT engine is what is known as a 'four stroke' engine, which basically means that each piston completes four strokes in the cylinder to produce a complete cycle. These strokes being Induction, Compression, Power and Exhaust.



Induction.

As the piston moves on its downwards stroke air is drawn into the cylinder. The inlet valve is open and the exhaust valve closed.

Compression.

When the piston has reached the bottom of its stroke, the inlet valve is closed, and the piston moves upwards, compressing the trapped air. The air will be compressed to about 900lb/inch (squared) and will reach approximately 900 degrees Fahrenheit. As the piston reaches the top of its stroke diesel fuel is injected into the cylinder. At this point both inlet and exhaust valves are closed.

Power.

Because of the heat generated by the compressed air, the fuel ignites and the trapped air will expand rapidly, forcing the piston downwards. The downwards motion of the piston rotates the crankshaft via the connecting rods.

Exhaust.

As the piston reaches the bottom of its stroke, the exhaust valve opens and the spent gases are forced out by the rising piston.

The actual engine consists of 3 main parts, these being the Bedplate, Crankcase and Cylinder head.

Bedplate.

The bedplate is a large casting which houses the Main Bearings. In these bearings sits the crankshaft.

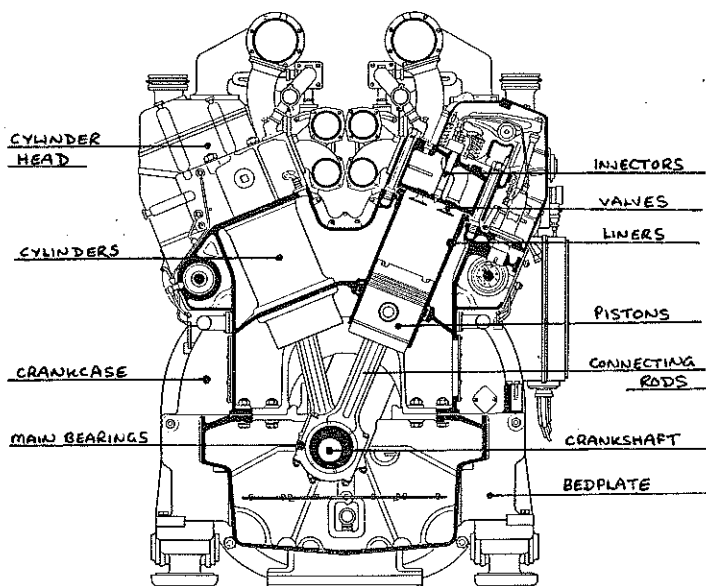
Crankcase.

The crankcase is a cast iron alloy which contains the Cylinder Jackets, top half of the main bearings, Inspection openings, etc.

Cylinder Head.

The Cylinder Heads fasten onto the CRANKCASE with long studs. It consists of the Inlet and Exhaust valves, the Injectors, and the Rocker Brackets. The Rocker Brackets open and close the valves.

The Bedplate forms the bottom of the engine. It also acts as an oil sump to hold the lubricating oil. The main bearings house the Crankshaft, which transforms the up and down movement of the piston into rotary movement. The Crankshaft is connected to the pistons via the connecting rods.



The Crankcase sits on top of the Bedplate. In the Crankcase are the Cylinder Jackets. This is where the piston slides up and down. Instead of the pistons sliding directly against the cylinder, liners are fitted. These liners are made of a high wearing material and can be replaced when worn. The pistons form a seal against the side of the liners by using Piston Rings. There are two types of Piston Rings, there being Compression Rings and Scrapers. The Compression Rings form a tight seal against the cylinder walls on the downward stroke due to their shape. The Scraper Rings scrape excess oil off of the liners to reduce carbon forming.

On top of the Crankcase fits the Cylinder Head, which houses the Inlet and Exhaust valves, the injectors which inject fuel into the cylinder, and the mechanism for opening and closing the valves - the Rocker Bracket. The Rocker Bracket is driven off the Camshaft which is directly driven by the Crankshaft. Therefore, the faster the Crankshaft rotates the faster the valves open and close.

The 12CSVT stands for:

12 = number of cylinders
C = Charge Air Cooled
S = Supercharged
V = 'V' type engine
T = Traction.

The cylinders are arranged in two banks of 6 (Bank A and Bank B) set at 45 degrees to each other, hence the V formation. Bank A is on the left looking from number 1 end (number 1 end recognised by large bodyside grills).
The cylinders fire in the following order:

Bi-A6-B5-A2-B3-A4-B6-A1-B2-A5-B4-A3

The spent exhaust gases from the cylinders pass through the turbochargers (one each side of the engine). The escaping gases force their way past a turbine causing it to rotate.

This turbine is connected via a shaft to a compressor impellor. As the shaft rotates the impellor draws air from the atmosphere into the air line of the engine. This compressed air will have become hotter and will have expanded, so has to be cooled so more air can be forced into the cylinder. The air is cooled by Intercoolers, which work in the opposite way to a car radiator, ie air is cooled by water rather than the water cooled by air. As more air can be forced into the cylinder, more fuel can now be burnt, therefore more power produced.

Since more air is burnt, there are more exhaust gases to escape past the turbine in the turbocharger, causing it to rotate faster. This increase in speed increases the volume of air in the cylinder, which again increases the amount of fuel burnt, resulting in more power. Eventually, the backpressure from the cylinders will stop this acceleration so the engine has reached its maximum output. The whistling noise heard from a class 37 working hard is the turbocharger. There is also a lag between the speed of the engine and the turbo catching up. This is why a class 37 'clags' when it slips or is opened up fully. A 37 which clags all the time, like 37427 or 37140 used to, is usually caused by a cracked turbocharger.

This is a very basic insight into how a diesel engine works. Cooling systems, fuel systems, generators, alternators, traction motors etc will be dealt with at a later date.

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

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

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

ENAMEL BADGES, $\frac{1}{2}$ 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.

MY TOP TEN

Maurice Barber (37156)

Having had well over 200 "Syphons" for haulage, whittling them down to a "top ten" is no easy task but here goes. This "top ten" is in date sequence as it is very hard to put them in any other order.

1. 37264 1840 London-Norwich (July 11th 1975)

This was my first known journey with a 37, returning from a school trip to London. It gave a very good performance on a train which had six intermediate stops and arrival in Norwich was only a few minutes late because of a severe relaying slack either side of Chelmsford.

2. 37028 1030 Glasgow Q.S.-Inverness (August 5th, 1979)

This was my first ever 37 in Scotland with a massive "vo" specimen which is now 37505. In those days I did not take haulage bashing seriously, indeed I can remember whingeing about the lack of heat on a cold wet August day. How things have changed!

3. 37091 North Walsham-York charter (11th September 1982)

This was the first ever NENTA railtour which today are notorious for 47/8's blowing up on them. It was the first loco-hauled train to originate from North Walsham since 1966 and had 37118 on the branch. However, the highlight was 37091 from Norwich to York and back and a very sprightly performance it gave on the E.C.M.L.

4. 37115 1700 London Liv St-Lowestoft (May 12th 1984)

This was a very sad occasion as it was the last day of loco-haulage over the East Suffolk Line. There was hardly a spare seat on the train and my abiding memory is of the hordes of people who came out to pay their last respects along the East Suffolk Line.

5. 37145 0815 Birmingham-Yarmouth (from Norwich) (August 18th, 1984)

To many 37 bashers, 37145 is an exceptionally rare specimen on passenger work. True to form when this loco made a rare foray into East Anglia it worked a one-way portion diagram returning ECS!

6. 37186+37306 0042 Manchester P-Cardiff Central (July 1st 1985)

In the summer this Mondays only train was a convenient way of returning a pair of 37's back to Cardiff off the summer Saturday Cambrian turns. Speed freaks were in for a treat as this train loaded to just two passenger vehicles and two vans which equalled 875 hp per coach!!

7. 37247 1300 Oban-Glasgow QS (October 2nd 1986)

By 1986 steam-heated passenger trains could only be sampled in Scotland and was dependent on the non-availability of ETH loco's. This was a marvellous day on the West Highland with 37012/014/026 also putting in appearances. But it was 37247 that stole the show with its boiler providing superb steam heating that was far superior to any electric heating I have sampled.

8. 37212 0815 Yarmouth-Liverpool (May 14th 1988)

This was the last weekday of regular loco-hauled trains between East Anglia, the Midlands and the North-West before the plastic revolution. This Cardiff-based Coal sector loco had the previous day replaced 31408 at Nottingham on the 1045 Liverpool to Yarmouth and as there was no "build an EH ped overnight" syndrome Norwich sent it back on 1M31. The highlight was the sparkling run between Peterborough and Grantham (fast line throughout) arriving at Grantham no less than ten minutes early, plenty of time for the seminars!

9. 37429 1530 Derby-St Pancras (January 20th 1989)

This was surely one of the most unusual 37 turns ever, on a train that in the 1988/89 timetable was a headache for providing motive power. I was lucky enough to do this train (unlike a certain person who will remain nameless who went for it on the

Friday between Christmas and the New Year, not realising it did not run!) on the last occasion it was 37 hauled and it gave a very good performance on load eight, arriving at St Pancras only three minutes late.

10. 37156 0458 Inverness-Aberdeen and 0738 return (August 30th 1990)

This was the most prolific performer on passenger trains in 1990 with more than 100 workings to its name. I actually scored 37156 the previous day on the 1227 Inverness-Kyle but could only do it as far as Dingwall due to the pressing need to score 37152 on the 1808 Montrose-Perth! The morning in question was a bashers dream with 37113/261/707 and 47284 all performing "over the top" and no EH until midday! Indeed the motive power position was such that on arrival back at Inverness it was put straight onto the 1015 Kyle.

.... And now for the flip side, those moments when everything goes wrong:

1. 37067 1350 Perth-Glasgow QS (July 16th 1986)

I was on a Freedom of Scotland that week and the planned diagram the day after arriving at Inverness on the "internal overnight" was Lairg and back on the first pair of Far North trains, the "Clansman" down to Perth, for the 1350 to Glasgow and the West Highland. So what happened? On the 0635 Inverness-Wick/Thurso I went off to sleep and did not wake up until we reached Helmsdale, 34½ miles beyond Lairg, thus destroying a day's plans in one fell dross! At least I did have 37114 as Thurso branch loco.

2. 37223 1133 Exeter-Leeds Additional (24th August 1987)

I was on an All-line rover that week and the first day started off by covering NE-SW line reliefs and I actually knew that 31294 was on this train but decided not to go for it - so what happened? 31294 expired at Gloucester and 37223 took the train through to Leeds.

3. 37053+37074 1335 Yarmouth-Birmingham (16th September 1989)

That day 37216 was allocated to a Yarmouth portion diagram (not for the first time that summer!) so I was tempted by an NB 31 on the Cambridge-Kings Lynn shuttle diagram. I returned back to Norwich in time to see this pair arrive from Yarmouth. My comments don't need a mind reader!

4. 37262 Good Friday (April 20th 1984)

This was the day that Achnasheen was re-named Achnabowl-out! About 20 bashers got off the 0655 Inverness-Kyle of Lochalsh (26038) there only to find out that 37262 had developed a vacuum fault overnight at Kyle of Lochalsh and could only run LD back to Inverness. A minibus was sent from Kyle of Lochalsh but could not cope with the numbers at Achnasheen (!) but we discovered a Fridays-only bus to Inverness. The look on the drivers face at all this extra custom will never be forgotten!

THIS MONTHS PHOTO'S

FRONT COVER: Reminders of the summer as 37025 works 1227 Inverness-Kyle on 14/8/92 photographed between Plockton and Duirinish. Mark Rigby (37107).

OPPOSITE TOP: To accompany Maurice's "My Top Ten", 37247 (xb ED) awaits departure with the 1300 service from Oban to Glasgow Queen Street on 2/10/86. On this occasion steam heat is taking over from the normal electric. Dave Ruddick (37080).

OPPOSITE BOTTOM: Meanwhile, getting up to date, and with no heat, 37162 sits on the blocks at Liverpool Street having dragged the 0505 from Norwich in from Colchester on 2/1/93. Livery is departmental grey. Dean Warner (37105).

REAR COVER TOP: 37714/884 at Redmire on 2/1/93 with Hertfordshire Railtours 'Wensleydale Lament', mentioned elsewhere in this magazine. Dean Warner (37105).

REAR COVER BOTTOM: 37378/425 arrive at Tunstead Works from Hindlow after running round in Buxton Yard on 19/12/92. Mike Bent (37100).

