

SYPHON!

THE MAGAZINE OF
THE CLASS 37 GROUP

APR 1993



37



THE CLASS 37 GROUP

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- * - to secure for preservation, one or more class 37(s) when the class is withdrawn from revenue earning service.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

'THE FELIXSTOWE PHOENIX' RAILTOUR: At the time of writing, and pending any last minute disasters, this is definitely running, although the route is different to that originally advertised. Details, together with how to make a late booking are included towards the centre of this magazine.

PRESERVATION FUND STANDING ORDERS (& REGULAR DONATIONS). People have often told us we should accept standing orders to the Preservation Fund, and now we have a bank account it makes it easier to do so. The problem with a building society account is that it is difficult to identify where particular payments have come from.

It seems only fair that in return for regular donations we should offer something in return, and so far the Committee have agreed that monthly donations of £5 or more merit the option of free Group membership, and monthly contributions of £10 or more merit free Group membership and monthly draw membership. We are also trying to think of other benefits to reward monthly donators, and I am also trying to organise a way that suitable reward can be given to all people donating certain set sums to the Preservation Fund, whether regular or occasional.

We already have 5 people with standing orders set up (and one other) and if you would like to join them please write to The Treasurer for the necessary forms.

Monthly donations do not have to be by standing order, although this is the easiest method for the Group. If you would like to donate monthly by cheque or postal order then still write to the Treasurer, but say you would prefer to pay this way.

ANDOVER RUBBER STAMP SERVICE: I have been asked to mention this company who manufacture rubber stamps depicting locomotive classes, including class 37. If stamps are brought via the Group we are able to purchase them on your behalf and make a small profit for the Group. Other classes are also available. Adverts appear fairly frequently in "Rail" magazine, or you can get further details by writing to our Sales Officer.

MONTHLY DRAW: On with the regular items, and the draw winner for February was Mike Bent (37100). Full details of the draw are available from Rod Saunders (see opposite).

PRESERVATION FUND: By 5/4/93 the total had reached £8849.78, the increase since last month being due to the Monthly Draw, and donations from Andrew Garten, Mark Rigby, Maurice Barber, Dave Bechelli, Michael Gibson, Martin Reeve, Richard Page, Mr N Radley, James Faill, Dean Warner, Mike Bent and Mr M. Collins.

I was supposed to circulate the "DONATIONS Letter" this month but have not had time to do so. If you would like to donate to the Preservation Fund please send the 'readies' to the Treasurer (also note the Standing Order bit above).

MEMBERSHIP NEWS: It is very pleasing to see a continuing flow of new members, who this time are: Mrs C. Faill (37015), David Hamilton (37131), Stephen Butler (37135), Mr M.F. Collins (37138), Mr D. Fisher (37153), Mrs G. Fisher (37154), Mr P. Sindall (37160), Mrs R. Sindall (37161), Miss H. King (37200), Mr R.J. King (37208), Mr J. King (37209) and Mr M.J. Cox (37215). A warm welcome to you all. Equally, our thanks go to the following people for renewing your membership to the Group for another year: Mr M. Rouse (37003), Mr S. King (37012), Mr J. Leeman (37035), Mr J. Bagge (37039), Mr R. Smith (37043), Darren Burt (37047), Neil Murphy (37050), Mr S. Graham (37057), Mrs M. King (37059), Mr D. Richardson (37071), Mr N. Radley (37078), Mr P.J. White (37079), Mr G. Harvey (37089), Mr R. Hodge (37099), Des Game (37109), Mr M. Harman (37120), Mr S. Rooke (37176), Mr A. Evans (37184), David Harlott (37185), Ian Vandervell (37186), Mr G. Latimer (37187), Mr A. Baldwyn (37219), Mr S. Walley (37239), Mrs Ann Holborn (37258), Mr A. Slater (37259), John Hooson & Family (37261/263/264), Mr J. Radcliffe (37409), Miss J. Scott (37414), Mr S. Riley (37420), Mr D. Wilson (37431), D. Radcliffe (37706) and T. Radcliffe (37887).

Apologies to Donna Henderson who is of course 37077 (not as stated last time).

THANKS to the following people who have "kept me supplied" for this magazine: Steve Branch, Maurice Barber, Carl Rosbrook, Neil Murphy, "Rishton", "Ogburn", Mark Rigby, Dave Prior, Keith Fransham, Simon Jowett, Andy Harlott, Mike Bent, Alistair Barham, Steve Keeble, Jerry Dickinson, Andy Belt, Dean Warner, Dave Gordon, D. Hughes, Ann Holborn, Ian Vandervell, David Hayward and probably others. Cheers a lot!

DEADLINE for all material for the June "Syphon!" will be 28th May to myself, and 25th May to Steve Branch for 'Regional View'.

Starting as usual with the reallocations, which during the period 1/2/93-29/3/93 were:

37009	TI	MDTI-MDYX	37427	TE-CD	FALY-RCMC	37682	TE-IM	FALY-FPFR
37040	CF	FMAK-IGJK	then	CD-IS	RCMC-RAJP	37683	TE-IS	FALY-IISA
37071	IM-IS	IEJW-ISSW	37431	IM	FPYI-FPCI	37685	IM	FPCI-FPYI
37072	CF	FPEK-IGJK	then	IM-IS	FPCI-RAJP	37687	IM	FPFR-FPYI
37077	CF	FMAK-TGJK	37504	IM	FPYI-FPFR	37711	CF-IM	FMHK-FPAG
37114	TI-BS	MDYX-RDKB	then	IM	FPFR-FPYI	37712	TE-IM	FMTY-FPCI
37174	CF	REJK-IGJK	then	IM	FPYI-FPFR	37713	TE-IM	FMTY-FPCI
37185	TI-BS	MDYX-RDKB	then	IM	FPFR-FPYI	37714	TE-IM	FMTY-FPYI
37239	IM-IS	FPAG-IISW	37505	IM-HQ	FPYI-IXXS	then	IM	FPYI-FPCI
37241	IM	FPAG-FIJW	then	HQ-IS	IXXS-IISA	37715	TE-IM	FMTY-FPYI
37350	IM	FPCI-FPYI	37506	TE	FMTY-FMPY	37717	TE-IM	FMTY-FPCI
37371	CF-IM	FPEK-FPFR	37507	HQ-IM	FPYX	37883	TE-IM	FMTY-FPCI
then	IM-EH	FPFR-NKFE	37509	TE-CD	FALY-RCLC	37884	TE-IM	FMTY-FPCI
then	EH-SF	NKFE-NKJS	37512	TE	FMTY-FMPY	37885	TE-IM	FMTY-FPCI
37373	TI	MDRT-MDYX	then	TE	FMPY-FMTY	37886	CF-IM	FMHK-FPAG
37379	EH-SF	NKJE-NKJS	37514	TE	FMTY-FMPY	37888	IM	FPFR-FPYI
37382	IM	FPCI-FPYI	37515	TE-IM	FMTY-FIJW	then	IM	FPYI-FPYX
37421	IM	FPCI-FPYI	37516	TE	FMTY-FMPY	37893	IM	FPFR-FPCI
then	IM	FPYI-FPCI	37520	CF-IM	FPEK-FPFR	37902	CF	FMXX-FMMK
37422	IM-CD	FABI-RCMC	37667	CF-IM	FPYX-FPFR	37905	CF	FMHK-FMMK
37425	IM-CD	FABI-RCMC	37679	TE-IM	FALY-FPFR	37906	CF	FMHK-FMMK

These reallocations introduce some more new sector codes which are as follows:

FMMK = Trainload Metals, reserve pool, Cardiff Canton, class 37/9

FMPY = Trainload Metals, pipe contracts, Thornaby class 37/5

IISW = InterCity, Inverness class 37, weekend use.

RAJP = Regional Railways Scotland, Inverness, class 37/4

RCLC = Regional Railways North West (Infrastructure), Crewe Diesel, class 37 & 47

RDKB = Regional Railways Central (Infrastructure), Bescot, class 37.

It should be further noted that pool FALY has now become obsolete.

In addition to the above reallocations, the status of a number of 37's has fluctuated between stored serviceable (Ss), stored unserviceable (Su) and reinstated (R), these changes not generally affecting their depot or sector allocation at that time. Loco's concerned, including dates that the change of status occurred include:

114/280 (to Su 31/1), 285 (to Ss 31/1), 377 (R on 31/1), 517 (R then Ss 14/2), 519/902 (R on 14/2), 517 (R on 21/2), 714 (Ss on 28/2), 185/714 (R on 7/3) and 517/519 (Ss on 14/3).

LIVERIES: A few more changes are:

258/371/375/377 to civil engineers, and a new livery - 414 in Regional Railways.

NAMES: There are more changes, starting with those that have become named:

37414 "Cathays C&W Works 1846-1993", named on or around 19/3/93;

37421 "Star of the East" (ex 47401), named at Newport on 19/3/93, and

37670 "St Blazey T&RS Depot".

A further group of loco's have had their names removed, and they are/were:

37421 "Strombidae", 37431 "Bullidae", 37711 "Tremorfa Steel Works", 37714 "Thornaby TMD", and 37715 "British Steel Teesside".

37079 has been noted with a painted "Medite" plate with a black background (12/2).

37514 has had its slow speed equipment removed.

This month's review begins with what has already happened in the world. A separate section dealing with possible forthcoming events follows.

It has been another historic period. Following the debut allocations to the Midland Region earlier in the year we now have the first allocated to Bescot, which was actually 37185, followed by 37114 at the end of March. Both are taken from those rendered surplus by Railfreight Distribution; 37114 has gone to Doncaster Works for

attention to generator and traction motors before going to Bescot. In the first instance the plan is to trial approximately six 37's on infrastructure work in this area, with the possibility of a larger fleet to oust the class 31's. 414 and 429, which were allocated to the new North West passenger pool as reported in the last "Syphon!", have now been joined by 422, 425 and 427, although 427 has already left.

Another first is the repaint of 37414 to Regional Railways livery at Cardiff. It was named 'Cathays C&W Works 1846-1993' on or around 19/3/93 to "commemorate" the closure of this establishment, and worked home to its North West base on 19/3/93 by way of the 1715 Cardiff-Manchester Oxford Road passenger service as far as Crewe in multiple with a class 31. I would be interested to know why 37421 was selected to wear the 'Star of the East' nameplates. Any offers?

Now allocated to the NSE civils fleet, 375 went to BRML Springburn for a CEM overhaul arriving by 31/1, and 377 was to go to Doncaster for same. 375 was seen working south through Preston on a Speedlink Coal Network train on Thursday 25/3, presumably working towards its new home at Eastleigh.

Other loco movements noted probably effecting transfers have been seen, not least involving 37427, 'Bon Y Bermo'. On 24/3 it worked a Newcastle Plymouth parcels to Sheffield, then travelled light engine to Crewe via Derby. It only managed 4 days in the North West, including use on the passenger turns, before being reallocated to Inverness to where it headed on 29/3 with a 15 coach Edge Hill-Inverness e.c.s. A similar working occurred on 1/2/93 when 37099 (RAJV) ran e.c.s Derby Etches Park to Aberdeen. It had been at Thornaby for tyre turning, along with fellow Inverness RAJV engines 37201 and 37212, as the Portobello wheel lathe was out of action. 37201 actually reached York on 21/2, as did stablemate 37106 (RAJV) which was at York on 13/3 and had been receiving unclassified attention at Doncaster.

Talking of Inverness engines, I understand that 37078 and 37080 are only on loan to IISA until money is available for 37517 and 37519, and 37004 and 37167 are only on loan to RAJV as snowploughs cannot be fitted.

Stratford is used for storing sidelined RfD engines, 057/114/185/285 being moved there at the end of January. Two other 37's stored there are 37128 (still large logo blue) and 37278, but they have not been totally inactive. They were taken out of store on Sunday 7/2 for maintenance and to work an experimental 4M47 to test out freightliner diversionary routes on 8/2, and returned to store the following day. On 5/3 they were again taken out of store (at the time it was thought to be transferred to Coal sector) and worked 4Y86 (03xx Stratford-Ipswich via Parkeston and then to Felixstowe) on the Friday night, followed by a weekend on ballast work and then worked a special freight service on the Monday (8/3). After stabling at Reading for a couple of days they returned light to Stratford to return to store. Both loco's were observed at Ipswich on 6/3, complete with a full set of ploughs.

37116 has also been at Ipswich, spending at least the first half of March in the area, and now has headlights, and a yellow line applied beneath its painted name.

On Tuesday 9/2 the Felixstowe-Pengam freightliner was superpowered by 4 engines in multiple from Ipswich, 225/075 piloting (075 with a broken speedo - this pair going to Stratford for maintenance) and 37242/045 which were the train engines. However, 37225 failed at Manningtree and the other 3 continued in multiple.

Also in Anglia, 37178 worked to North Walsham on Friday 12/3 as 37678 was stopped mid-diagram at Ipswich having been found to be overdue an A exam. 678 has been well used since its reallocation to the Ripple Lane outbased pool and virtually lived on the Norwich-Ripple Lane tanks w/c 1/2/93. 37178 was provided by Ipswich on 12/3 to continue the diagram and thus took the tanks onto Norwich Crown Point then ran light to North Walsham to work the North Walsham-Harwich Parkeston Quay tanks. It then returned light back to Ipswich to resume its normal duties.

The North Walsham-Harwich PQ tanks has now returned to class 37 haulage (as have all oil services operated by FFR as there is only 1 class 47 remaining in the pool and that is out of service at the moment). Approximate times through Ipswich are 2-4pm heading towards Harwich, and it leaves Harwich between 3-4am in the opposite direction, running according to demand.

All freightliner portions between Ipswich and Felixstowe are now class 37 hauled. Booked times of departure from Felixstowe are (North): 0300 (4M45 Trafford Park), 0845 (4S87 to Coatbridge), 1121 (4M47 to Trafford Park); (from the South terminal) 1643 (4S88 to Coatbridge), 1903 (4E50 to Leeds).

Booked arrival times at Felixstowe are (North): 0107 (4L69 from Lawley Street), 0352 (4L79 from Leeds), 0626 (4L82 from Trafford Park), 1054 (4Y86 from Stratford?), 1356 (4L89 from Crewe Basford Hall), 1629 (4Y65 from Stratford?), 1911 from Crewe BH, 2011 (4L58 from Coatbridge). Arrivals at the South Terminal are: 0615 (4L71 from Garston), 0957 (4L95 from Coatbridge). These times are all Monday to Friday. Journey time from Ipswich is about 20-25 mins (to North) and 25-30 mins (to South).

37080 (LISA) was derailed at Lockerbie in February and was stopped at Motherwell on 18/2 as a result. Damage cannot have been serious as it has worked the "overnights" since. Not so lucky could well be 37373 (MDRT) which has been in collision resulting in damage to engine (power unit) and bogies, and has now been transferred to store. Green liveried 37216 was reprieved in February, a broken cylinder liner could have spelt withdrawal but repairs were authorised. The shell of 37273 (which has appeared on the tender list) is now grounded at Cardiff Canton.

Continuing the "Spot the Difference" theme, 37110 retains its boiler exhaust (as do 37051 and 37116 at least), and I know for a fact that this one does carry its boiler as well. When comparing it with 37015 with which it was paired at the time, I also noticed the roofs to be different; 37015's roof rear $\frac{1}{3}$ (at boiler end) being divided into 4 smaller sub sections including plated over boiler exhaust, whereas 37110 has only one large section undivided.

Freight news from the North West includes the following. The Margam-Westhoughton now only goes as far as Trafford Park. It is booked for a Cardiff Metals loco and is usually a 37/7 or 37/9.

37's are now used on an Appley Bridge-Dean Lane Greater Manchester Council rubbish train. It used to be a class 60 but is now a 37 as it is only a half load. 37677 has provided staple power in recent times.

The FABI fleet is now much reduced as regards class 37's and by the end of March included only 677/680/684/686/688. Work that remains for them is the aforementioned "Rubbish", Hindlow-Tunstead, Northendon Earles sidings, and there is a duty as banker at Peak Forest. Air braked Peak Forest trains are now worked by class 60's, and since last summer the Tunstead-Oakley has been an MDRT based 37, vice FABI.

The following review based on the North East is provided by Simon Jowett. The Stanlow-Jarrow petroleum trains are now being handled by single class 37/7 locomotives rather than the previous class 47's or pairs of 37's. The first known instance of this occurred on 29/1/93 when 37707 worked the 0047 Stanlow-Jarrow and 1245 return. On 1/2/93 it was the turn of 37706 "Conidae" to show its strength with the 0821 Stanlow-Jarrow. This particular working was observed starting away from a standing start, where, in spite of a wet and curving rail, 706 had little difficulty in powering away. For the time being, class 47's are still making appearances but 37's should take over altogether once further examples are cascaded from metals. Having been transferred from FMTY the previous weekend, 37715 worked the 1245 Jarrow-Stanlow on 24/2/93.

With the arrival of several Coal and Construction class 56 cast offs at Thornaby, the future of the FMTY pool looks in some doubt. On 15/2/93, 37714 was seen shorn of its "Thornaby T.M.D." plates, whilst working the 1255 Wolverhampton-Lackenby steel empties. The following weekend 714 transferred to Petroleum. Both the Wolverhampton and Blackburn-Lackenby seem to have been targets for class 56 haulage but at the time of writing, 37's are still appearing. On 9/3/93, the Wolverhampton to Lackenby was most unusually hauled by 37272/184.

After an Autumnal flirtation with class 47's, the 1726 Wilton-Leeds 'liner is back to solid syphon. Recent pairings have been (15/2) 37225/131, (16/2) 37242/045, (24/2) 37242/045, (9/3) 37225/131. It's interesting to note how long the loco's stay in pairs.

On 15/2/93, 37885(FMTY) and 37427(FALY) worked a Bonnerly Opencast-Millerhill 'Russels' coal train, normally the preserve of class 56's.

There continues to be monstrous light engine movements between Grangemouth and Immingham as the FPAC fleet shuttle between their parent depot and outstation. Recent moves have involved 37100 (12/2) and 37239 (24/2), both returning north. 37274 worked on test from Doncaster on 13/3/93 and looked superb in its freshly applied civils livery.

WHAT'S YOURS CALLED? "NEWSDESK" CONTINUED

During the course of an average couple of months I get told a fair amount of things that are "going to happen". Sometimes they do, sometimes they don't. This new part of 'Newsdesk' enables me to separate fact from possible fiction, and give you an insight into what might happen in the future, as well as trying to ensure that there is no fiction in the first part of 'Newsdesk', although if you look carefully there is one prediction! I would emphasise that although much of what follows is based on very reliable information from people who actually work for the railway, nothing should be regarded as fact until it happens. In common with any other business, British Rail obviously has the right to vary any decisions made, which would then affect what follows. I think that rail enthusiasts all too often forget this point in their "excitement" at what is suggested is going to happen. Although written in the definitive, the following should still be regarded as circumspect.

Starting with some things that follow on from 'Newsdesk' part one, following on from 37414, 37422 and 37429 are also to be painted in Regional Railways colours, 37422 already being at Crewe for repaint. 37422 is expected to be named "Robert F. Fairlie" (ex 47645) on one of the May bank holidays, and in conjunction with the naming will work a Crewe-Llandudno-Crewe with a Llandudno-Blaenau shuttle in the middle. 37429 could be rededicated with its "Eisteddfod Genedlaethol" nameplates (431 was to be rededicated "Sir Powys/County of Powys" before its transfer to Scotland), and 414, 422 and 429 are then expected to be the mainstay on the North Wales Coast diagrams expected to start in May at the beginning of the summer timetable.

Following its collision, 37373's bogies are to be released to 37057 which will then be reinstated and return to service as 37360. The future of 373 itself is less certain. It could either return to service as 37160 (I've never heard that one before!) or be written off.

A bit more long term this bit, Railfreight Distribution are set to abandon Tinsley (which would then close) and move to a new 'purpose built' depot at Crewe on a site where the electrics are currently stored adjacent to the E.T.D. Perhaps not so long term, RFD are expected to lose all their unrefurbished 37's (which could go to Bescot to replace the 31's) but want some refurbished examples, thus not abandoning the class 37 altogether.

Plans for Network SouthEast's growing 37 fleet is for them to occupy the following pools from May 1993:

Eastleigh - NKJE - 37198/274/375/377 (available all week),
Eastleigh - NKFE - 37194/239/245/293/380 (weekend only),
Stratford - NKJS - 37023/140/350/371/376/379/382 (available all week),
a total requirement for 17 class 37 loco's out of a fleet strength of 110.
The bad news is that blue liveried 37219 is surplus to requirements.

You may have read elsewhere that, following on from their use on the Anglo-Scottish overnight sleeper services (or "beds"), 37's are being proposed to power European Passenger Services overnight services. Sources from the higher reaches of British Rail indicate that this idea could well be a runner, with the 37's and generator van probably being used between the English starting point and Waterloo or Kensington Olympia. Passports at the ready for a syphon ride to oblivion?

On the subject of overnights, there has been a lot of comment about alleged rough riding from the 37's in Scotland. Personally speaking I have found them to be at least as smooth as the electrics, especially so when you have a pair of 37/0's. 37113/262 typified this point on a recent journey in the snow, giving a very smooth ascent of Slochd and Druimachdar with not a hint of a jerk anywhere.

Finishing with the item that always causes the most fun, what's going to happen this summer on locomotive hauled passenger trains?

As far as Scotland is concerned, it looks like the same as last year with extra's. The Kyles and West Highland 'Young Explorer' should run again (the latter perhaps with a 37/0 to save hiring in), and in addition the Inverness-Aberdeen diagram and the four trains up and down the middle that were class 47 hauled last year.

In England, a full list of provisional diagrams appears on the inside back cover, which includes the already famous North Wales Coast trains. Finally, it could be worth watching the Cambrian, rumoured to be the last year loco' hauled (again!), to be a 31 (again!), and worth watching for 37's (again!).

PASSENGER INFORMATION

This month I have reverted to showing the regular, diagrammed workings in table form as my 'gen' is a good deal more healthy than last time. This is thanks in the main to Mark Rigby, "Ogburt", and Steve Keeble. There are some gaps and if anybody can fill any of them can you please send me the details.

On 1S25, 1S79, 1M12 and 1M16 the 37's worked between Inverness or Aberdeen and Edinburgh, unless shown * in which case you will need to refer to the text on the next page. Headcodes are decoded at the end of the narrative. 1A44+ = 1A44/1H27/1A52/1H35. For 1S25 and 1S79, departure from London Euston was actually the previous day, ie loco's shown for the 2nd of the month actually left Euston on the 1st.

Month: FEBRUARY

Date	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1S25	152 175	170 510		152 ???		152 175	Z	113 214	221 250	214 250	113 133	113 214	221 250	Z	133 214	152 221
1S79	051 510	152 214		113 214		113 214	Z	170 221	113 133	113 133	214 250	133 250	133 214	Z	221 251	133 214
1M12	170 510			113 214	214 113	Z	113 214	170* 221	113 133	113 133	221 250	133 214	Z	133 214	221 251	133 214
1M16	152 214				152 175	Z	170 221	113 133	214 250	214 250	078* 133	221 250	Z	221 152	133 214	113 221
1A44+	402	404		404	402	*	—	402	402	404	402	402	404	—	402	402
1Y11		410				410	—			410	406	409	406	—		406
1B01	410				410	—			410	406	409	406	—		406	

Date	17	18	19	20	21	22	23	24	25	26	27	28
1S25	133 214	133 214	133 214		Z	113 510		133 214	133 214	078 133	113 510	Z
1S79	113 221	113 221	113 221	133 214	Z	133 214	113 510	113 510	113 510	113 510	078 133	Z
1M12	113 221	113 221		Z	133 214	133* 214*	113 510	113 510	113 510	113 510	Z	133 175
1M16	133 214	133 214	133 214	Z	113 510	113 510		133 214	078 133	078 133	Z	113 510
1A44+	402	404	404		—	402	404	402	402	402	402	—
1Y11			406		—			424	409		423	—
1B01	410	406	401	—			424	409	428	423	—	

Month: MARCH

Date	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1S25	113 510			113 510			Z		113 510	133 214	113 510	133 221	133 221	Z	113 510	078 152
1S79	080 133	080* 133		133 175	133 175		Z	170 221	133 214	113 510	133 214	113 510	113 510	Z	078 152	113 510
1M12	080 133	133 175			133 175	Z	113 510		133 214	113 510	133 221	113 510	Z	113 510	078 152	113 510
1M16				113 510		Z	133 ???		113 510	133 214	113 510	133 221	Z	078 152	113 510	078 152
1A44+	404	404		404	404		—		402	402	404*	402	402	—	402	402
1Y11							—	424		401	410			—	424	401
1B01	428					—	424		401	410			—	424	401	423

Date	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
1S25	113 510	078 152		510 ???	Z	113 262	170 510	113 262	170 510	113 262	080 251	Z	080 251		
1S79	078 152	113 262	113 262	113 262	Z	170 510	113 262	170 510	113 262	080 510	113 170	Z	170 275		
1M12	078 152		113 262	Z	113 262	170 510	113 262	170 510	113 262	080 251*	Z	170 275	170 510		
1M16	113 262		078 152	Z	170 510	113 262	170 510	113 262	080 510	113 170	Z	080 251	080 251		
1A44+	402	402	402	402	—	402	402	431	431	431	402	—		427	427
1Y11	423	406		423	—				423			—			
1B01	406		423	—			409	423	401	410	—				

- * - 6.2.93 37402 worked 0547 IS-AB and 0920 AB-IS, 37404 worked 1220 IS-AB/1714 AB-IS
- * - 8.2.93 37170 failed en route on 1M12, thought to be at Dundee
- * - 11.2.93 1M16 via Aberdeen, 37078 taken off at Aberdeen from where 37133/214 went forward to Edinburgh where the train arrived at 0430!
- * - 22.2.93 37133/214 did 1M12 to Dundee from where a class 47 went forward
- * - 2.3.93 37080 failed at Kirkcaldy from where 37133 went forward to Dundee alone. 37156/133 forward from Dundee to Aberdeen.
- * - 11.3.93 37404 worked 0547 IS-AB then caught fire at Inverurie while working 0920 AB-IS. 37214 rescued and took empties to Inverness, 37402 worked 1220 IS-AB and 1714 AB-IS (see also 'Electric Themes')
- * - 26.3.93 37080 did 1M12 alone to Dundee as 37510 failed at Aberdeen. 37251/080 Dundee-Edinburgh after 37251 ran light diesel from Craigmartin

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

18.12.92	37133/262	2120 Aberdeen-Euston*
19.12.92	37401	1836 Inverness-Kyle
28.12.92	37175/510	2125 (27/12) Euston-Aberdeen*
30.12.92	37430	0337 Edinburgh-Fort William /1955 Fort William-Edinburgh
31.12.92	37240/430	0337 Edinburgh-Fort William (240 from Dalmair)
4. 1.93	37194/251	2125 (3/1) Euston-Aberdeen*
22. 1.93	37427	1136 Edinburgh-Brighton (Edinburgh-Carlisle)
23. 1.93	37258	0810 Exeter-Waterloo (Exeter-Salisbury)
		0915 Waterloo-Exeter (Salisbury-Exeter)
	37411	1225 Exeter-Waterloo (Exeter-Basingstoke CAPE)
		1715 Waterloo-Exeter (Basingstoke-Exeter (started Basingstoke))
24. 1.93	37059	1600 Edinburgh-Kings X (Dunbar-Berwick CAPE, 91025 failed)
25. 1.93	37410	0730 Ayr-Glasgow C./ 1730 Glasgow C.-Ayr
26. 1.93	37078/250	2153 (25/1) Euston-Aberdeen*/2120 Aberdeen-Euston*
	37152/170	2110 (25/1) Euston-Inverness*/2020 Inverness-Euston*
	37258	0912 Aberdeen-Plymouth (Exeter-Plymouth)
	37404	0547 IS-AB /0920 AB-IS /1220 IS-AB /1714 AB-IS
27. 1.93	37078/250	2153 (26/1) Euston-Aberdeen*/2120 Aberdeen-Euston*
	37152/170	2110 (26/1) Euston-Inverness*/2020 Inverness-Euston*
	37401	1955 Fort William-Edinburgh
	37404	0547 IS-AB /0920 AB-IS /1220 IS-AB /1714 AB-IS
28. 1.93	37152/170	2153 (27/1) Euston-Aberdeen*/2120 Aberdeen-Euston*
	37078/250	2110 (27/1) Euston-Inverness*/2020 Inverness-Euston*
	37401	0337 Edinburgh-Fort William
	37404	0547 IS-AB /0920 AB-IS /1220 IS-AB /1714 AB-IS
30. 1.93	37152/170	2153 (29/1) Euston-Aberdeen*
	37214/175	2110 (29/1) Euston-Inverness (Edinburgh-Perth)
	37214	2110 (29/1) Euston-Inverness (Perth Aberdeen)
	37214/113	2110 (29/1) Euston-Inverness (Aberdeen-Inverness)
31. 1.93	37152/175	2100 Aberdeen-Euston*
	37113/510	2020 Inverness-Euston (Inverness-Elgin)
	37510	2020 Inverness-Euston (Elgin Aberdeen)
	37051/510	2020 Inverness-Euston (Aberdeen-Edinburgh)
3. 2.93	37404	1103 Inverness-Wick /1534 Wick-Inverness
5. 2.93	37404	1836 Inverness-Kyle
6. 2.93	37063	0745 Newcastle-Kings X (Durham-Darlington)
	37404	0700 Kyle-Inverness /1220 IS-AB /1714 AB-IS
	37414	0930 Crewe-Cardiff (Ruggex)/1715 Cardiff-Manchester Oxford Road
	37701	0950 Salisbury-Cardiff (Newport-Cardiff) (Ruggex)
	37701	1235 Cardiff-Hereford /1530 Hereford-Cardiff CHARTER
7. 2.93	37258	1435 Paddington-Penzance (Exeter-Plymouth)
9. 2.93	37258	1315 Waterloo-Exeter (Crewkerne-Exeter) - 47706 caught fire
10. 2.93	37414	0616 Crewe-Shrewsbury /0718 Shrewsbury-Liverpool Lime Street
		0914 Liverpool LS-Cardiff /1347 Cardiff-Liverpool LS
		1714 Liverpool LS-Cardiff (Liverpool LS-Runcorn)
	37404/510	1220 Inverness-Aberdeen

11.2.93	37414	as for 10/2, including 1714 Liverpool LS-Cardiff throughout
	37214	1455 Aberdeen-Kings X (Aberdeen-Edinburgh)
	37404	1836 Inverness-Kyle
12.2.93	37404	0700 Kyle-Inverness
	37416	0605 Liverpool LS-Euston (Weaver Junction-Crewe)
13.2.93	37429	0616 Crewe-Shrewsbury /0718 Shrewsbury-Liverpool LS
		0914 Liverpool LS-Cardiff (Liverpool LS-Wem)
14.2.93	37429	2015 Cardiff-Crewe (Cardiff-Shrewsbury)
15.2.93	37414	0616 Crewe-Shrewsbury /0718 Shrewsbury-Liverpool LS
		0914 Liverpool LS-Cardiff /1347 Cardiff-Liverpool LS
		1714 Liverpool LS-Cardiff /2141 Cardiff-Crewe
16.2.93	37165/402	0547 Inverness-Aberdeen
	37414	as for 15/2 except: 1347 Cardiff-Liverpool LS (Cardiff-Crewe)
		and 1714 Liverpool LS-Cardiff (Crewe-Cardiff)
17.2.93	37197	1735 Paddington-Penzance (?-Plymouth)
	37219	1635 Waterloo-Yeovil Junction
	37414	0735 Crewe-Liverpool LS /0914 Liverpool LS-Cardiff etc
18.2.93	37414	as for 15/2
19.2.93	37414	as for 10/2 except for 1714 Liverpool LS-Cardiff (to Crewe)
	37425	1714 Liverpool LS-Cardiff (Crewe-Cardiff)/2141 Cardiff-Crewe
20.2.93	37425	as for 10/2 including 1714 Liverpool LS-Cardiff throughout
	37670	Paddington Cornish branches (Newton Abbot-Heathfield, Carne
		Point-Lostwithiel. Also assisted from rear between Tonnes-Plymouth
		and Saltash-Par, 47833 leading) CHARTER
	37673	Paddington Cornish branches (Burngallow sidings-Parkandillack) CHTR
21.2.93	37425	2015 Cardiff-Crewe
22.2.93	37142	1347 Cardiff-Liverpool LS (to Crewe with 37405 D.I.T.)
	37405	0616 Crewe-Shrewsbury /0718 Shrewsbury-Liverpool LS
		0914 Liverpool LS-Cardiff
23.2.93	37422	1714 Liverpool LS-Cardiff /2141 Cardiff-Crewe
24.2.93	37146	2035 Paddington-Plymouth (Exeter-Plymouth)
	37422	as for 15/2
25.2.93	37404	0655 Inverness-Kyle /1135 Kyle-Inverness /1710 LS-AB/2007 AB-LS
	37414	0616 Crewe-Shrewsbury /0718 Shrewsbury-Liverpool LS
26.2.93	37414	0616 Crewe-Shrewsbury /0718 Shrewsbury-Liverpool LS
		0914 Liverpool LS-Cardiff /1347 Cardiff-Liverpool LS
	37425	1714 Liverpool LS-Cardiff /2141 Cardiff-Crewe
27.2.93	37425	as for 20/2
28.2.93	37425	2015 Cardiff-Crewe
1.3.93	37037	1632 Swansea-Paddington (Newport-Swindon)
	37402	1030 Inverness-Kyle /1705 Kyle-Inverness
	37429	as for 15/2
2.3.93	37146	0945 Exeter-Waterloo (Exeter-Salisbury)
		1115 Waterloo-Exeter (Salisbury-Exeter)
	37429	1714 Liverpool LS-Cardiff /2141 Cardiff-Crewe
3.3.93	37429	0616 Crewe-Shrewsbury /0718 Shrewsbury-Liverpool LS
		0914 Liverpool LS-Cardiff (to Newport)/1347 Cardiff-Liverpool LS
		(Newport-Crewe) /1714 Liverpool LS-Cardiff (Crewe-Cardiff)
		2141 Cardiff-Crewe
4.3.93	37429	0616 Crewe-Shrewsbury /0718 Shrewsbury-Liverpool LS
		0914 Liverpool LS-Cardiff (Liverpool LS-Crewe)
	37402	1836 Inverness-Kyle
6.3.93	37261	Crewe-Bicester/Kinerton (Bicester-Bicester Military Railway
		Exchange sidings & B.M.R.E.S - Oxford) CHARTER
	37414	1714 Liverpool LS-Cardiff (Crewe-Cardiff)
	37422/514	CHARTER - see "On Tour"
	37425	0800 Chester-Cardiff 'Ruggex' /1715 Cardiff-Manchester Oxford Road
	37429	as for 10/2, except 1714 Liverpool LS-Cardiff (Liverpool-Crewe)
7.3.93	37429	2015 Cardiff-Crewe
12.3.93	37232/402	0920 Aberdeen-Inverness (Aberdeen-Keith)
13.3.93	37680/684	0651 Manchester Victoria-Carlisle /1840 Carlisle-Manchester V CHARTER

16.3.93	37378	1733 Cheltenham-Swindon /2000 Swindon-Cheltenham 2115 Cheltenham-Birmingham NS
17.3.93	37378	as for 16/3
18.3.93	37378	as for 16/3, also 2300 Birmingham NS-Derby (adex)
19.3.93	37414	1715 Cardiff-Manchester Oxford Road (Cardiff-Crewe)
20.3.93	37370	xxxx Harrogate-West Ruislip (Bicester-West Ruislip) CHARTER
	37509	Eastgate-Crewe (Eastgate-York) CHARTER
	37707/708	Crewe-Eastgate/ Eastgate-Crewe (York-Crewe) CHARTER
21.3.93	37227	1415 Paddington-Penzance (Exeter-Penzance)
22.3.93	37414	1730 Manchester Victoria-Southport
	37422	0706 Blackpool N-Manchester V
	37425	0716 Southport-Manchester V /1714 Manchester V-Blackpool N
23.3.93	37425	0706 Blackpool N-Manchester V /1730 Manchester V-Southport
	37414	0716 Southport-Manchester V /1714 Manchester V-Blackpool N
24.3.93	37402	1836 Inverness-Kyle
	37414	0706 Blackpool N-Manchester V /1730 Manchester V-Southport
	37425	0716 Southport-Manchester V /1714 Manchester V-Blackpool N
25.3.93	37402	0700 Kyle-Inverness /1030 Inverness-Kyle /1705 Kyle-Inverness
	37414	0716 Southport-Manchester V /1714 Manchester V-Blackpool N
	37425	0706 Blackpool N-Manchester V /1730 Manchester V-Southport
26.3.93	37402	0655 Inverness-Kyle /1135 Kyle-Inverness /1523 IS-AB /1815 AB-IS
	37414	0706 Blackpool N-Manchester V /1730 Manchester V-Southport
	37425	0716 Southport-Manchester V
	37427	1714 Manchester V-Blackpool N
27.3.93	37427	0650 Blackpool N-Liverpool LS /1037 Liverpool LS-Blackpool N 1325 Blackpool N-Liverpool LS /1712 Liverpool LS-Blackpool N

Normally the gen narrative would not go as far back as what follows, however, there are a number of interesting notes for which I did not have enough space in last months magazine.

On 7/12/92 the Inverness-Aberdeen diagram was worked by a pair of 158's as no 37 was available. 37407 was being worked north to cover and appeared on the following days diagram - bad luck Maurice! Arguably his luck could have been worse as 47439 was provided for 1825 on 8/12/92 due to a defective generator van, "Brush" now being very rare substitutes on the beds. The following week variety continued 'across the top' with 37402, 408, 414 and 428 sharing the honours. 414 failed on the 1714 Aberdeen to Inverness at Inverurie on 16/12, 402 failed at Dyce with the same train the following day, and on both occasions RAJV sector 37167 came to the rescue, working through to Inverness.

Week commencing 21/12/92, a dated Inverness-Edinburgh & return service commenced for the Christmas period for which 414 had been sent north from Crewe. In addition a period of intense activity on the Kyles commenced. For mileage (and ching) 37152/170 worked a "landcruise" throughout from Kyle of Lochalsh to Newcastle on 30/12/92. The following morning 37240 piloted 430 on the Euston-Fort William from Dalmuir. It is understood that 37156 also piloted this train over the Christmas/New Year period although I have no precise details.

On 2/1/93, 37162 came (or should that be was fixed?) to the rescue of the first 'up' Norwich which had got into difficulty at Manningtree when the pantograph on 86232 lowered. Assistance was requested and 37162 was waiting at Colchester. Arrival at Liverpool Street was 50 minutes late for a taxi and 91 to Stevenage to pick up the Hertfordshire Tour to Redmire now why did I decide to drive to Ely to cut down the spoon mileage?

37414's week warrants mention between 4th and 8th January. It started off working the additional Inverness-Edinburgh on Monday and Tuesday, coming south on Tuesday night on 1M16 in multiple with 37401. By Thursday it had reached Crewe and on Friday worked ECS to Cardiff, returning with the 1715 Cardiff-Manchester Oxford Road, currently a class 31 turn but persistently rumoured to be swapping to a 37.

37058 was called into action on 10/1/93 on the East Coast Main for a short distance. 91001 suffered pantograph damage south of Retford while working 1400 Edinburgh to Kings Cross and was dragged back to Retford station from Grove Road, a distance of

approximately 2 miles. This incident brought virtually the whole ECML to a standstill. The above train came to grief about 1740 and it took until 2130 to move it - another East Coast fiasco! 37058 took the coaches to Kings Cross on Monday morning - is this the first long distance run of a class 37 on Mark IV's - albeit ecs?

On 21/1, 37402 suffered a traction motor flashover between Inverurie and Insch while working the 1714 Aberdeen-Inverness. It limped on to Nairn with 2 motors isolated where RAJV's 37069 was attached to pilot it home. That night 1M12 was assisted from Carstairs East Junction to Beattock summit by 37113 due to adhesion problems (ie slipping) with the electric. There had been problems since leaving Edinburgh including a stand of about 1 hour at Slateford and the train was approximately 3 hours late by Crewe.

On Monday 25/1 those on the Inverness sleeper were treated (?) to the debut run of 37078/250 in the IISA pool. Personally I did the Aberdeen and was somewhat surprised on arrival at Insch on the 0920 Aberdeen-Inverness to see the stock of 1S25 shunted into a siding - the Inverness sleeper being diverted via Aberdeen since 17/1 because of line blockage between Pitlochry and Perth. Evidently, one of the engines (thought to be 250) had failed and the other was unable to provide sufficient tractive effort to move it and the train (gen provided by a 'normal'). Consequently 1S25 was capped at Insch, passengers being picked up by the 0920 Aberdeen-Inverness. This had also picked up passengers from the 0733 Aberdeen-Inverness, capped at Inverurie, so on arrival at Inverness was actually 3 separate services (with spare seats to boot). Despite the apparent large number of loco's allocated to IISA there were none at Inverness, and so 078/250 were turned round for that night 1M16, despite still being at Insch at 1400. They held out until Thursday night (28/1) when 250 was in trouble, cutting in and out on 1M16, and the return 1S79 was powered by 078 alone. For Friday night 078 was paired with 37113, however, the new partner did not last long as 113 was suffering low coolant and consequent hot temperature by Stonehaven. It was detached at Montrose and 078 went alone to Dundee where 088 (which had run light from Perth) was attached. Unfortunately 078 and 088 could not be made to work in multiple, but fortunately there was a spare driver so they operated in tandem to Edinburgh. For the northbound return, 37214/175 were provided but 37175 failed and was taken off at Perth. 37214 carried on alone to Aberdeen where 37113 was attached!!

Having had a day or so to patch 113 up, Sunday (31/1) night 1M16 left Inverness behind 113/510, but 113 only got as far as Elgin by which time it failed again (coolant) and was taken off. 510 carried on alone to Aberdeen where 051 was attached and some serious scooping followed.

Referring to the "WoErail" events of 23/1, 37411's train was capped at Basingstoke because of a derailment at Waterloo and severe restrictions on movements towards London.

Having been diverted via Aberdeen, Dundee, Perth and Ladybank since January 17th due to storm damage, the Inverness-Euston (and vice versa) sleeper returned to 'the middle' on 3/2/93, although south of Perth routed via Ladybank instead of Stirling due to a bridge being out between Perth and Gleneagles. I understand this line is expected to reopen approx 9th April, the delay being caused by the decision to move the bridge piers, thus planning permission being needed, instead of a simple rebuild. The return to the middle did not last long and by 9/2 the beds had reverted to going 'across the top' via Aberdeen, but then Dundee and Edinburgh direct rather than the lengthier previous excursion. It has since again reverted to the normal route.

On 6/2/93, 37701 replaced a smoking 33 (never heard that one before) on a Salisbury to Cardiff 'ruggex'. The ensuing late running disrupted the intended class 33 mini-tour organised by Pathfinder, but an altogether much more sociable return trip Cardiff to Hereford for a fiver was laid on instead with 701 again providing power. 33103 arrived to replace its ailing friend on the ruggex back.

On Wednesday 10/2/93, a new diagram started up due to a shortage of 158 units, and was principally based around the North + West route. It lasted for 3½ weeks and the trains concerned were: 0616 Crewe-Shrewsbury, 0718 Shrewsbury-Liverpool Lime Street, 0914 Liverpool LS-Cardiff, 1347 Cardiff-Liverpool LS, 1714 Liverpool LS-Cardiff and 2141 (SX) Cardiff-Crewe. There was also a Sunday working, 2015 Cardiff-Crewe. These trains are also covered in this month's 'Electric Themes' but I think the following is sufficiently different to be included as well.

For the first day, 37414 was removed from its crew training duties at Llandudno and replaced by 425. Performance on this diagram was appalling, on the 10/2 414 failed at Runcorn on the 1714, 47289 assisting to Crewe where 31418 continued. The next day it chose to expire at Cardiff, again on the 1714. It was a class 158 on Friday 12th, on Saturday 13th 429 managed until the 0914 as far as Wem where it chucked its coolant out of the roof! 47489 assisted forward to Shrewsbury where the train was capped. The only working involved on a Sunday was the 2015 Cardiff-Crewe, on which 429 was provided on 14/2 but failed at Shrewsbury; that's a failure 4 days out of 4 that a 37 has been provided so far. However, things then got better and 422, 414 and 425 completed the whole diagram between them on the next 7 days, 425 even had the audacity to arrive 16 minutes early at Crewe with the 2015 ex Cardiff on 21/2. On 16/2, the 1347 was capped at Crewe due to late running, this would have caused insurmountable problems at Liverpool Lime Street had it gone through. Problems returned on 22/2 when 37405 was failed at Cardiff with field divert troubles, "no heat" 142 worked the return 1347 with 405 dead within. On Thursday 25/2, 414 failed at Lime Street having arrived with the 0718 from Shrewsbury. An 86 (on a Regional Railways train!) was provided to Crewe for a class 47 forward. The next 4 days passed without further incident although 429 was sent for minor repairs to a draughty cab and 'A' exam on 1/3 and did not reappear until the 1714 the next day. On 3/3 the 0914 was capped at Newport as there was no shunter at Cardiff, and the 1347 was capped at Crewe as it was running more than 10 minutes late. On 4/3, 429 was removed from the 0914 at Crewe because of brake problems, but completed the whole diagram on 5/3, excluding the single trip on Sundays only the 8th time out of 24 attempts that the feat had been accomplished by the same loco on all trips! No further incidents occurred and the diagram returned to plastic on 7/3. One interesting point to note is that on arrival at Shrewsbury, the 0616 from Crewe was turned by reversing on the triangle at the south end of the station as no shunter is provided at Shrewsbury.

Having been loitering in the area for crew training, 37219 was seconded to the 1635 Waterloo-Yeovil Junction on 17/2, from where it returned light to Woking (good job for scoopers that it wasn't 37371 which has also been in the area for crew training). This years Welsh rugby trains have produced some interesting variations, and a further one occurred on 6/3 when 425 worked a Chester-Cardiff via Wrexham and Salop. The same day 37261 assisted the Branch Line Societies 'Bicester & Kington Explorer', being attached and detached at Didcot, and, it would appear spending most of the time at the back of the train.

37378 worked a number of trains as shown between 16th and 18th March in association with the Cheltenham Gold Cup racing event.

Following its repaint and naming (see 'Newsdesk') 37414 returned north on the 1715 Cardiff-Manchester Oxford Road on 19/3, in multiple with a class 31. Regional Railways are obviously keen to restrict their light engine movements as it had been tripped south by way of the 1714 Liverpool-Cardiff on 6/3.

From 22/3 a few loco hauled turns in the North West returned to class 37 haulage. It is expected these will be interwoven with the much rumoured North Wales Coast trains from the start of the summer timetable. A full list of 37 hauled trains until 16/5/93 is:

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	2110/2120	M-F Euston-Inverness (Edinburgh-Inverness)	2x37/0	IISA
1S25	2100/2105	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	NDRM
1Y11	1955	SX Fort William-Edinburgh	37/4	NDRM
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
1J76	0716	M-F Southport-Manchester Victoria	37/4	RCMC
1J92	0706	M-F Blackpool North-Manchester Victoria	37/4	RCMC
1N97	1714	M-F Manchester Victoria-Blackpool N	37/4	RCMC
1F79	1730	M-F Manchester Victoria-Southport	37/4	RCMC

Regional View

Steve Branch (3/274)

First and foremost, thanks are due to the following contributors, who seem to be going to ever more obscure parts of the BR network in order to find "Syphons" at work: John Hooson, Timothy Streten, Andrew Gatten, James Paill, "50036", Mike Warrick, Henry Freyne, David Hughes and the curiously named "Sandringham by Railtours" (A bit unlikely isn't it Phil? The lines been lifted for ages!), which in case you were curious, is a small band of enthusiasts who travel all over the country from the Bishops Cleeve area.

Secondly, before I launch myself into the main body of this editions reports, I'm on the scrounge - Can anyone either sell me, or loan me (So I can photocopy) the following back issues of "Syphon"/"Syphon Extra"/"Splitbox"? - ANY 1985, ANY 1986, JAN/87 & FEB/87 MACS., JUL/87, SEP/87, NOV/87, JAN/88, MAR/88 & MAY/88 "EXTRAS", JUN/90 MAG. & JUL/90 "EXTRA". Anyway, now on with "Regional View" itself:

SCOTLAND

It's pleasing to get a few more reports coming in from Scotland this time, and in particular from the lines radiating from Inverness, where so many of the class 37 fleet are now based. Accolade for the most northerly appearance put in by a "Syphon" this issue goes to 37153, who made it up the Far North line as far as HELMSDALE whilst on an engineers train on Wed/24/Mar. The same loco had also reached STRATHCARRON on the Kyle line the previous day whilst on a similar train. Meanwhile at HUNTLY, 37232 was spotted at 1900 on Mon/8/Mar on a mixed train of timber and oil tanks.

The new coal flow to Redcar from MILLERHILL seems to be producing pairs of RAJV 37's on a regular basis. On Mon/8/Mar 37351 + 167 were noted, whilst 37188 + 196 were at the helm on Mon/22/Mar and 37212 + 048 performed on Wed/24/Mar.

IISA pool locos also seem to be turning up at unexpected locations. CARSTAIRS has a number of engineers sidings, so it would be reasonable to expect RAJV 37's to put in an appearance now and again, but 37080 (Fri/29/Jan) and 37250 (Tue/23/Feb) would more likely be stabled here in conjunction with one of the "Landrover" trains. OXWELLMAINS was still handling cement traffic during February, and 37427 was seen at 1153 on Tue/9/Feb, whilst at the same time on Tue/23/Feb, 37509 was here. Nearby at BLINDWELLS, 37696 was seen working an MGR on Tue/9/Feb.

NORTH WEST & NORTH WALES

As reported on previous occasions, CARLISLE STATION gets 37's from many different areas stabling between turns. 37375 (Scottish coal machine) was seen here on Fri/29/Jan.

Further south at PRESTON STATION, 37222 passed through with a rake of domestic coal hoppers at 1607 on Wed/24/Feb. It is likely to have come from the nearby coal depot at Preston Deepdale, the last remaining part of the former Longridge branch. I have not been to the old station at Deepdale since class 40's operated the coal trains, but it used to be quite a rateable photting location.

Proceeding even further down the West Coast main line, WARRINGTON still sees some 37 activity, with 37217/241/504 being present at Arpley LMS and 37063 being stabled at Bank Quay station on Sat/10/Dec/92. Bank Quay was also the venue for a 4 hour period of observation on Wed/13/Jan/93 between 1130 - 1530. During this period, 37418 came through light engine, 37350 + 719 on tanks, 37796 on the Cawoods coal container train, 37235 on vans and 37222 on domestic coal hoppers.

Also on Wed/13/Jan, 37706 + 707 were noticed passing through MANCHESTER VICTORIA on a tank train at 1730.

A comparison of locos in the vicinity of BUXTON STATION 4 months apart yielded the following information - On Fri/27/Nov/92, 2 x 31, 6 x 37 (37378/422/425/679/680/688), 1 x 47 and 1 x 60 were all seen. On Fri/26/Mar/93 the 2 x 31 were still seen, but the "Duff" was not (No loss there methinks!) and the "Syphons" had reduced to 4 (37417/680/686/688), presumably due to an increased quantity of 60's (3 seen).

During the course of a day, 37's still visit CREWE DIESEL DEPOT for fuelling or stabling purposes. On Tue/9/Feb 37065 + 414 were on shed, whilst 57107 + 37271 were noted on Tue/23/Feb, 37131/425 + 677 on Mon/1/Mar, 37068/154 + 198 on Tue/2/Mar and 37013/015/047 + 244 on Wed/3/Mar. On this date, 37222 (Again!) was also noted in CREWE CRESTY LANE on a mixed train of engineers wagons and domestic coal hoppers.

NORTH EAST

On Fri/29/Jun, several "Syphon" hauled trains were seen going through BERWICK-UPON-TWEED during the morning. 37423 was first to appear on a MGR, 37509 appeared later, on tanks, whilst 37693 followed on another MGR.

Nearby ALNMOUTH was host to 37508 on a trainload of pipes on Tue/9/Feb, whilst the day afterwards at MIDDLESBOROUGH, 2 MGR services showed up within 20 minutes of one another, both double headed (37699 + 689 headed west at 1150 and 37194 + 351 passed east at 1210).

Not to be outdone, LEEDS also sees pairs of 37's on freights, but usually oil trains such as on Thu/25/Feb, when 37709 + 382 stormed through at 1135.

MIDLANDS

Obviously an area abandoned by 37 enthusiasts - No reports! With the likelihood of "Syphons" being drafted to oust some of the engineers "Peds" at Beccot, perhaps things will pick up again later in the year.

SOUTH WEST & SOUTH WALES

Double heading freights is also practiced in that far flung outpost of the 37 empire, Cornwall, and at PAR on Fri/26/Mar, both 37670 + 674 and 37411 + 669 rolled through on long distance freights from Stoke and Irvine respectively during the morning.

33021 + 37146 arrived at EXETER RIVERSIDE YARD on Wed/24/Feb on a Woking - Meldon Quarry ballast train. The 57 was probably deputising for a 33 that failed on its outward journey from Meldon Quarry - Woking.

BRISTOL BATH ROAD had at least 4 "Syphons" on shed on Tue/17/Dec/92 (37158/258/263/372) amidst the "Duffs".

A recent holiday in SOUTH WALES netted John Hooson a fair sized clutch of "Syphons" although traffic levels, especially in the valleys, are not a patch on what they used to be. The full list is as follows:

SAT/27/FEB AT LLANWERN:

1335 37889 westbound on Hallen Marsh - Alexandra Dock Jet. (Empty MGR).

1418 37108 westbound on Caib bogie stone wagons (Empty).

SUN/28/FEB AT TOWER COLLIERY

0950 37899 on Cawoods coal containers.

SUN/28/FEB AT EAST USK

1550 37886 westbound on steel slabs ex-Llanwern.

1600 37904 westbound on steel slabs ex-Llanwern.

1632 37108 + 218 eastbound on long welded rail train.

1652 37411 + 674 westbound Burngullow - Irvine china clay (Apparently, engineering works have caused this Sunday train to be diverted away from Newport since this sighting, on a temporary basis. It travelled instead via Oxford).

MON/1/MAR AT MISKIN

0852 37711 westbound light engine.

1001 37704 + 702 westbound Cwmhargoed - Aberthaw MGR.

1112 37704 + 702 eastbound empty MGR.

1204 37046 westbound light engine.

1216 37798 eastbound MGR.

1221 37711 eastbound steel coils.

1256 37800 eastbound Port Talbot - Llanwern MGR.

1301 37261 eastbound van train.

1307 37796 eastbound Port Talbot - Llanwern MGR.

MON/1/MAR AT EAST USK

1408 37263 arrived to pick up engineers train to Gloucester.

1505 37668 westbound on Fawley - Margam oil.
 1517 37109 eastbound light engine.
 1532 37054 westbound light engine.
 1545 37800 westbound Llanwern - Port Talbot MGR empties.
 1635 37419 westbound Sallend - Baglan Bay (Tanks?).
 1727 37895 eastbound on Port Talbot - Llanwern MGR.
 1740 37796 westbound on Llanwern - Port Talbot MGR empties.
 TUE/2/MAR AT CWMBARGOED
 1530 37797 departs for Aberthaw on MGR.
 1725 37704 arrives from Aberthaw with empties.
 WED/3/MAR AT MISKIN
 1147 37797 eastbound on MGR.
 1240 37800 eastbound on Port Talbot - Llanwern MGR.
 1330 37109 eastbound on Llandeilo Jct. - Alexandra Dock Jct. engineers train.
 THUR 4/MAR AT BLAENGARW
 1140 37894 Pontycymer - Jersey Marine MEA's (Only train to operate this week).
 THUR/4/MAR AT MISKIN
 1335 37899 eastbound on Port Talbot - Llanwern MGR.
 1430 37710 westbound on Grain - Llandarcy tanks.
 1531 37800 eastbound on Port Talbot - Llanwern MGR.
 1550 37895 westbound on Llanwern - Port Talbot MGR.
 THUR 4/MAR AT CWMBARGOED
 1645 37796 departs for Aberthaw on MGR.
 THUR/4/MAR AT NELSON
 1755 37597 + 803 northbound on Aberthaw - Cwmbargoed MGR empties.
 FRI/5/MAR AT MISKIN (Just where is Miskin anyway? Answers on a postcard)
 1027 37138 eastbound on Llandeilo Jct. - ADJct. engineers.
 1043 37894 eastbound on Port Talbot - Llanwern MGR.
 1123 37904 eastbound on steel coils.
 1140 37801 westbound on Llanwern - Port Talbot MGR empties.

Armed with all this gen, I'd suggest if you want to get some photos, go ASAP. I understand that the MGR traffic will be taken over, probably now by class 56's, before the end of this year, if all goes according to plan.

SOUTH EAST

A visit to DIEBOLT on Fri/19/Mar between 1130 - 1600 produced an inbound and an outbound move to West Buislip underground depot (37278 out, 37116 in), 37898 on a network coal train and biggest of all, 37421 newly named "Star of the East" (Plates ex-47401) on an inspection saloon.
 The influx of 37's into the former Southern region has seen them now turn up at TONBRIDGE on a regular basis (They have of late been operating special route learning trains from Redhill on Tuesday & Thursday mornings - 37138/198/370 + 371 have appeared so far). "Syphons" also now regularly stable at WOKING and REDHILL.
 Freshly outshopped in "Dutch" livery and sporting fixed beam headlight, 37274 was seen at EASTLEIGH LHS on Sat/20/Mar in the company of "E"s 37405 + 416.
 Meanwhile, in the more traditional 37 operating area around IPSWICH, recent locos working in on liner trains have included 37015 + 110, 7116 + 031, 37242 + 045, 37225 + 015 (all on 10/Feb), 37055 + 131, 37271 + 216 (12/Feb), 37218 + 075 (16/Feb), 37031 + 116, 37131 by itself, 37110 + 055 (17/Feb), 37218 + 238, 37045 + 242 (18/Feb), and finally 37131 + 116, 37225 + 075 (20/Feb).
 Also seen at Ipswich on 5/Feb was 37504 on the North Walsham - Parkeston tanks.

LATE NEWS: Reallocations for weekend of 3rd/4th April:

37100 IM/FPAG to IM/FCPA	37407 IM/FPAG to IM/FPTY	37711 IM/FPAG to IM/FCPA
37144 IM/FPAG to IM/FCPA	37408 IM/FPAG to IM/FPTY	37713 IM/FPTY to IM/FCPI
37162 IM/FPAG to BS/RDKB	37428 IM/FPAG to IM/FCPA	37883 IM/FPTY to IM/FCPI
37220 IM/FPAG to EH/NKFE	37685 IM/FPYI to IM/FPYX	37886 IM/FPAG to IM/FCPA

In addition, all FCPM loco's were to be transferred from Motherwell to Immingham and be redesignated pool FCPA (outbased at Ayr).

ELECTRIC THEMES

Andrew 'Rishton' Wilkinson (37408)

The new year got off to a slow start for the celebratory sub-class. However, there have been one or two workings of exceptional quality. Only 3 days after working the Inverness sleeper with 37401, 37414 was making her debut on the 1715 Cardiff to Manchester Oxford Road (8/1/93)! 37402 paired with 37069 on 1M16 (20/1) and on the same day 37427 made her first passenger outing in over 12 months on the 1136 Edinburgh to Brighton, working as far as Carlisle. Three days later 37411 'came out to play' on 'the mule' working the 1225 Exeter-Waterloo and 1715 Waterloo-Exeter (to and from Basingstoke). Why is this line nicknamed 'the mule'? Perhaps it's after the 'performing donkeys' that usually haul the train service! 37404 made the now much sought after trip to Wick (3/2) on the 1130 departure from Inverness, but sustained horrific injury on the 0920 Aberdeen-Inverness on 11/3, the loco catching fire at Inverurie and needing no less than FIVE fire engines to put her out! This is what probably prompted Regional Railways to bid (successfully) for the recently 'transfer listed' 37431 which has now joined 37402 at Inverness.

A three and a half week period of 37/4 usage on the marches began on February 10th due to the collision of two 158 units at Fratton. Five different 'E's worked in all - 405/414/422/425/429. This train, however, proved to be something of a disaster on the reliability front, only on 10 days out of a possible 26 did a single loco complete the full diagram, the 37's predominantly being substituted by the class 31. However, it is worth noting that the class 31 did nothing to enhance its reputation either, "dropping like flies that have just been blasted with insect spray". 37414 managed the majority of the diagram on day one, 0616 Crewe-Shrewsbury, 0718 Shrewsbury-Lime St, 0914 Lime St-Cardiff, 1347 Cardiff-Lime St, 1714 Lime St-Cardiff, 2141 Cardiff-Crewe, but unfortunately failing at Runcorn on the 1714, the driver unable to get the loco to power. The following day 414 performed all day but was again declared a failure on the 1714, this time on arrival at Cardiff due to spasmodically shutting down. At last on Friday 12th something managed to complete the full diagram, but unfortunately it was in the shape of a class 158 unit. A loco that needed no introduction to the Marches worked on the Saturday - 37429, but failed at Wem on the 0914 Liverpool to Cardiff. The following day 429 had a second chance to "strutt her stuff" but again failed, this time at Shrewsbury on the 2015 Cardiff-Crewe for the same reason. Apparently Crewe's answer to the loco's problem of boiling dry was to fill her back up with water again. Only after a series of failures did anyone bother to look for, and diagnose a leak. On day six we at last saw success with 37422 working all day. From 16-19th, 414 bedded in practically working unhindered, with just a couple of turn-rounds at Crewe instead of Lime Street due to late running. 425 took over from 414 on the 19th at Crewe on the 1714, entertaining the entire weekend. A day off work on Monday 22nd proved fruitful, sacrificing the lie in bed for the 0616 Crewe to Shrewsbury, 37405 making her Marches debut. With the possible exception of the 'test train', was this 405's first working south of the Scottish border? I should have known it was too good to be true, 405 being declared a failure at Cardiff with weak field problems. At least a safe passage back to Crewe ensued with 37142. Type 3 traction once again took over from Brush type 2 at Lime St on Tuesday 23rd in the guise of 37422. The rest of the week passed by mainly without incident, 414 taking over on the Thursday and 425 on the Friday evening. 37429 made amends hauling the final weeks train, the only interruptions coming from an A exam on the Tuesday morning and various terminations at Crewe and Newport due to late running. I was 'spoilt for choice' on the Saturday with a staggering 3 different 'E's out. In the end I flagged 422 on F + W's tour of the Yorkshire + Notts collieries and plumped for 37425 on the 0800 Chester-Wrexham-Cardiff rugex, returning on the 1715 to Oxford Road.

The RCMC pool at Crewe expanded to no less than five 37/4's on Monday 22nd March, 37422+425 wasting no time at all working the Blackpool and Southport 'clubs' respectively. 414 was at Crewe diesel 'spare', freshly repainted in Regional livery and named 'Cathays C&W Works 1846-1993' and taking over from 422 in the evening. 37427 was at all places Millerhill and 37429 was at Llandudno crew training. Other news of interest is the naming of 37421 'Star of the East', a strange name for a loco that was supposedly to be joining the 'party' at Crewe diesel? 37509 has gone into a sector of its own, RCLC (Crewe's weekend only engineers pool). In the fullness of time will this loco be exchanged for an "E"?

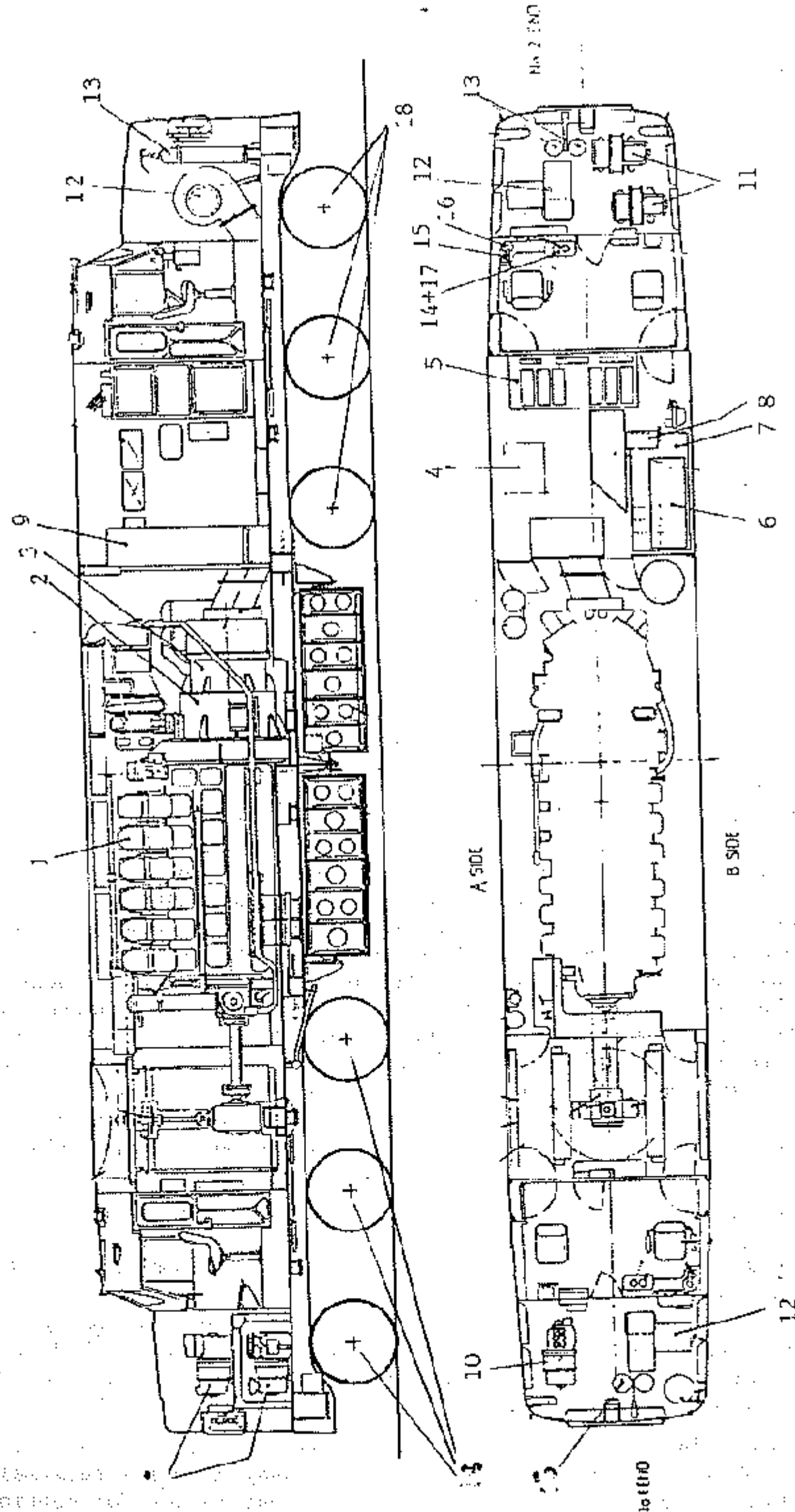
'It seems now that the 37/4 has found her place within Regional Railways, with a balance of economical 'plastics', and sensible 'Real' trains. A policy reversal, or cessation of any kind does not appear logical. Indeed the scene is set for continuous expansive usage that could well take us into the next century!'

Class 37 Electrical Equipment

Keith Fransham (37005)

This article is the first in a series on how a class 37 loco works in the electrical sense. We shall try not to be too technical for the less knowledgeable amongst our members, but bear with us if you know your way around these loco's.

This issue we will start with the general location of the electrical equipment on the loco, referring to the diagram below.



The description is of a refurbished class 37/4 or 37/5 locomotive. Any differences on unrefurbished loco's 37/0 or 37/3 will be mentioned. A brief description of each item will be mentioned in this issue, a more detailed report will be made in months to come.

1. THE DIESEL ENGINE: A 12 cylinder vee arrangement driving -
2. THE MAIN ALTERNATOR: A three phase alternator which supplies a heavy electric supply to drive the traction motors (a generator on unrefurbished loco's).
3. THE AUXILIARY ALTERNATOR: Another three phase alternator which supplies the electrical power to run the loco's electrical equipment and to charge up the loco's batteries. On class 37/4 this alternator also supplies -
4. THE ETH CONTROL CUBICAL: This cubicle in the site of the old boiler controls the ETH supply to the train.
5. THE MAIN ELECTRICAL CONTROL CUBICAL: This contains most of the circuit breakers and electrical contactors which operate the electrical equipment on the loco.
6. AN ELECTRONICS MODULE (not fitted to unrefurbished loco's): This has electronic modules to control the engines output power, battery charging and traction power control.
7. THE BATTERIES: Consist of 48 lead acid cells similar but much larger than a car battery, with an output of 105 volts. The batteries main purpose is to start the diesel engine via two starter motors (by turning the main generator into a motor on unrefurbished loco's). Also it supplies power to equipment when the engine is shut down.
8. THE BATTERY ISOLATING SWITCH: When the loco is shut down and stabled this switch is operated to isolate the batteries from the loco to prevent them going flat (also when work is done on the loco).
9. THE MAIN RECTIFIER UNIT (not fitted to unrefurbished loco's): This unit changes the alternating current supplied from the alternators into direct current which the loco can use for battery charging and controlling the traction motors.
10. THE COMPRESSORS (2): These work like an engine in reverse. An electric motor drives a crankshaft and the pistons attached compresses air which is stored in large tanks. This air then supplies the brake system, the warning horns and some of the heavy duty electrical contactors.
11. THE EXHAUSTERS (2): These work in the same way as the compressors, but in reverse creating a vacuum. This is used by the loco in the operation of the vacuum brake.
12. THE TRACTION MOTOR BLOWERS: One in each nose compartment. These supply a large amount of air via ducting to cool the six traction motors.
13. THE FIRE BOTTLES: One pair of cylinders in each nose compartment containing liquid carbon dioxide under pressure. In the event of a fire these are operated by breaking a glass panel on each corner of the loco and pulling a handle. This fills the nose and engine room with carbon dioxide gas which smothers the fire.
14. THE MASTER CONTROLLER: On the drivers desk in each cab operates when a 'loco' key is inserted enabling the driver to start or move the loco.
15. THE TRAIN BRAKE VALVE: The driver controls the braking of the train with this valve.
16. "STRAIGHT AIR" BRAKE VALVE: This is used to brake the loco when it is working on its own without a train.
17. POWER CONTROLLER: This tells the loco when to supply power to the traction motors, the amount of power being related to the position of the handle.
18. THE TRACTION MOTORS: There are six traction motors, three on each bogie. These are heavy duty direct current motors taking over a thousand amps of current at times connected by gearing to the axles and wheels. Half of the motors weight rests on the axle and half on the bogie. These motors together can provide over 50,000 pounds of pulling power to haul heavy trains.

What's Your Favourite

Carl Rosbrock (37052)

Everyone has their own favourite locomotives within the class for one reason or another. The following article is about one of my personal favourites, 37156. This may be a popular choice as I know quite a few other people who also rate this machine.

Entering service as D6856 in July 1963 the locomotives first home was the newly opened Landore depot, Swansea. Three months later on October 12th, D6856 worked the first reported passenger train by the class in South Wales. This being the 1115 special from Swansea to Cardiff run in conjunction with a Wales v England football match.

Transfer north of the border to Polmadie in August 1966 began an association with the Scottish region which was to last to the present day. Reallocated to Eastfield in March 1972 and renumbered to 37156 in May 1974 followed by a move to Motherwell in February 1979.

In March 1986 twelve Motherwell based 37/0's were renumbered to 37/3's to distinguish the dedicated pool of locomotives for use on the cyclic Hunterston to Ravenscraig diagrams. 37156 thus became 37311 and was named "British Steel Hunterston" in a dual naming ceremony at Motherwell T.M.D. on 4th March 1986, 37152 (37310) becoming "British Steel Ravenscraig". Due to a separate sub class of 37/3 being introduced which incorporated unrefurbished 37/0's running on modified (CP7) bogies, the Motherwell based 37/3's reverted to their former numbers. This was to prevent the two batches of locomotives being confused. 37311 became 37156 again in September 1989. An intermediate overhaul was received at Glasgow Works in February 1990 and on release in the new all over grey livery reallocated to Eastfield.

The loco' was now sponsored by the civil engineer and although allocated to Eastfield spent most of the time working around Inverness and Aberdeen during the summer of 1990. After many years of passenger train "starvation" 37156 became a regular performer mainly on the Kyle line and over the top to Aberdeen. It was easily recognisable as it retained the large "British Steel Hunterston" nameplates and was fitted with a temporary old style headlight on the drivers side lamp bracket at either end. The lamps were presumably due to working on the Kyle line. During 1991 the yellow stripe was applied to the body sides and the standard centrally mounted headlights fitted.

March 1992 saw the locomotive permanently transferred to Inverness T.M.D. and further passenger workings throughout the summer. Although still a civil engineer owned machine, 37156 was loaned to the Inter City sector for a short time to cover for shortages on the Sleeper services.

I have listed below a few of my favourite runs behind the locomotive.

28/06/90 2145 Inverness-Aberdeen

A late departure from Inverness meant a storming run across the top with high speed running (well, faster than the Kyle line) and crazy departures from each station.

06/07/90 1530 Inverness-Wick/1944 Wick-Inverness

Not content with dragging 37416 from Kyle on the 1135 to Inverness, 37156 then decided a mega rare trip to Wick was in order. I personally thought that the three coach train would only go as far as Brora but fortunately I was wrong and a return to Wick was most welcome.

18/09/90 1355 Glasgow QS-Inverness

The run through "the middle" between Perth and Inverness is usually enjoyable behind any class 37. This one was particularly rateable due to the persistent rain and the drivers art of controlled applications of power. The climb to Druimauchdar summit at 1484 ft above sea level produced serious audio entertainment.

18/08/92 1015 Inverness-Edinburgh/1440 Edinburgh-Inverness

A toot of the horn, a cloud of black plag and we were heading out of Inverness towards the Highland main line. A good run followed to Stirling where a ginger bearded goat from Stockport appeared and told us of the intention to pair 37221 with 37156 at Edinburgh for the return journey. Indeed 37221 appeared from Millerhill and dropped onto the stock, 37156 was then added to the front. Departure time came and went as a problem had occurred. Each time the loco's were multiplied up the firebells began to ring on 156. After several fitters had attended, 37221 was shut down and the train left Edinburgh at 1505. The question now being asked was how well would 37156 perform with a dead 37221 and eight coaches in tow. The driver, and several speed restrictions, did nothing to make up time as far as Perth. After a crew change the speed picked up with 37156 working hard at the front, producing continuous plumes of exhaust. Shortly after leaving Pitlochry bellowing positions were assumed as the train began to accelerate. Blair Atholl was passed at speed and the ascent of Druimachdar was about to begin. The speed began to drop off with 37156 plodding uphill with a continuous deep growl. The train slowed even more as we approached the remains of Dalnaspidal station and several minutes later rolled over the summit at about 20-25 m.p.h. The driver did not slacken off the power and soon we were hurtling downhill towards Dalwhinnie, hoping not to derail on the curve. Eventually Inverness was reached at 1915 with arrival 50 minutes late, which meant that we had lost 25 minutes on route. I did not think this was too bad as the train is timed for a class 47 and not a 37 with a dead sister in tow.

THE FELIXSTOWE PHOENIX

Saturday 17th April

Well, here we are, 1st April and only 16 days to go before the Group's third railtour. A miracle? I think so, considering the drawbacks I have had in the organising! But then if I told you those now I would not have anything to write about after the event!

There are today 98 seats left and if any of you who have not booked and would like to please contact me, Dean Warner on 0473 742733 or write to 10 Surbiton Road, Ipswich, IP1 4AX with a stamped addressed envelope.

Here are the confirmed departure times:-
DERBY 0640, LOUGHBOROUGH 0703, PETERBOROUGH 0807.

If you are unable to join us on the day but you will be somewhere near a railway line and able to photograph us, copies of the photographs would be appreciated. The 'Anglia' times are:-

Peterborough	dep	0807	Ipswich	dep	1514
Ely North Jn	pass	0842½	Westerfield	pass	1521
Ely	arr	0853½	Derby Road	pass	1527
	dep	0905	Trimley	pass	1538
Haughley Jn	pass	0946	Felix. Nth	arr	1544
Ipswich	arr	1003		dep	1559
	dep	1020	Trimley	arr	1605
Haughley Jn	pass	1034½		dep	1609
Diss	pass	1046	Felix. Town	arr	1613
Trowse Jn	pass	1113		dep	1618
Norwich	arr	1116	Felix. Beach Jn	arr	1622
	dep	1141		dep	1626
North Walsham	arr	1207	Felix. Beach	arr	1634
	dep	1222		dep	1652
Norwich	arr	1248	Trimley	pass	1700
	dep	1410	Derby Road	pass	1711
Trowse Jn	pass	1412½	Westerfield	pass	1717
Diss	pass	1435	Ipswich	arr	1725
Haughley Jn	pass	1448		dep	1815
Ipswich	arr	1504	Haughley Jn	pass	1829½

Although not yet officially timed that far, it is expected we will arrive back at Derby at approximately 2130.

Spot The Difference - 37/3's and 37/4's

In the June 1992 "Syphon!" we ran an article titled 'Spot the Difference' which looked at the detail differences of 37/0's. This was to be continued and so we now take a little more detailed look at the 37/3 and 37/4's, with 37/5 - 37/9 to be covered in a further issue.

The 37/3's are a small band of 37/0's which were selected to receive the regearred CP/ bogies which are also fitted to all refurbished 37's. These bogies appear identical to the naked eye to those fitted to a 37/0, and there are no modifications to the body either, although at the time they were renumbered they all carried the new style headlights which were then still a novelty on the 37/0's. Quite a few of the 37/3's have since been renumbered back to their original 37/0 number, bogie swaps appearing on a fairly frequent basis, while recently another has been added in the form of 382 which was of course 37145. This has been omitted as it was covered in the first feature.

As there are only 16 items concerned, and 3 of those I have no recent photographic records of, its easier to cover each one individually and descriptively rather than as a list. Although I have done some basic updating, much of the detail was researched about a year ago and updates, as well as details for 37359, 375 and 379 would be welcomed.

Subclass 37/3. All headlight fitted

- 350 triple grey Petroleum livery, plated over doors, square buffers, yellow boxes.
 - * Has additional headboard bracket fitted centrally near top of slab over doors.
 - * Carries commemorative plaques beneath cab side windows explaining the significance of this loco as D6700.
 - * Additional roof grill supports as per RSH examples but mounted on plates as fitted to D6701-6705.
 - * Has diamond depot crests on cab side beneath commemorative plaques.
- 351 red stripe grey (this may now be civil engineers livery), plated over doors, oval buffers, yellow boxes.
 - * Additional roof grill supports as per 37350 (and D6701/6703-6705).
- 354 (this is now 37043 but included as it was omitted from the first edition) civil engineers livery, plated over doors, oval buffers, yellow boxes.
 - * Horizontal horn grill drivers side at number 2 end.
(as 37354 carried number on door slab between headcode boxes)
- 358 triple grey Distribution livery, oval buffers, RSH roof-grills.
 - * rebuilt with centre panels (yellow) and roof mounted horns at both ends.
Brackets at bottom only and 2 rivets above headcode panel.
 - Named 'P & O Containers', black one line nameplate, with square white plaque above nameplate.
- 359 triple grey Petroleum livery. No other details available.
- 370 civil engineers livery, oval buffers, brackets top and bottom, RSH roof grills. This loco did have black panels but these should now be yellow following its recent repaint.
- 371 red stripe grey, oval buffers, black panels, brackets top and bottom. In common with other red stripe railfreight liveries examples, carries over sized numbers beneath cab windows.
- 372 civil engineers livery, oval buffers, black panels, brackets top, middle and bottom, RSH roof grills.
 - * Only remaining centre panel version with glass headcode panels.
- 373 red stripe grey, oval buffers, yellow panels, brackets top and bottom, RSH roof grills. Over sized numbers beneath cab windows.
 - * Has cut away section at the bottom of the nose ends to height of the red solebar stripe, a relic from its days as 37160.
- 375 triple grey coal livery. No other details available.
- 376 triple grey coal livery, oval buffers, yellow panels, brackets top and bottom, diamond shaped 'scottie dog' depot crest beneath cab window.
 - * Number 37376 is carried on headcode panels between marker lights.
 - * No electrification flash on secondmans side, number 1 end.
- 377 red stripe grey, oval buffers, yellow panels, brackets top and bottom.
 - * Electrification flashes at different heights on number 1 end.
- 378 triple grey Distribution livery, oval buffers, yellow panels, brackets top, middle and bottom.

- 379 civil engineers livery. No other details available.
- 380 triple grey coal livery, oval buffers, yellow panels, brackets at bottom.
* Has additional bracket positioned centrally above headcode panel.
- 381 triple grey metals, oval buffers, yellow panels, brackets at bottom, rivets above centre panel. Inmingham depot crest carried.

Subclass 37/4.

In common with the other refurbished subclasses that emerged from the HGO programme in the 1980's, some visible differences were made to the body shell which make them identifiable from the 37/0 and 37/3's. On the nose sides two long grills with one slightly shorter than the other replaced the previous pairs of long and short grills on either side (to improve air flow to the traction motor blowers), and larger, square fire bottle pull handles are positioned on all four corners of the body replacing the previous smaller, round versions that were only positioned on one side at each end (the side with the shorter grills). Front on, all were outshopped with glass lens marker lights, the new style headlight positioned centrally, and oval buffers. In addition, the 37/4's are instantly recognisable by the ETH plug which is mounted on a plate just above the bottom of the bodyline on the drivers side, and roughly in line with the right hand edge of the centre panel.

A standard product had been produced with original features such as boiler pipes and roof boiler exhausts, frost grills, glass panels, buffer skirts etc removed, and thus in comparison to the 37/0's the 37/4's were at first a rather featureless bunch. However, in the intervening years many have again assumed characteristics unique to themselves, and a description of each member is given below. Again, this is continually changing but I have tried to include as many recent changes as possible.

- 401 "Mary Queen of Scots" (red nameplate).
Mainline livery, yellow panel, brackets bottom and centrally above headcode panel. 3 piece snowplough.
- 402 "Oor Wullie" (red nameplate).
Mainline livery, yellow panel, brackets bottom only, 3 piece snowplough.
* Round buffers at both ends (only 37/4 to be fitted with them instead of oval ones. For a long time had round buffers at number 2 end and oval buffers at number 1 end)
* Remains of centre bracket above headcode box.
* Number 2 end has 'refabrication lines' either side of headcode panel approx same height as shorter traction motor blower grill.
- 403 "Glendarroch" (red nameplate).
Triple grey Distribution livery, yellow panels, brackets middle, bottom on drivers side only. Rivets above centre panel and at bottom on secondmans side. Snowplough fitted.
- 404 "Ben Cruachan" (red nameplate).
Mainline livery, yellow panels, brackets at bottom on drivers side only, two rivets bottom on secondmans side where bracket would be; rivets above centre panel. 3 piece snowplough.
* Number one end has 'refabrication lines' as 402, on secondmans side only.
- 405 "Strathclyde Region" (red nameplate).
Mainline livery, yellow panels, brackets middle and bottom on drivers side only.
- 406 "The Saltire Society" (red nameplate).
Mainline livery, yellow panels, brackets middle, bottom on drivers side only at one end, rivets on secondmans side number one end only.
- 407 "Loch Long" (nameplate in red).
Mainline livery, black panels, brackets at bottom on drivers side only, rivets at bottom on secondmans side.
- 408 "Loch Rannoch" (red nameplate)
Large logo blue livery, black panels, brackets at bottom only.
* Last 37/4 in large logo blue livery. Also has large 'Scottie dog' and still carried "I Love Blackpool" stickers over rivets above centre panel on 27/8/92.
- 409 "Loch Awe" (red nameplate).
Mainline livery, yellow panels, brackets at bottom on secondmans side only.
- 410 "Aluminium 100" (red nameplate, with large square silver plaque above).
Mainline livery, yellow panels (although they frequently returned to black!), brackets at bottom on drivers side only, rivets at bottom on secondmans side. 3 piece snowplough.

- 411 Triple grey Distribution livery, yellow panels, brackets bottom and middle.
- 412 Triple grey Distribution livery, yellow panels. Brackets middle, bottom on drivers side only (number 1 end), drivers side only middle and bottom (number 2 end). 3 piece snowplough.
- 413 "Loch Eil Outward Bound" (black two line nameplate)
Triple grey Distribution, brackets at bottom on drivers side only.
- 414 "Cathays C&W Works 1842-1993"
Regional Railways livery (unique at time of writing but shortly to be joined by others?), yellow panels, brackets bottom only (number 1 end), middle and bottom on drivers side only (number 2 end).
- 415 Mainline livery, yellow panels, brackets middle, rivets at bottom on secondmans side at number 1 end only.
* Outline of 'Kingfisher' can be seen on bodyside where it has been stolen.
- 416 Mainline livery, yellow panels, brackets middle and bottom on drivers side, rivets above centre panel (No' 2 end) and bottom secondmans side (No' 2 end only)
- 417 "Highland Region" (red nameplate, one features gold lettering)
Mainline livery, yellow panels, bracket bottom on drivers side only, rivets secondmans side at No' 2 end at bottom. 2 piece snowplough.
* Kingfisher stickers on bodyside.
- 418 "Pectinidae" (black nameplate with shell logo)
Triple tone Petroleum livery. Brackets bottom on drivers side only, 2 piece snowplough. For part of 1992 has silver/white buffers which were for its temporary naming as 'Gordon Grigg'.
- 419 Mainline livery, yellow panel, brackets middle, bottom (drivers side only).
Rivets at bottom on secondmans side both ends.
- 420 "The Scottish Hosteller" (red nameplate)
Mainline livery, yellow panels, brackets middle and bottom (drivers side only), rivets bottom secondmans side number 1 end at least.
- 421 "Strombidae" (black nameplate with Shell petrol logo)
Triple grey Petroleum livery, yellow panels, brackets at bottom on number 2 end only, and one positioned centrally above headcode box. Snowploughs.
- 422 Triple tone Aggregates livery, yellow panels, cast depot badge. Brackets bottom and top positioned centrally above headcode panel.
- 423 "Sir Murray Morrison 1873-1948" (black two line, two piece nameplate)
Mainline livery, yellow panels, bracket bottom on drivers side only, rivets bottom on secondmans side. 3 piece snowplough.
- 424 "Isle of Mull"
Mainline livery, brackets middle, bottom on drivers side only, rivets on secondmans side.
- 425 "Sir Robert McAlpine/Concrete Bob" (red nameplates with "Sir Robert McAlpine" on one side of the loco and "Concrete Bob" on the other).
Triple tone Aggregates livery, yellow panels, bracket at bottom on drivers side only, rivets at bottom on secondmans side at number 1 end.
- 426 Mainline livery, yellow panels, brackets at bottom and top positioned centrally above headcode box. 'VR' allocation sticker at top of centre cab window.
- 427 "Bont Y Bermo" (red nameplate)
Triple grey Aggregates livery, yellow panels, brackets middle and bottom (drivers side) and top positioned centrally above headcode panel. Rivets bottoms s/m side.
- 428 "David Lloyd George" (black nameplate)
Triple grey Petroleum livery, yellow panels. Brackets (No' 1 end) bottom drivers side only, rivets on secondmans side, no rivets above centre panel; (No' 2 end) middle and bottom (drivers side only), rivets above centre panel.
3 piece snowplough
- 429 "Eisteddfod Genedlaethol" (red two line nameplate)
Name currently carried on one side only. Triple grey Aggregates livery, yellow panels, brackets middle and bottom (drivers side only), rivets on secondmans side at bottom on number 2 end.
- 430 "Cwmbran" (red nameplate with miniature plaque beneath)
Mainline livery, yellow panels, brackets bottom and centrally at top above headcode panel (bottom bracket on secondmans side only at number 1 end).
- 431 Mainline livery, yellow panels, brackets middle and bottom.
Was recently named "Bullidae", and prior to that "Sir Powys/County of Powys" with a large white crest under drivers window, but currently un-named.

Thirty years of the 37

1972

Although Beechingism was associated with the mid 1960's, line closures were still occurring on a regular basis into the 70's, and in 1972 services were withdrawn on the Bury-Rawtenstall, Penrith-Keswick, Okehampton-Yeoford and Liverpool Central to Gateacre lines, and the Swanage line beyond Furzebrook. It was not quite all contraction as Bristol Parkway station was opened and the Tytherington branch relaid. The Brighton Belle EMU's were withdrawn, and the first class 50 appeared on the Western Region at the end of the year.

A number of 37's remained green into 1972, including 6600/02/03/04/08, 6715, 6847/68/80/90, 6921/34/39/41/63/73/80/81/82/86/91/93/98/99.

No doubt some amusement was caused when 6707 returned from an overhaul at Doncaster (in blue) incorrectly numbered on one side at one end 7076 - a llymek!

With the end of a miners dispute in early 1972, a large amount of stockpiled coal needed moving, particularly from opencast sites in Scotland to South Yorkshire power stations. From 20/2/72 trains were run composing of 34 air braked hoppers hauled by 2 X 37 with loco's loaned to Tyne Yard from March, Tinsley and Healey Mills. From Longannet, a scheduled service of 14 MGR's ran between Millerhill and York to move 1,000,000 tons. To work the trains over Penmanshiel summit, 22 of Gatesheads 37's were diagrammed in pairs between Millerhill and Tyne Yard. Several Polmadie 37's were loaned, including 6839/6854/6904 to Haymarket to help with these emergency MGR services. As a result, 35 examples were seen in the Edinburgh area on 21/2, all on coal movements, and at Tyne Yard no fewer than 20 37's were noted stabled on 20/2 waiting at the end of the strike.

A topical note for this month is that in 1972 there were upto 5 trains a day on the Darlington-Eastgate line, 2 from the cement works and 3 from a quarry at Broadwood. On 14/6/72, 6K20 Eastgate-Heaton, loaded to 35 "Prestflo's" was worked by 6780, while from the quarry 6710 worked a train of 10 empty hopper wagons.

Incidents continued to afflict the class in the North East into 1972. On 8/3, 6893 (51L) derailed along with the leading wagons of 9P64 Tees-Whitby after over running a signal at Glaisdale. When 9J95 Pontop-Conselt coal stopped to reduce its load at South Pelaw (on 29/11), 6807 (52A) stayed on but 18 wagons and the brake van ran away towards Chester-le-Street, 8 wagons derailling on the catch-points.

Further south, 6733 was celebrity for a day on 28/11/72, working a special from Liverpool Street to Felixstowe for the official opening of the new spur to the freightliner depot (now known as Felixstowe South). It was made up of 3 X first class coaches and a Gresley buffet car, running direct to Felixstowe Town station, reversing to Maidstone Road Junction and then continuing to Beach Station. Later the same procedure was followed in reverse. The new spur enabled freightliners to proceed direct to the terminal without needing to reverse/run round at Felixstowe Town. With regard to the freightliner trains themselves, these were mostly class 47 hauled so it was unusual when 6769 (51L) arrived at Felixstowe on 16/11/72 on the 0445 from Parkeston (portion from Stratford and Birmingham), and 6942 (55C) arrived at Ipswich on 3/12 with the 0044 Temple Mills-Ipswich.

On the Great Eastern, 37's continued to appear on main line passenger duties including 6784 (41A) on 27/2 with the 1136 from Kings Lynn, 6738 (55C) with the 1534 Cambridge-Liverpool St on 8/3 and 1236 Liverpool St-Kings Lynn on 9/3, 6785 (41A) with the 1836 Liverpool St-Kings Lynn on 26/6. On 2/2/72, the 2030 Liverpool St-Norwich was noted passing Chelmsford with 6947 in charge. On 18/3, 6966 on the 1230 Liverpool St-Norwich failed at Diss and was rescued by 6726, arriving at Norwich only 4 minutes before the 1330 from Liverpool Street.

During October, 31's replaced 37's on a number of Liverpool St-Kings Lynn services but did not have sufficient power to maintain schedules. By the end of the year class 37's were still used on a number of London workings from Norwich, although most were in the hands of 47's. Class 40's were noted at Norwich on Newcastle workings at the end of December instead of the usual 37's employed between the two centres.

On the coast, 6836 worked between Norwich and Yarmouth on a holiday preview

excursion from Mexborough, 6773 (31B) arrived at Southend Central on 24/6 with a special from Nelson (Lancashire) and 6916 (30A) reached the same destination on 17/8 with a special from Wolverhampton. 6942 (55C) was in charge of an engineers train at Leigh-on-Sea on 3/12/72 in connection with track relaying, and on 22/4 two ECS trains of electric stock left Southend Victoria behind 37's.

In West Anglia, 6728 had charge of a Cambridge-Hastings mystery excursion running via Brimsdown, Channelsea J, Stratford, Lea Bridge, Upper Holloway, Cricklewood, Acton Wells J to Clapham J where "Brush" 1550 went forward.

Even further west, the unusual combination of 5639 (class 31) + 6830 (30A) worked the 0715 Peterborough-Kings Cross on 22/3/72. 6724 (31B) worked the 1715 Kings Cross to Leeds on 26/3.

The Harwich-Manchester "boat train" had an indifferent time over the Christmas period 19/1/72, with loco changeovers at Lincoln because of boiler failure on two occasions; 5852 replacing 6960 on 23/12/71 and 5574 replacing 6749 on 6/1/72. Due to a freight train derailment at Grindelford on 2/6/72, the same train was once again diverted over the Woodhead route on 3/6, hauled by 6964 (30A) in both directions with a special stop at Darnall for passengers to connect with a DMU for Sheffield Midland.

37's and football specials were a not infrequent combination in 1972, and included 6788(41A) on 15/1 with a Sheffield-Seaburn (Manchester City v Middlesbrough (!) FA Cup), 6729 (55C) on 24/1 Hereford-Manors (Hereford v Newcastle FA Cup) - 6729 had taken over from 1588 (class 47) which had failed on route, 6723 (31B) on 2/9 with a Norwich City footex, and 6788 (41A) on 4/11/72 with a Sheffield United train.

On 3/12/71 6710 (55C) derailed in Guisley goods yard whilst working a ballast, while 6911 (55C) reached Ilkley on 8/8/72 with a ballast train. Staying in Yorkshire, around August a Reading-Leeds parcels (4E10) became diagrammed for a Stratford 37 as far as Doncaster instead of the previous Immingham class 31, which had been having difficulty keeping time. The 37 would return light immediately to Peterborough. 6899 (55C) was unusually employed on the 1615 York-Doncaster vice DMU on 11/8/72.

8M27, a Doncaster-Toton run, was frequently used as a running in turn for locomotives overhauled at Doncaster Works, including 6885 (86A) on 29/3, 6975 (86A) on 15/6, 6854 (65A) on 28/9, 6850 (65A) on 8/11, 6601 (87A) on 1/12 and 6888 (87A) on 14/12.

The unusual combination of 6785 (41A) piloting class 40 number 348 was seen on a Hull bound freight at Wakefield on 11/3, while class 37's were noted as unusual power for a Highdyke-Scunthorpe iron ore train on 5/2, and 6M50 Lindsey-Colwick and 6E41 return on 24/11 (6902+6871, both 40B)

A derailment on the branch to Cottam power station on 10/4 brought 6835 (41A) to the line on a ballast train.

In the North East, 6744 (31B) got as far as Hexham on 5/7 with 6M52, Low Fell to Pelteril Bridge tanks. Although 37's were regular visitors to this line, being booked to work 8E18 Workington-Tees, freightliner trains were unusual. However, 6926 (41A) appeared on 26/7 with a 4Z52 North Walsham-Coatbridge, presumably with new vehicles on delivery from the Crane Fruehauf factory.

On 27/9, 6795 (52A) worked 4Z31 Whittingham-Coatbridge via Hexham, while 6937 (64B) worked 4M18 parcels to Carlisle after undergoing repairs at Gateshead on 28/9.

6978 (86A) arrived at Newcastle on 16/8, 58 minutes late on 1E18 from Bristol after the original loco had failed on the Western. It returned home on 4V73, Follingsby to Cardiff. 6702 (51L) unusually worked through to Edinburgh with 4S23 parcels from York on 18/10.

Finally on the Eastern, K1 class steam loco 2005, destined for the North Yorks Moors Railway, was hauled from Neville Hill to Thornaby on 12/7 by 6769 (51L).

In Scotland, the trials between Edinburgh and Glasgow in 1968 using 6700 have been well documented in both this and other magazines. However, less well documented is a further series of trials held in 1972. In an attempt to overcome continuing difficulties with the class 27's on the high speed Glasgow-Edinburgh push-pull services Scottish Region engineers organised 5 special trains in the early hours of 27/3/72.

The first train left Queen Street at 0010 hauled by a single class 37 and running to Edinburgh in 43 minutes with a Haymarket stop. Next was an 0110 from Edinburgh running to the same timings in the opposite direction, also with a single 37. At Glasgow, the incoming 37 assisted another 37 on the climb from Queen Street to Cowlairston box where it dropped off and the leading loco continued to Edinburgh on the 43 minute timing. The 4th and 5th experimental runs used a 45 minute timing with a stop at Falkirk High and single class 37 haulage and assistance up Cowlairston bank from the incoming locomotive.

Three class 37's were used (their identities not recorded) on the basis of stepping back one each time, ie each incoming loco taking out the next but one train. This trial was not adopted in service, although 3 loco's would be saved as only 7 37's would be needed against 10 class 27's the author's pointed to several negative points, ie a large amount of coupling and uncoupling in the short turnrounds, the loss of 750 hp per trainset, and the need to transfer several boiler fitted 37's to the Scottish Region.

Class 37's continued to appear on the Edinburgh-Glasgow services in 1972, although it would seem this was usually only to aid failures. For example, on a date in February some time the 1700 from Glasgow hauled by 5387 and 5374 failed at the top of Cowlairston bank and after a wait of 70 minutes 6840 took the train forward to Falkirk. On 28/9, a faulty jumper cable on the 0745 Edinburgh-Glasgow blew all the fuses on both loco's (5380/5394) shortly after leaving Lenzie. Non air-braked 6847 was sent to assist but this failed as well after being attached. However, the fault was rectified and the train proceeded to Bishopbriggs at slow speed because of the lack of train brakes, passengers eventually arriving at Glasgow 80 minutes late on a following service. On 9/11, 6843 dragged a Glasgow-Edinburgh working to Polmont Junction down loop after 5388 had failed. It was a bad morning as on another service 5401 had caught fire! 6919 was also reported as having participated on these services earlier in the year, and at the end of the year 6844/6846/6857/6919 and 6937 were reported as being "adapted" for these high speed runs along with a number of 25's and the 27's, although the 37's were not generally used (and I'm not sure what these adaptations were).

Other class 37 hauled passenger trains in Scotland in 1972 included 6789 (41A) on the 1415 Edinburgh-Newcastle on 1/6 (1E83), 6818 worked forward from Edinburgh on 1030 Scarborough-Glasgow QS on 29/7 (relieving class 47 number 1578), and 6800 on 16/8 working the aforementioned 1E83. An S.R.P.S railtour on 24/6 from Glasgow to Kyle of Lochalsh was worked by 6840 (65A) between Glasgow and Inverness. 6832 and 6936 were also visitors to Inverness on 26/5, arriving light from Invergordon.

On 25/3/72, class 40 number 280 hauling 1E40, 2210 Edinburgh-Kings Cross, collided with 6846 (64B) on a ballast. Although the line was blocked, no severe damage was done. 6848, which had been at Glasgow Works for some time, was scheduled to work a special freight to Morpeth on 5/10 before continuing to Doncaster Works for further attention.

On 23/4, 6919 worked a demolition train between Fushiebridge and Borthwick, the last remaining section of the former Waverley route to Carlisle from Edinburgh. During April, a special twice daily working of 100 ton oil tanks operated between Teesport and Dalarnock. Most trains were class 37 hauled, including 6764 on 3/4, 4/4 and 5/4, 6812 on 13/4, and 6749 on 20/4.

It was reported during the summer that a daily "class 9" service from Shilbottle Grange to Oxwellmains brought the only diagrammed working of a 37 fitted with brake tenders into Scotland, the train being worked by crews from Blyth. Due to an increase in length to 15 vehicles, 4V73 (1617 Edinburgh FLT-Cardiff) was uprated from class 27 to class 37 haulage, also during the summer.

On the Midland Region, the class 37's reported at Coventry in the 1971 review were the first on a regular basis to grace the area, a class 37 did visit the city in 1968 on an excursion. At Nunneaton class 37's began to appear regularly on empties to Judkins Granite Quarry, returning loaded. An example at work on this service was 6940 (55C) on 22/1/72. Around February, 6719 was at Saltley for 3 weeks. 6605 (87A) and 6720 (31B) also appeared and all 3 loco's were used for the purpose of training Saltley crews on unfamiliar types (6720 at least was used on trip freight 9T31). Class 37's continued to appear on the 1725 Sheffield-Birmingham (1M25), including 6788 (41A) on 4/4 and 6784 (41A) on 27/4. It was noted that part of the empty stock ran to Tysley and this duty was performed by 6710 (55C) on 27/4. Tinsley based 37's were notable visitors at Birmingham through the summer on the 1130 Sheffield-Weymouth. 6902 (55C) reached New Street on 19/8 after the failure of an electric locomotive on the 0824 Manchester-Cardiff (1V73). It returned north on 1S39, an 1125 Birmingham-Edinburgh relief. The following day (20/8) 6880 (87A) reached New Street with the 3 coach 1640 Hereford-Birmingham (2M75) and 1958 Birmingham-Worcester instead of the usual class 35 "Hymek" (a diagram detailed in 1970 edition of this series).

6800 (41A) worked an exhibition train to Birmingham Moor Street on 1/6 from Sheffield, while on 14/11, 6770 was seen at Birmingham on 6V21, Port Clarence to Bromsgrove. A rare double heading on 16/8 was the use of 6720/6783 (both 41A) which took the 8E63 Raby-Scunthorpe forward from Washwood Heath.

Thornaby based class 37's reappeared at Walsall on Teasport-Rowley Regis oil trains, 6769+6872 on 6Z65 on 25/9, 6818 on the same train on 27/9, and 6812 on 6M58 on 29/9. On 6/12/72, 6997+6998 appeared on 6V88 Albion-Waterston tank empties at Walsall, diverted from its normal route via Shrewsbury because of flooding at Willenhall. Earlier in the year on 18/7, the 1025 Waterston-Albion train had arrived at Wellington 4½ hours late with a pair of 37's, 6976/6603, the latter a complete failure and the former almost so after hauling the 1700 ton train and DEMIC 6603. 6603 was then watered from the station tap in order to minimise the fire risk and they waited for class 47 number 1956 to arrive from Wolverhampton and provide assistance. This was thought to be the first triple headed combination of loco's over this route.

By the end of the year class 37's were becoming more frequent visitors to Crewe and Shrewsbury via the North & West route; on 16/12 no fewer than 3 freights were noted at Shrewsbury with 37's within one hour. An Exeter-Crewe parcels special via Newport and Shrewsbury, run in conjunction with the extra traffic for Christmas, arrived at Shrewsbury on 12/12 (its first day) behind a 37 thought to be 6918 and was capped.

At the beginning of 1972, class 37's appeared regularly at Heysham at least twice per day. They worked the 0410 Grangemouth-Heysham Harbour & 2100 return, 0625 Teasport-Heysham Harbour & 2300 return, and 6Z31 Ribble-Heysham (Fridays only). Never a common sight on the 'Settle & Carlisle' line, 6873 (52A) was at Long Meg sidings on 13/4, and the same day 6936 (65A) reached Dalston. The next day saw 6773 (31B) a long way from home at Preston.

Two special passenger trains were run to Preston on 7/10 for the benefit of Sheffield Wednesday football supporters, arriving behind 6786 and 6800 (both 41A). A number of specials ran to Blackpool for Spring Bank Holiday Monday, two of which were class 37 hauled, 6711 (55C) on 1M47 from Bradford, and 6784/6718 (both 41A) on 1Z47 from Sheffield.

On 20/8, 6997 returned to South Wales from overhaul at Doncaster Works with a Tyneside-Longbridge car train and then the 2023 Toton-Severn Tunnel

This moves us onto the Western Region where there were a few interesting events in 1972. At the end of May a special train was hauled by 3 class 37's with 27 laden 100 ton oil tanks, from Llanelli to Cardiff Canton in 1 hour 36 minutes. The main purpose of this test was to ascertain bridge loadings for new iron ore trains from Port Talbot to Newport (Llanwern) and Ebbw Vale which had commenced running with class 25's in multiple, although these trains ceased on 23/10.

On 23/9/72, 6997 was displayed at Laira open day, returning at the end of the day to Hereford towing steam loco 6000 "King George V". This is possibly the furthest a member of the class had reached in this part of the country, and its appearance was

possibly aided by the fact that during 1972 crew training had begun at Bristol Bath Road on the class. 6923 was loaned for several weeks for this purpose, and one became regularly booked on a 0457 Newport-Bristol parcels. Furthermore, 6976 was an unusual visitor to Weston-super-Mare on 15/8 arriving with the 1140 from Bristol and returning with the 1228 to Cardiff, normally a DMU working. Earlier in the year, 6608 was observed as most unusual motive power for the 1010 Newcastle-Bristol on 26/4.

6886 was used in the early hours of 11/12/72 to heat the royal train conveying the Queen and Duke of Edinburgh to Barry, the stock being stabled at the time on the Sudbrooke branch.

There was a lot of class 37 activity on the Central Wales line in 1972, getting off to a poor start on 4/3 when 6885 failed at Sugar Loaf summit while working a Watford-Paddington circular via Barry, the Central Wales and Shrewsbury. Assistance arrived 3 hours later in the shape of a class 47. The following weekend (11/3) a L.C.G.B excursion to Caerphilly made a successful traversal of the Central Wales behind 6884 and 6889. On 22/6, a 0608 York-Llandrindod Wells was worked forward from Shrewsbury by 6888, while on 25/6 a 0700 Llandrindod Wells-Paignton was hauled to and from Cardiff by 6889. This was presumably a success as a 0700 Llandrindod Wells-Portsmouth Harbour was run on 6/8, again with 6889 as far as Cardiff. In connection with the Shrewsbury music and flower festival on 19/8, a 0545 Milford Haven-Shrewsbury excursion was run worked by 6877. The following day saw 6889 in charge of a circular tour from Weston-super-Mare to Shrewsbury, Llanelli and back to Weston via Swansea. 6889 was in use again on 2/9, this time on a 0915 Euston to Llandrindod Wells 'Merrymaker' which it worked over the Central Wales line. On 16/9 a 0635 Nottingham-Swansea excursion was routed via Burton-on-Trent, Lichfield and Wolverhampton to Shrewsbury, then onto the Central Wales with 6877 in charge. On 20/11 number 6934 hauled a failed DMU 3 car set from Craven Arms for passengers off a connecting DMU from Shrewsbury and 0940 Crewe-Cardiff. 6921 replaced 6934 at Llanelli, and on 9/12 a charter from Crewe to Carmarthen was taken over the Central Wales line by 6889.

From 2/1/72 class 37's took over all Hymek class 35 workings in West Wales (except 0835 Margam-Fishguard freight and return on Saturdays only), although most had been worked by 37's for some time beforehand. These duties included a freight/milk train over the now closed line to Newcastle Emlyn and Port Llanio, and of the 6 duties 5 required boiler fitted loco's. For this purpose 6837/6896/6913/6922/6925/6948 were added to the local fleet.

In addition, from 3/1 the local Llanelli-Margam workings were taken over by 37's as was the Bridgend night shunt, replacing a class 08.

At the end of May, Landore had 31 class 37's diagrammed as follows:

1 for Danygraig and Fishguard Harbour freightliners, 7 (and one spare) at Margam, 4 at Pantyffynnon, 8 at Swansea East Dock and 5 at Llanelli.

Cardiff Canton had 51 class 37's diagrammed as follows:

6 for Albion-Waterston oil trains, 3 for main line work, 16 at Radyr, 5 at Aberbeeg, 1 at Barry, 2 at Llantrisant, 11 (and one spare) at Ebbw Junction, and 2 at Severn Tunnel Junction.

Workings taken over by class 37's included the Uskmouth branch trip, and Llantrisant to Kingswinford and return, formerly a class 35.

The Western Regions allocation of class 37's was increased from 6/11 with 6837/6840 6841/6842/6896/6913/6922/6924/6925/6936/6948 going to Canton, and 6858/6859 to Landore. New duties included Cardiff-Calvert bricks, Severn Tunnel-Abergavenny, Rhose-Westbury, Pontypridd parcels and Marshfield milk, Swindon-Gloucester and Swindon-Margam, Bristol-Old Oak Common and Acton-Cardiff, as well as regaining control of the "Lickey banker" duty.

Workings from Swansea East Dock were reduced to 7 from 4/12, while West Wales diagrams were altered again on 4/12/72 with the Landore boiler fitted 37's now working:

1. 0415 Swansea-Carmarthen, 0550 Whitland milk empties, 0915 Pembroke Dock freight (MTh0), 1950 Carmarthen-Milford Haven and 2155 return.
2. 0514 Carmarthen-Milford Haven and 0715 return, 0945 Carmarthen-Swansea; 1537 Swansea-Haverfordwest, 2040 Herbrandston-Margam.
3. 0840 Margam-Fishguard, 1335 Fishguard-Llandilo Junction, 1720 (SX) Carmarthen to Milford Haven, 1915 (SX) Milford Haven-Carmarthen & 2315 Carmarthen-Swansea.

The miners strike at the beginning of 1972 caused a big reduction in traffic in South Wales, and at least 17 class 37's were put in temporary store at Penarth Curve sidings near Canton.

On 18/3, 6998 provided assistance to an ailing 6 car DMU which was working an R.C.T.S railtour in the Welsh Valleys. The 37 found itself unexpectedly working to Bargoed and Tir-phil (Rhymney valley) and McLaren Colliery, Deri Junction and Ogilvie Colliery.

On 24/10, class 46 number 146 failed at Newport on the 0810 Birmingham-Cardiff and 6923 worked the train forward.

On 19/5, 6608 (86A) worked a Westbury-Salisbury freight, returning to Cardiff the same day on an 8Z/8, while to the east of the region a new car train service was introduced between Dagenham and Severn Tunnel Junction/Newport towards the end of the year. This was worked by 37's based at Ripple Lane to and from Swindon, with pairs of class 25's working to South Wales.

There was not much to report from the Southern Region during 1972, however, one event of some note to occur was a 37 reaching the Kent Coast for the first time when 6724 worked through to Richborough (near Minster/Ramsgate) with a through oil train from Coryton. This happened because of a "work to rule".

Class 37's still worked regularly onto the Southern with the 0418 Ripple Lane to Micheldever (6033) tanks and return 1314 Micheldever to West Thurrock (6E40). 6825 was noted on such a working on 18/9/72.

6759 (30A) was at Woking on 12/10 with a train of empty freightliner vehicles, possibly destined for North Walsham. It would appear that 6759 had actually failed as it remained in the up yard for about a week.

ON TOUR

Neil Murphy (37050)

THE COKER COALER (Pathfinder Tours), Saturday 6th March 1993

The Friday night was spent at a B+B in Stafford due to the early start (0605 from Manchester). "Bert" from the B+B had agreed to get up early and provide us with an 0645 breakfast ready for an 0727 departure, so when he overdressed by 10 minutes he agreed to give us a lift to the station. Things started far too well with 37422 arriving 10 minutes early. The driver was mad, and at 0727 the handle was pulled wide open, and we stormed off to Derby via Birmingham. In the evening the tour was hooked to run from Wakefield to Sheffield via Barnsley, but the day before somebody "in authority" had found an old ruling that syphons with roof mounted horns were banned from this route. This caused amusement at Derby, because with at least 15 reversals ahead of us they couldn't work out which end to put 37514 on. After a fairly boring day of tottering along colliery branches we arrived at Wakefield Kirkgate approx' 20 early, but this was not to continue! Pathfinder Trackbashers PLC decided that they would try and get 2 inches of required track. This was arranged and off we went, only to get stopped at the next red signal to find out the signalman had gone home! It was then decided to go to Sheffield via Doncaster to drop London passengers off, but at Moorthorpe we turned right and headed for Sheffield, by this time more than thirty late. At Sheffield I left the tour and made my way home via Doncaster on the return of my Ipswich-Stafford via London ticket!

THE CUMBRIAN TYNESIDER (Victoria Travel) Saturday 13th March 1993

This week I decided to drive to Bolton to join this circular tour with 37's and 26's. At approx' 0725 (20 late) 37680+684 appeared round the corner. We stood at a signal between Preston and Lancaster for about 30 mins, so on passing Lancaster we were 53 late. Whoever had timed the tour must have been under the influence because Carlisle was reached 5 early at 1005! Here the 37's came off and 26003+26005 were put on the other end to take us via Sunderland, York and Manchester, back up the WCML to Carlisle. A lot of syphon bashers left the tour at Carlisle, but I stayed on thinking the tippers were bound to blow up somewhere. York would have been a convenient place with 37066, 37071, 37095, 37106 and 37381 all available, remarkably however, the 26's performed well. Arrival at Carlisle was about an hour late, but this was because the timings were way out again. They were timed for an above 60mph average speed between Preston and Carlisle (over Shap!) and given 70 minutes less to do the journey than the syphons. At Carlisle arrangements were made for the 37's to return to Manchester via the WCML rather than the booked route via the S+C. We left Carlisle at about 2000 (100 late), and stormed down the West Coast, arriving back at Bolton only a few minutes late at about 2150.

POSSIBLE SUMMER 1993 PASSENGER DIAGRAMS IN ENGLAND & WALES (all 37/4)

MONDAY-FRIDAY

1. 1J01 0705 Blackpool N.-Manchester V
1D37 0950 Manchester Holyhead
1J44 1330 Holyhead-Manchester
1N01 1714 Manchester V-Blackpool N.
2F59 1908 Blackpool N.-Liverpool LS
2N54 2152 Liverpool LS-Blackpool N.
2. 2F65 0802 Crewe-Liverpool LS
2K64 0956 Liverpool LS-Crewe
1D64 1133 Crewe-Holyhead
1K64 1430 Holyhead-Crewe
FO 1D70 1656 Crewe-Llandudno
FX 1G81 1955 Crewe-Birmingham Int'.
FX 1D76 2152 Birmingham Int'-Holyhead
3. 1G80 0320 Holyhead-Birmingham Int'
1D61 0725 Birmingham Int'-Llandudno
1D40 1336 Llandudno J.-Holyhead
1K67 1600 Holyhead-Stafford
FO (e.c.s. to Birmingham Int')
FO 1D76 2152 Birmingham Int'-Holyhead
4. FO 1640 Cardiff-Manchester Oxford Rd

SATURDAYS

1. 1K58 0935 Llandudno-Crewe
1D64 1133 Crewe-Holyhead
1K64 1430 Holyhead-Crewe
2. 1G80 0320 Holyhead-Birmingham Int'
1D61 0725 Birmingham Int'-Llandudno
1G81 1206 Llandudno-Birmingham NS
(e.c.s. to Tyseley)
3. 1D81 1015 Blackpool-Holyhead
1K67 1600 Holyhead-Crewe
4. 1D37 0950 Manchester V. Holyhead
1J44 1300 Holyhead-Manchester V.
5. 0900 Bristol-Weymouth
1630 Weymouth-Bristol
(may do a fill in to Westbury)

SUNDAYS

1. 1D58 0851 Birmingham NS-Llandudno
1K63 1250 Llandudno-Stafford
(e.c.s. to Crewe)
1D69 1726 Crewe-Holyhead
2. 1D67 1506 Crewe-Llandudno
1G67 1710 Llandudno-Birmingham NS
(e.c.s. to Crewe)
3. 1N95 0917 Crewe-Blackpool (to 11/7)
1N95 0753 Crewe-Blackpool
via Chester/Stockport
(from 18/7)
4. 2M33 1300 Cardiff-Liverpool LS
2V61 1915 Liverpool LS-Cardiff
(e.c.s. to Westbury)

THIS MONTH'S PHOTO'S

FRONT COVER: Another reminder of last summer as we wonder what this summer will bring. This photo of 37156 at Kyle of Lochalsh with the 1115 (Sundays) Inverness to Kyle on 30/8/92 also accompanies this month's article titled "What's your favourite". The loco' is in civil engineers livery. Carl Rosbrook (37052)

REAR COVER TOP: 37255/184 head eastbound to Redcar with empty MGR's at 1050 on Monday 15th March, 1993. Mike Bent (37100)

REAR COVER BOTTOM: 37416 (Mainline livery) heads eastbound ex Tees Yard towards Boulby with a potash train at 0938 on 15/3/93 Mike Bent (37100)

