

# SYPHON!

THE MAGAZINE OF  
THE CLASS 37 GROUP

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- \* - to secure for preservation, one or more class 37(s) when the class is withdrawn from revenue earning service.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

Although it seems some time ago, we have now run our third railtour, "The Felixstowe Phoenix". This was an excellent occasion and in my own unbiased opinion definitely one of the best days out I have ever had, and it is very pleasing that other people have said the same thing. Which ever way you look at it the tour was a success, and it is pleasing to note that this also includes financially, as at the end of the day we are saving up to buy a 37.

This magazine includes an article by Dean about the many problems that needed to be overcome to run this tour, and those who were present will then be able to appreciate even more what a good £25's worth you had! I hope that those of you who are perhaps not in to railtours will also find it interesting.

I have been asked by a number of people "where are we going next?". As far as I know (and I would emphasise I am not actually the Railtour Organiser anymore) there is nothing definite planned, although some thoughts are in the pipeline.

Anyway, thanks to those of you who participated on the day.

On the subject of raising money to buy a 37, this months magazine should include the "donations letter" which we circulate approximately 6-monthly. This is intended as a gentle reminder that if you have a few spare pounds you might like to pass them the way of the Preservation Fund.

Those of you who are particular "flush" might like to consider making regular monthly donations by way of standing order (or otherwise). Further details can be obtained from the Treasurer; it can include free Group/Monthly Draw membership.

This moves me nicely onto the next subject, that of the Monthly Draw. Until now, each member of the Draw has paid £1 per month, half of which goes to the prize and half to the Preservation Fund. Rod has been doing some research and it has been agreed that from now on individuals can have more than one entry per month, ie £5 per month would equal 5 separate entries. If you would like to enter the Monthly Draw, or increase your number of entries, please write to Rod Saunders at the address shown opposite.

In case any of you expected to see us at one of the very occasional Open Days this year, it had been agreed that following last years difficulties in getting the sales stand manned we would not attend anymore. This decision has been vindicated by what has so far been a very substantial rise in pitch costs this year, £35-50 for a small-medium pitch appearing the norm. However, the subject is under constant review so you never know where or when we might appear!

I have been known to comment about the Royal Mail/Post Office in the past. I must say that in recent times the service between Ipswich and Norwich/Thorpe Market has been first class. However, not everybody seems to get their magazine as and when intended, and I fully appreciate that this is by no means always the fault of the Royal Mail. Generally, you should have your magazine by about the 20th of the month on the cover, although this might be a little later this month ironically due to my holiday on the North Wales coast at the beginning of June.

If you have not recieved your magazine by the end of June/August/October/December February/April, please write to the Membership Secretary confirming your full address and postcode.

The start of the Summer timetable has finally seen the start of the "much rumoured in recent years" passenger use of class 37's between Crewe and Holyhead. This is a very interesting route, and with 3 (4 on Saturdays) diagrams to choose from, and full fare 'flexi rovers' available from £20 (the day return fare Crewe-Holyhead is currently £15) I would thoroughly recommend it to you all. Obviously if you have a railcard it's even cheaper.

On a duller note, as detailed in this months 'Newsdesk', 37/0's have been almost eliminated from diagrammed freight work, following a recent crescendo of reallocations, not so long ago just about their sole work.

MONTHLY DRAW: Recent winners are Martin Reeve, Darren Jennings and Dave Bechelli.

PRESERVATION FUND: The total has passed another thousand and on 8/6/93 stood at £9182.34. The increase since last time is due to donations from Mr A.King, Richard Page, Dave Bechelli, Mark Rigby, Michael Gibson, T.Cooper, S.Leader, Andrew Garten, Mr G.Calver, the Berridge family, Martin Reeve, Mike Bent and 'Jaspa' Potts. Other monies came from the Monthly Draw, a collection on the railtour by Maurice 'Birthday boy' Barber, and a number of membership number changes. Please help swell the total towards the psychological £10,000 by returning the donations letter if possible.

MEMBERSHIP NEWS: Our thanks to the following for joining us, or "showing the faith" for another year: Keiron Lewis (37014), Mr R.Hall (37017), Peter King (37023), Kevin Green (37019), John Forge (37027), Mr R.Barr (37037), Steve Beniston (37046), Harry Egremont (37082), Jeffrey Wolton (37094), Mike Bent (37100, renumbered to 37422), Mr A.Bramhill (37102), Mr J.Pinion (37119), A.P.Sayer (37123), Mr R.Cavanagh (37124), Mr M.Parker (37129), Mr M.Reynolds (37130), Ian Dobson (37132), Mr T.Dawe (37136), Mr D.Warren (37137), Mr T.Streten (37139), Darren Jennings (37140), A.B.Asher (37141), Simon Lee (37142), Mr W.Berridge (37143), Mrs S.Berridge (37144), Mr P.Entwistle (37145), Gerald Calver (37149), M.Driscoll (37150), Mr S.Miles (37151), Mr P.Emery (37155), Mr A.Hawkins (37177), C.W.Ball (37191), Mr H.Jarvis (37192), R.Davis (37193), Andrew Mellors (37194), Richard Page (37201), Mr A.McGovern (37204), Mr J.Tilbury (37206), M.Game (37205), Mr S.Simister (37216), Mr D.Bird (37217), Mr J.Knapton (37249), John Edgar (37257), Mr A.Chilvers (37262), Simon Hale (37265), "Rishton" (37408), Micheal Gibson (37891), Andrew Gooch (37893). I hope I've got everybody's first names right, Maurice apologises to Des Game for incorrectly giving him number 37109 when it should be 37110. Membership number changes are Mr J.Dean (37020-37430), Gary Dean (37021-37418), Mark Rigby (37107-37415), and Dave Bechelli (37415-37425).

If you want, you can change your membership number to one on the following list by sending £1 (which is donated to the Preservation Fund) and a letter of explanation to the Membership Secretary. Numbers currently available are:  
37007/011/020/021/034/040/042/055/070/092/096/098/100/107/146/147/157/164/165/167  
37169/173/174/222/226/266-273, 275-284, 286-304, 306-308, 310-326, 350-359, 370-382,  
37401/402/410/411/416/417/419/421/424/426/428/429/501-521, 667-671, 673/674, 676-687,  
37689-695, 697-705, 707/708/710-715, 717-719, 796/798-803, 883-886, 889, 892, 894-906.

THANKS to the following for their contributions to this months magazine: Dave Prior, Dean Warner, Steve Potter, Mike Millward, Steve Branch, Neil Murphy, Maurice Barber, Andy Belt, Simon Jowett, Steve Keeble, Mark Rigby, Ian Vandervell, John Hooson, Jerry Dickinson, and anyone else who has given me information.

DEADLINE for the August "Syphon!": Tuesday 26th July for Steve Branch and 29th July for the Editor (ie passenger gen, pictures, articles).

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SALES: Our stock currently includes the following:

GROUP SWEATSHIRTS with logo on breast: Extra Large (Black/Navy/Red/Dark Grey)  
Large (Black/Blue/Green), Medium (Red/Yellow/Black) £12:00  
GROUP TEESHIRTS in black or white with split/centre headcode 37's on front -  
Small/Medium/Large (except white medium) £5:00  
GROUP MUGS with teeshirt logo, or 30th Anniversary mugs £2:00  
"SYPHONS" or "SYPHONS - the second edition" (our own audio tapes) £3:00  
KEYFOBS - bonded leather in red/blue/white/green/black/tan 50p  
BALLPENS - white with Group logo in black (blue ink) 40p  
ENAMEL BADGES,  $\frac{3}{4}$  view of 37, OR line drawing side on of a 37 75p  
"SYPHON!" back issues: Feb/Apr/Dec 1988, Apr/Jun/Aug/Oct/Dec 1989,  
Feb/Apr/Aug/Oct/Dec 1990, ALL 1991/1992 - 35p each: MTV "Deltic" video £18:00

Please include for P & P: 24p - Magazines/Pens/Badges/Keyfobs  
50p - audio tapes; £1 (per item) - teeshirts/sweatshirts/Video/Mugs

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

# NEWSDesk

This months Newsdesk starts as usual with the latest reallocations, which seem to be reaching epidemic proportions, the following relates to 30/3/93 to 21/5/93.

37009	TI	MDYX-MDSR	37223	CF-BR	FCKB-IGJA	37515	IM	FIJW-FIJI
37013	TI	MDTT-MDSR	37227	CF-BR	IGJK-IGJA	37517	IM	FMYI-FIJI
37031	TI-BR	MDTT-IGJA	37229	ML-IM	FCPM-FCPA	37519	IM	FMYI-FIJI
37037	CF-BR	FMAK-IGJA	then	IM-CF	FCPA-IGJK	37520	IM	FPFR-FPYI
37040	CF-BR	FMAK-IGJA	37235	TI	MDTT-MDSR	37682	IM	FPFR-FPYI
37042	CF-BR	FPEK-IGJA	37242	TI	MDTT-MDSR	37684	IM	FABI-FPYI
37045	TI	MDTT-MDSR	37244	TI	MDTT-MDSR	37685	IM	FPYI-FPYX
37047	TI-SF	MDTT-NKJS	37245	SF-EH	NKJS-NKFE	37686	IM	FABI-FPYI
37048	IS-BR	RAJV-IGJA	37271	TI	MDTT-MDSR	37687	IM	FPYI-FIJJ
37055	TI-SF	MDTT-NKJS	37272	ML-IM	FCPM-FCPA	37688	IM	FABI-FPYI
37059	IM	FIJW-RBJW	then	IM-	FCPA-RBJW	37689	CF-HQ	FCKB-FCXX
37063	ML-IM	FCPM-FCPA	37278	TI	MDWT-MDTT	then	HQ-IM	FCXX-FPCI
then	IM	FCPA-RBJW	then	TI	MDTT-MDSR	then	IM	FPCI-FPYI
37065	TI-BR	MDTT-IGJA	37280	CF-TI	FPYX-MDSR	37690	ML-IM	FCPM-FCPA
37066	IM-IS	FIJI-IISW	37285	TI-IM	MDYX-RBJW	37691	ML-IM	FCPM-FCPA
37072	CF-BR	FPEK-IGJA	37293	CF-EH	FPEK-NKFE	then	IM	FCPA-FIJI
37074	TI-BR	MDTT-IGJA	37373	TI	MDRT-MDSR	37692	ML-IM	FCPM-FCPA
37077	CF-BR	FMAK-IGJA	37376	ML-IM	FCPM-FCPA	37693	ML-IM	FCPM-FCPA
37083	IM	FIJI-RBJI	then	IM-SF	FCPA-NKJS	37694	ML-IM	FCPM-FCPA
37100	IM	FPAG-FCPA	37380	ML-IM	FCPM-FCPA	then	IM	FCPA-FPCI
then	IM-IS	FCPA-IISW	then	IM-SF	FCPA-NKJS	37695	ML-IM	FCPM-FCPA
37101	TI-BR	MDTT-IGJA	37407	IM-TE	FPAG-FPTY	37696	ML-IM	FCPM-FCPA
37109	CF-BR	IGJK-IGJA	then	TE-IM	FPTY-FPYI	37697	CF	FCKB-FPEK
37116	TI	MDTT-MDSR	then	IM-CD	FPYI-RCMC	37698	CF-IM	FCKB-FPYI
37128	TI	MDWT-MDSR	37408	IM-TE	FPAG-FPTY	37699	CF-IM	FCKB-FPYI
then	TI-IM	MDSR-RBJW	then	TE-IM	FPTY-FPYI	37711	IM	FPAG-FCPA
37137	CF-BR	IGJK-IGJA	then	IM-CD	FPYI-RCMC	then	IM	FCPA-FPCI
37138	CF-BR	IGJK-IGJA	47416	TI-LA	MDRT-MDRL	then	IM	FPCI-FPGM
37139	ML-IM	FCPM-FCPA	37418	IM-CD	FPCI-RCMC	37715	IM	FPYI-FCPA
then	IM	FCPA-RBJI	37421	IM-CD	FPCI-RCMC	then	IM	FCPA-FPCI
37144	IM	FPAG-FCPA	37428	ML-IM	FCPM-FCPA	37716	TE-IM	FPTY-FPGM
then	IM	FCPA-RBJI	then	IM-ML	FCPA-FPAG	37719	IM	FPCI-FPGM
37162	IM-BS	FPAG-RDKB	then	ML-IS	FPAG-RAJP	37798	CF-IM	FCKK-FPCI
37194	ML-IM	FCPM-FCPA	37502	IM	FPCI-FPYX	37800	CF-IM	FCKK-FPCI
then	IM-EH	FCPA-NKFE	then	IM	FPYX-FIJJ	37801	CF-IM	FCKK-FPYX
37202	IM	FIJW-RBJW	37503	IM-CD	FPCI-RCLC	then	IM	FPYX-FPCI
37203	CF-BR	FMAK-IGJA	37504	IM-CD	FPYI-RCLC	37803	CF-IM	FCKK-FPYX
37211	IM-IS	FIJI-RAJV	37508	TE	FMTY-FPTY	then	IM	FPYX-FPCI
37213	CF	FCKB-IGJK	then	TE-IM	FPTY-FPCI	37885	IM	FPCI-FPGM
then	CF-BR	IGJK-IGJA	37511	TE	FMTY-FPTY	37886	IM	FPAG-FCPA
37217	IM	FIJI-RBJW	then	TE-IM	FPTY-FPCI	then	IM	FCPA-FPCI
37219	SF-BR	NKJS-IGJA	37512	TE-IM	FMTY-FPYI	37901	CF	FMHK-FMMK
37220	IM-EH	FPAG-NKFE	then	IM	FPYI-FIJJ	37902	CF	FMMK-FMMK
37222	CF-HQ	FCKB-FCXX	37513	TE-IM	FMTY-FPYI	37903	CF	FMHK-FMMK
then	HQ-BR	FCXX-IGJA	then	IM	FPYI-FIJI	37905	CF	FMMK-FMMK

Translations of new and redesignated pools are:

FCKK = Trainload Coal, Cardiff Canton, classes 37 & 56  
 FCPA = Trainload Coal/Petroleum (shared), Immingham/Motherwell class 37, then  
 Trainload Coal, Immingham/Toton (outbased Ayr), classes 37 & 56  
 FPGM = Trainload Petroleum (Scotland), Immingham (outbased Motherwell) class 37  
 IGJA = InterCity Great Western (Infrastructure) Bristol Bath Road, class 37 & 47  
 restricted use.  
 MDSR = Railfreight Distribution, reserve fleet, Tinsley class 37 & 47  
 NKFE = NSE South, electrification, Eastleigh, class 37

Pool codes FCPM, FPAG, FCKB, FMAK and FMYI are now obsolete.

Amongst other things, these reallocations have eliminated class 37's from all freight pools, with the exception of those still in the main MDTT pool. Overall, only 128 class 37's remain in freight pools, the rest being allocated to passenger or infrastructure work, or in varying degree's of storage. To illustrate the situation clearly, a list including this months changes is:

#### FREIGHT

CF/FCKK - 701/702/703/704/796/797/799/802/887/889/894/895/896/897/898/899  
CF/FMHK - 902/904/905  
CF/FMMK - 901/903/906  
CF/FPEK - 521/668/697  
IM/FABI - 677/680  
IM/FCPA - 690/692/693/695/696  
IM/FPCI - 508/511/518/694/706/707/708/711/712/713/714/715/717/719/798/800/801  
803/883/884/885/886/891/893  
IM/FPFR - 667/676/678/679/705/709/710/890/892  
IM/FPYI - 350/382/520/682/684/686/688/689/698/699  
LA/MDRL - 411/412/413/416/669/670/671/672/673/674/675  
ML/MDRM - 401/403/406/409/410/423/424/430  
TE/FMPY - 506/514/516  
TE/FPTY - 716/718  
TI/MDRT - 358/359/378/381/405/415/417/419/420/426  
TI/MDTT - 015/019/026/053/068/073/075/079/107/108/110/131/154/178/218/225/238/261/298

#### INFRASTRUCTURE

BR/IGJA - 031/037/040/042/048/065/072/074/077/101/109/137/138/203/213/219/222/223/227  
BS/RDKB - 114/162/185  
CF/IGJK - 010/012/035/038/046/054/092/097/098/174/229/264/372  
CF/REJK - 141/142/146/158/191/197/207/230/254/258/263  
EH/NKFE - 194/220/245/293  
EH/NKJE - 198/274/375/377  
IM/FIJI - 501/513/515/517/519/691  
IM/FIJW - 241/502/512/687  
IM/IEJI - 003/058/095/104  
IM/RBJI - 049/083/139/144  
IM/RBJW - 059/063/128/202/217/272/285  
IS/RAJV - 004/025/043/051/069/087/088/099/106/111/153/156/165/167/184/188/196/201  
211/212/232/240/255/275/294/351/402/404  
SF/NKJS - 023/047/055/140/370/371/376/379/380  
SF/RDJS - 216  
CD/RCLC - 503/504/509

#### PASSENGER

CD/RCMC - 407/408/414/418/421/422/425/429  
IS/IISA - 078/080/113/133/152/170/175/214/221/250/251/262/505/510/683  
IS/IISW - 066/071/100/239  
IS/RAJP - 427/428/431

#### STORED

TI/MDSR - 009/013/045/116/235/242/244/271/278/280/373  
various - 029/032/057/070/190/209/215/248/252/507/685/888

Clearly any 37/0 on freight work other than MDTT is going to be a news-worthy item, so I was particularly interested to see 37072/412 approach Crewe from the Shrewsbury direction on Sunday 30/5 at about 1900 with the Burngullow-Irvine 'slurry'

This months reallocations have also seen the transfer of celebrity 37116 to the RfD reserve fleet. Its last journey prior to storage was to take 37244 (on wheel skates) and DEMIC 47050 to Stratford on 28/5. Arriving from the south, 37244 was collected from Ipswich where it had been stabled unserviceable since w/c 12/4, and then the

journey was made via Bury St Edmunds at 35 mph maximum. It was seen passing Claydon at 2030 with 37244 clagging as if it had a boiler running! On a brighter note 37219 appears to be safe for now, having joined the new IGJA fleet at Bristol. I believe it was about May 1988 that Bath Road lost its last allocation of 37's, with 142/146/158/174/207/232 being transferred 'en block' to Cardiff.

The North West passenger fleet has been assembled, comprising 407/408/414/418/421/422/425/429, a motley collection with 408 still in large-logo blue, 407 in mainline, 414/422/429 in Regional Railways and 418/421/425 remaining Railfreight triple grey. In addition, a supporting Infrastructure fleet has 503/504/509, and these were seen between Llandudno Junction and Crewe on ballast during w/c 31/5. 37509 actually worked a Crewe-Southampton freightliner on 28/5, presumably to allow 073/110 to remain at Crewe to work the 'Class 40 Appeals' railtour on 31/5. 37509 had returned to the area by 1/6 when it was seen at L'udo Junction on ballast. 503 and 504 have also already made their passenger debuts (see "Passenger Information").

NAMES: More 37's to have lost their nameplates are 37114 (Dunrobin Castle), 37421 (Star of the East), 37427 (Bont Y Bermo), 37429 (Eisteddfod Genedlaethol), 37698 (Coedbach) and 37800 (Glo Cymru).

Named are 37114 'City of Worcester', 37185 'Lea & Perrins', 37422 'Robert F Fairlie Locomotive Engineer 1831-1885', 37427 'Highland Enterprise', 37715 'British Petroleum' and 37898 'Cwmbargoed DP'.

37114 and 37185 were named at Worcester Open Day (2/5/93) and 37114 then worked a passenger shuttle with a 'kettle'. 37422 was named at Blaenau Ffestiniog on 3/5/93 also working a passenger special to and from Crewe. It is believed that this was the first 37 down the branch, or can anybody prove otherwise. One nameplate was actually uncovered early as the covering "fell" off at Chester during the outward leg of the special. 37427 is named after the passenger train it seems to live on. Following on from last months naming notes, I have been given a possible explanation as to why 37421 was named (briefly) 'Star of the East'. I can't remember the exact details but it is something along the lines of attending a ceremony at which BP persons were present, and it would not have gone down very well to have a loco' present carrying names including the rival Shell logo.

LIVERIES: New colours are worn by 505/683 - InterCity, 422/427/429 - Regional Railways, and 106/114/184/185/255/371 - civil engineers.

I can confirm that 37217 is still allover blue. The other blue one, 37219, appeared on Anglia Television news on 20/4/93 on a civil engineers train to illustrate a train passing the point where 47193 had hit an abandoned stolen ... Morris Minor!!

#### OTHER BITS

In addition to those freightliners listed last month should be added 1810 Felixstowe North - Trafford Park. 4E50, the 1903 Felixstowe - Leeds is still allocated to run cross country via Bury St Edmunds, and generally sets off from Ipswich between 2000 and 2030, with a fair amount of noise as it climbs Haughley bank, one of those famous Anglian gradients.

Although most of the attention with regard to the IS/RAJV fleet is focused on their prospective passenger workings this summer, one diagram with other traffic is of particular interest thus: light engine Motherwell-Stirling; 6T11, 1710 Stirling to Millerhill; 6L90, 1910 Millerhill-March (arrive 0434) - Fridays only, returning on Saturdays only as 6S94, 0655 March-Mossend, then light engine to Motherwell.

37414 continues to be afflicted with its mystery wheelslip problem. This occurs when it reaches anything between 50 and 80 mph (approx) and the loco then suddenly starts to slip (sounds as if the driver is constantly applying and shutting off power). It was sent to Longsight in mid-May but is still uncured. Another North West 37/4 was having constant coolant leaks (422?) and has now had the whole of its pipe work replaced.

37178 and 37520 both worked the North Walsham - Harwich PQ tanks during April/May. On 11/5/93, 37216 piloted 47976 + load 4 (1 x  $\frac{1}{2}$  brake, 2 x RTC vehicles and saloon) over the Ipswich-Lowestoft line, seen at Woodbridge at 1550 heading towards Lowestoft.

37371 was seen outside Doncaster Works on 14/5 in civil engineers livery. It was assumed to have been on test as this was somewhat fly stained.  
37029 continues to reside within Crewe ETD, stabled alongside the North Wales Coast line and has not been moved to Crewe Works or diesel depot as has been suggested. It looks somewhat shabby, but complete.

My thanks again to Simon Jowett for the following round up of events in the North East area. Reports of this kind from other areas would certainly not go amiss.

Class 37 activity in the York area has been greatly reduced, mainly due to an influx of class 56's into the FMTY pool and the elimination of 37's from the pool. 37506/508 enjoyed a final fling on front rank metals work during w/e 17/4 when they substituted all week for a class 60 on the Lackenby-Etruria metal slabs working. The metals sector retains a small 37 fleet at Thornaby, currently 506/514/516, allocated to working pipe trains. An interesting train covered by this pool runs from Leith to Barnetby carrying gas pipes for a new pipeline in Lincolnshire. These trains consist of 26 BTW wagons, each carrying 4 pipes. With a trailing load in excess of 800 tonnes, this is quite a load for a single 37/5, especially given that the trains run down the E.C.M.L. Traction has almost exclusively been from the FMPY pool but there have been odd exceptions, 37718 (FPTY) on 13/5 being an example. At the time of writing the train is still running most evenings, passing through York around 1930 - 1945. Class 37's do still appear on Metals workings in the area though this is becoming increasingly uncommon. Latest examples have been 37511 (FPTY) on 19/5 with what is believed to have been a Blackburn-Lackenby and 37516 (FMPY) on 24/5 with a train of bars.

On 13/5, 37418 'Pectinidae' was observed on what looked like a Glazebrook-Haverton Hill train, possibly one of its final Petroleum workings since transfer to Regional came the following weekend.

The Stanlow oil trains are now solid 37. Most common performers on the workings to Jarrow have been 37706/707/708. The timings for these trains have been changed. Though no official information is to hand, observations indicate a northbound working passes York between 0800 and 0900. The first of two southbound trains arrives in York South Yard between 1600 and 1700 and stables there before departing around 1800. A second train is booked for 2025 but has been noted after 2100 on a number of occasions.

The Boulby-Stanlow has continued to run on Mondays (York around 1945) but with the transfer of 37/4's to Regional 37/7's are now staple power (the most recent example being 37714 on 24/5). This seems to be a slight over provision since the maximum load observed has been 8 TEA tankers with 6 more common.

Two former Motherwell Coal machines passed through York within minutes of each other on the evening of 19/5. 37144, now Regional Infrastructure, had charge of a lengthy rake of ballast wagons while 37691 was a most unusual choice for the Distillers MG liquid carbon dioxide train, normally an RfD class 47. Earlier in the day, 37376 was parked on Leeman Road stabling point, possibly en route from Motherwell to Immingham for a check over before making its way to its new home at Stratford. Final FCPA member observed this week was on 23/5 when 37693 departed Leeman Road at 2100 in the company of 37508/217, heading for Immingham.

37801, still in Coal sector livery, had charge of the evening Jarrow-Stanlow on 28/5. Ironically, a few minutes after 801 passed York, 37715 "British Petroleum" headed north with a very dead 56045 in tow on an empty M.G.R.

LATE NEWS: The following additional reallocations occurred upto 6/6/93:

37229 CF-BR IGJK-IGJA	37244 TI-SF MDSR-NKJS	37905 CF FMHK-FMMK
37242 TI-SF MDSR-NKJS	37271 TI-IM MDSR-IEJW	37906 CF FMMK-FMHK

In Scotland, 37106 arrived at Inverness on 22/4 in civil engineers livery after its repaint at Glasgow. On 20/4 emergency bridge repairs brought 37212 to Stonehaven on an engineers train, and on 23/4, 37088 was to be found 'testing points' in Perth station.



# Regional View

Steve Branch (37274)

## SCOTLAND

STRATHCARRON again features in this column as a location where 37's have roamed on non-passenger duties. On this occasion, 37087 was the machine, appearing on an engineers train on Thur/13/May.

INVERNESS still has 5 class 26's available to traffic. I would imagine that it is Scotrails intention to replace these with further class 37's at the earliest opportunity. Certainly, 37215, long term storage victim, but apparently kept in the depot at Inverness rather than in the adjacent sidings with the rest of the dead and dying, may be being prepared for a return to service (Another possibility of course is that it may be being stripped for spares!). Another Syphon at one time destined for service from here is 37190, still stored at Gateshead. Is it possible that this loco too may be returned to service at last?

It seems that once an engineers loco gets sent to THORNTON YARD, it gets stuck in diagram, as 37165 worked from this location for many weeks during April and May. Without doubt one of the more desperate ways to while away the wee hours is to watch the trains go by at BRIDGE OF ORCHY! However, such an observation during the night of Thur/27-Fri/28/May did not go unrewarded, with 37152 + 37409 on the southbound Fort Bill to North Blyth freight and 37025 on the northbound working passing here. I had thought that 37/4's handled just about everything on the West Highland line nowadays, freightwise at least, so any further gen on these trains would be welcomed.

MDRL 37's still make the long haul from Burngallow to IRVINE (Surely this flow must be the most hellfire freight to survive on BR by a long way). On the morning of Mon/26/Apr 37670 + 37671 were noted freshly arrived here, whilst on Fri/28/May it was the turn of 37411 + 37673.

Nearby, at BARRASSIE, several Syphons have been noted on the ballast trip, notably 37048, 37051, 37106, 37111 + 37255.

Unfortunately, it seems that the coal traffic in the NEWTON ON AYR area is principally in the hands of class 56's now, although FCPA 37/5's do occasionally make an appearance.

## NORTH WEST AND NORTH WALES

DALSTON (The one near Carlisle) still sees Syphons on oil trains to and from Grange-mouth. However, now that Trainload Freight only has one 37/0 left on it's books (37241) the traffic now appears to be handled by an FPCI 37/7 (37711 was noted on Fri/28/May). Many of you will no doubt be heading for NORTH WALES to do a bit of E bashing this summer. Whilst there, don't overlook the possibility that certain non-passenger work may produce 37's too. I hear rumours that RFD 37/0's still operate into the area as far as MOSTYN DOCK, whilst Reggierail Infrastructure 37/5's have been known to turn up at PENMAENMAWR on the ballast runs to and from Edge Hill and Guide Bridge. Also much rumoured is the forthcoming takeover by 37/5's of the currently Goyle dominated flask traffic. Reports please on these, or any other 37 incursions in this part of the world.

## NORTH EAST ('ISH)

Several visits have been made to the recently reactivated depot at HEALEY MILLS and the following were noted : 37427/37619/37885 (Sat/20/Feb), 37049/712 (Sun/4/Apr) and 37139/37801 (Fri/28/May).

Meanwhile, at BUXTON (Yes, I know I usually put Buxton with the North West, but I misfiled the bit of paper, OK?), an early morning visit caught 37358/37677/37684/37688/37417 all on shed on Sun/4/Apr. Since the start of the new timetable, the numbers of 37's here will have diminished further.

Not many miles over the Pennines lies TINSLEY, where a visit (Also made on Sun/4/Apr) netted 37008/019/031/032/047/070/083/101/209/225/242/248/252/261/271/373/405/511 (37008 has subsequently been moved to CREWE WORKS to join what remains of 37681 and 37029, itself moved across the tracks from CREWE ELECTRIC DEPOT - It would be nice to think that from these 3 locos, they could batter 37029 better again). Since the advent of the new timetable, many of Tinsleys Syphons have either been transferred away to other sectors or placed in the restricted use MDSR pool. Perhaps further transfers to Infrastructure fleets are not too far away? (See under Inverness, Stratford, Eastleigh and Stewarts Lane).

With the influx of considerable amounts of 37's continuing towards IMMINCHAM, the MELTON ROSS/BARNETBY area has got to be one of the better areas to watch Syphons in action on freight. I hope to be making a forray into the district before long, so I should have a sighting report next issue.

#### MIDLANDS

The few Infastructure 37's at BESCOT have at last started to move about a bit, 37185 being noted coming in on a train from Stoke. Other observations seem to indicate that they are often to be found either on the depot here, or more likely in the huddle of Goyles in the sidings adjacent to BESCOT STADIUM station.

#### SOUTH WEST AND SOUTH WALES

I am indebted to Paul Rowlands, Coal Business Manager (Wales) for some official gen regarding the PCKK coal pool based at CARDIFF CANTON. I have mentioned before in this column that the replacement of the 37/7's would be not far away - Well, it's already underway, with 56113 - 56115 + 56119 being transferred in on 16/May/93, displacing 37798/800/801 + 803. As further 56's become available, further 37's will go, a process that is expected to be complete before April 1994. At the same time that the Syphons leave, they will yeald their nameplates to one of the replacing class 56's. Also at Canton, it is reported that the remnants of 37273 have finally been cut on site. At WORCESTER open day, 37106/158/185/218/699/019/154 + 114 all made appearances of some sort (Some on passenger trains, see Passenger Information section for details). BRISTOL BATH ROAD is currently amassing quite a respectable fleet of 37's for Inter-city Infastructure use, including the blue beast, 37219, from Stratford.

#### SOUTH EAST

An hours observation before the timetable changes at BASINGSTOKE (1730 - 1830 on Tue/11/May) was rewarded by 37068 + 37261 on a northbound liner, 37055 + 37065 on a southbound liner, and 37678 on a Londonbound oil train. EASTLEIGH is currently home to only a handfull of 33's. I suspect that these non-standard machines may be ousted in due course by further transfers of 37's into the area. A little harder to predict is what might happen at STEWARTS LANE, where non-standard class 33's and 73's still exist in some numbers (Although both classes are suffering withdrawals). Could we see large numbers of 37's drafted in from say the RFD stud to oust them? STRATFORD is already seeing an influx of Syphons. 10 NSE 31's remain here currently - It is highly likely that these machines maybe ditched in favour of 37's in view of the 31's non-standardness with the sector. HACKNEY WICK has become rather interesting with the onset of the new timetable, with (Amongst other trains) something of a ballast train blitz heading east between 1200 - 1300, and returning west from about 1330 - 1430. Three trains operate during the week, A Tonbridge - Leyton (Solidly 56 hauled to date), a Princes Risborough - Leyton (Hauled by 37219 the first week, then solidly 37055 between Fri/21/May and Thur/27/May) and possibly the most interesting, the Woking - Leyton, which tends to kick out a different loco each day (33025 Mon/17, 37274 Tue/18, 37055 inbound, 37245 outbound Wed/19, 33116 Thur/20, Caped Fri/21, 37198 Mon/24, 33030 Tue/25, 37375 Wed/26 and 33116 Thur/27/May).

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Thanks are due to John Denning, Henry Freyne, Ian Vandervell, 50036 and Sandringham by Railtours for the gen. Without them, you'd have just looked at two blank pages!

# PASSENGER INFORMATION

The information and diagrams given in the April "Syphon!" for the summer did not turn out to be too far from reality. A complete list of passenger diagrams for the duration of the summer for England, Scotland and Wales:

## MONDAY-FRIDAYS

### 1. CD/RMC 37/4

1J01 0705 Blackpool N-Manchester V  
1D37 0950 Manchester V.-Holyhead  
1J44 1330 Holyhead-Manchester V.  
1F01 1725 Manchester V.-Southport

### 2. CD/RMC 37/4

1J03 0712 Southport-Manchester V.  
1N01 1714 Manchester V.-Blackpool N  
2F59 1908 Blackpool N-Liverpool LS  
2N54 2152 Liverpool LS-Blackpool N

### 3. CD/RMC 37/4

2F65 0802 Crewe-Liverpool LS  
2K64 0956 Liverpool LS-Crewe  
1D64 1133 Crewe-Holyhead  
1K64 1430 Holyhead-Crewe (fuelled)  
1G81 1955 Crewe-Birmingham Int (FX)  
1D76 2152 Birmingham Int-Holyhead (FX)  
1D70 1656 Crewe-Llandudno (FO)

### 4. CD/RMC 37/4

1G80 0320 Holyhead-Birmingham Int  
1D61 0715 Birmingham Int-Llandudno  
1D40 1336 Llandudno J.-Holyhead  
1K67 1600 Holyhead-Stafford  
e.c.s to Crewe (FX)  
e.c.s to Birmingham Int (FO)  
1D76 2152 Birmingham Int-Holyhead

### 5. CD/RMC 37/4

1M89 1640 Cardiff-Manchester Oxford Rd (FO)

### 6. IS/RAJP 37/4

1A44 0552 Inverness-Aberdeen  
1H27 0920 Aberdeen-Inverness  
1A52 1220 Inverness-Aberdeen  
1H33 1516 Aberdeen-Inverness

### 7. IS/RAJP 37/4

2P10 0708 Perth-Edinburgh  
1H11 1125 Edinburgh-Inverness  
1B36 1628 Inverness-Edinburgh  
1H33 2118 Edinburgh-Perth

### 8. IS/RAJP 37/4

1B26 1015 Inverness-Edinburgh  
1H15 1535 Edinburgh-Inverness

### 9. 2 x IS/IISA 37/0

1S25 0355 Edinburgh-Inverness  
1M16 2020 Inverness-Edinburgh

### 10. 2 x IS/IISA 37/0

1S79 0435 Edinburgh-Aberdeen  
1M12 2120 Aberdeen-Edinburgh

### 11. ML/MDRM 37/4

1B01 1955 Fort William-Edinburgh  
1Y11 0330 Edinburgh-Fort William

## SATURDAYS

### 1. CD/RMC 37/4

1D37 0950 Manchester V.-Holyhead  
1J44 1330 Holyhead-Manchester V.

### 2. CD/RMC 37/4

1D80 1015 Blackpool N-Holyhead  
1K67 1600 Holyhead-Crewe

### 3. CD/RMC 37/4

1K58 0935 Llandudno-Crewe  
1D64 1133 Crewe-Holyhead  
1K64 1430 Holyhead-Crewe

### 4. CD/RMC 37/4

1G80 0320 Holyhead-Birmingham Int  
1D61 0725 Birmingham Int-Llandudno  
1G81 1206 Llandudno-Birmingham NS  
e.c.s to Tysley

### 5. CD/RMC 37/4

2O87 0900 Bristol-Weymouth  
2V87 1630 Weymouth-Bristol

### 6. IS/RAJP 37/4

1A44 0552 Inverness-Aberdeen  
1H27 0920 Aberdeen-Inverness  
1A52 1220 Inverness-Aberdeen  
1H33 1516 Aberdeen-Inverness

### 7. IS/RAJP 37/4

2P10 0708 Perth-Edinburgh  
1H11 1125 Edinburgh-Inverness  
1B36 1628 Inverness-Edinburgh  
2P47 2118 Edinburgh-Perth

### 8. IS/RAJP 37/4

1B26 1015 Inverness-Edinburgh  
1H15 1535 Edinburgh-Inverness

### 9. 2 x IS/IISA 37/0

1S25 0355 Edinburgh-Inverness

### 10. 2 x IS/IISA 37/0

1S79 0435 Edinburgh-Aberdeen

### 11. ML/MDRM 37/4

1Y11 0330 Edinburgh-Fort William

MONDAY-FRIDAYS DATED

12. 12/7-5/9 CD/RCMC 37/4  
 2C15 0815 Bath-Bristol (FX)  
 2O87 0900 Bristol-Weymouth (FX)  
 2V87 1630 Weymouth-Bristol (FX)

13. 5/7-3/9 ML/MDRM 37/4 (?)  
 1Y12 0855 Fort William-Glasgow QS  
 1Y13 1420 Glasgow QS-Fort William

14. 21/6-5/9 IS/RAJV 37/0  
 2H80 0700 Kyle-Inverness  
 2H85 1235 Inverness-Kyle  
 2H86 1705 Kyle-Inverness

15. 21/6-5/9 IS/RAJV 37/0  
 2H83 1025 Inverness-Kyle  
 2H84 1510 Kyle-Inverness  
 2H87 1838 Inverness-Kyle

SUNDAYS

1. CD/RCMC 37/4  
 1D58 0851 Birmingham NS-Llandudno  
 1K63 1250 Llandudno-Crewe (to 11/7)  
 1K63 1250 Llandudno-Stafford (from 18/7)  
 1D69 1726 Crewe-Holyhead

2. CD/RCMC 37/4  
 1D67 1506 Crewe-Llandudno  
 1G67 1710 Llandudno-Birmingham NS

3. CD/RCMC 37/4  
 1N95 0917 Crewe-Blackpool (to 11/7)  
 1N95 0753 Crewe-Blackpool (from 18/7)

9. ML/MDRM 37/4  
 1B01 1905 Fort William-Edinburgh

SATURDAYS DATED

12. 26/6-4/9 IS/RAJV 37/0  
 2H80 0700 Kyle-Inverness  
 2H85 1235 Inverness-Kyle  
 2H86 1705 Kyle-Inverness

13. 26/6-4/9 IS/RAJV 37/0  
 2H83 1025 Inverness-Kyle  
 2H84 1510 Kyle-Inverness  
 2H87 1838 Inverness-Kyle

14. 10/7-4/9 IS/RAJV 37/0  
 1T16 0945 Inverness-Glasgow QS

15. 10/7-4/9 IS/RAJV 37/0  
 1H03 1333 Glasgow QS-Inverness

16. 10/7-4/9 ML/MDRM 37/4 (?)  
 1Y12 0855 Fort William-Glasgow QS

17. 10/7-4/9 ML/MDRM 37/4 (?)  
 1Y13 1420 Glasgow QS-Fort William

4. CD/RCMC 37/4  
 2M33 1305 Cardiff-Liverpool LS  
 2V61 1915 Liverpool LS-Cardiff

5. IS/RAJV 37/0 27/6-5/9  
 2H82 1030 Kyle-Inverness  
 2H87 1838 Inverness-Kyle

6. IS/RAJV 37/0 27/6-5/9  
 2H83 1115 Inverness-Kyle  
 2H84 1510 Kyle-Inverness

7. 2 x IS/IISA  
 1M16 2020 Inverness-Edinburgh

8. 2 x IS/IISA  
 1M12 2055 Aberdeen-Edinburgh

A RAJV sector class 37/0 is booked to pilot 1220 Inverness-Aberdeen on Saturdays only and 1516 Aberdeen-Inverness on Mondays only, although these hardly ever work in practice.

Whether all the 'Kyle' trains turn out to be RAJV 37/0's we will have to wait and see, as RAJV still have 402 and 404 in the sector and there were a lot of complaints about lack of heat in particular on the 0700 Kyle-Inverness last summer. Although not shown on the list, Anglo-Scottish overnight trains are booked to run on Saturday nights throughout the summer from July onwards.  
 1B01/1Y11 run as 1S07/1M15.

With the large number of booked workings now for 37's, and 37/4's in particular, I am wondering if members really want a complete list of which 37/4's have worked these regular diagrams, or if the space could be better used in other ways? I would be interested to hear your comments on this.

In the North West, the 37's were "rested" from the Blackpool and Southport trains for approximately 3 weeks before the start of the summer timetable. Officially, their trains were to be worked by 31's, but 37/4's still appeared.

This month the 'gen' includes a lot of abbreviations so that I can squeeze as many workings as possible into as small a space as possible. From 17th May onwards, only the departure times are shown, these can be deciphered by using the preceeding diagrams.

- 29.3.93 37080/251 - 1S79 (28/3 ex Euston), 37170/510 - 1M12  
37275/170 - 1S25 (28/3 ex Euston), 37402 - 0547/0920/1523 IS-AB/2007 AB-IS  
37424 - 1B01, 37425 - 0716 Southport-MV; 429 - 0706 Blackpool-MV/1730 MV-BN
- 30.3.93 37078/510 - 1S25 (29/3 ex Euston)/1M16; 37080/152 - 1S79/1M12  
37401 (1B01), 37425 (1730 MV-Southport), 37427 - 0547/0920/1220/1714  
37429 - 0716 Southport-MV, 1714 MV-Blackpool, 1857 BN-Liv LS, 2152 Liv LS-BN
- 31.3.93 37080/152 - 1S25 (30/3 ex Euston), 37078/510 - 1S79 (30/3 ex Euston)  
37425 - 0716 SP-MV; 37427 - 0547/0920/1220/1714; 37429 0706 BN-MV/1730 MV-SP
- 1.4.93 37078/510 - 1S25 (31/3 ex Euston), 37175 (31/3 ex Euston)  
37425 - 1730 SP-MV; 37427 - 0547/0920/1220/1714; 37429 - 0716 SP-MV/1714 MV-BN
- 3.4.93 37429 - 1325 Blackpool-Liverpool LS /1712 Liverpool LS-Blackpool N  
37512 - York-Eastgate (NENTA Charter from Norwich)
- 5.4.93 37152/251 - 1S79 (4/4 ex Euston)/1M12; 37425 0716 SP-MV/1730 MV-SP  
37427 - 0547/0920/1220/1714; 37429 - 0706 BN-MV/1714 MV-BN
- 6.4.93 37152/251 - 1M16; 37175/250 - 1M12; 37430 - 1B01  
37425 - 0716 SP-MV/1714 MV-BN; 37429 - 0706 BN-MV/1730 MV-BN
- 7.4.93 37152/251 - 1S25 (6/4 ex Euston) /1M12; 37239/250 - 1S79/1M12; 37406 - 1B01  
37425 - 0706 BN-MV/1714 MV-BN; 37429 - 0716 SP-MV/1730 MV-SP;  
37430 - 1Y11 (6/4 ex Euston); 37431 - 0547/0920/1220/1714.
- 8.4.93 37071/250 - 1M12; 37080/214 - 1M16; 37401 - 1B01; 37425 0706 BN-MV/1730 MV-SP  
37427 - 1714 AB-IS; 37428 - 1Y11 (7/4 ex Euston); 37429 - 0716 SP-MV/1714 MV-BN  
37431 - 1030 Inverness-Kyle /1705 Kyle-Inverness
- 9.4.93 37071/250 - 1S25 (8/4 ex Euston)/1M16; 37080/214 - 1S79/1M12  
37401 - 1S07/1M15; 37404 - 1030 IS-Kyle/1705 Kyle-IS; 37427 - 0547/0920  
37429 - 2030 Blackpool-Manchester V "adex"
- 10.4.93 37080/214 - 1S25 (9/4 ex Euston); 37510/133 - 1S79  
37404 - 1030 IS-Kyle /1705 Kyle-IS; 37427 - 0547/0920/1220/1714  
37506/512 - Pathfinder CHARTER to Eastgate
- 11.4.93 37080/214 - 1M16; 37133/510 - 1M12
- 12.4.93 37080/214 - 1S25 (11/4 ex Euston); 37133/510 - 1S79/1M12  
37080/087 - 1M16 to Moy, 37080/196 - 1M16 Moy-Edinburgh  
37051 - 0920 AB-IS (Inscr-Inverness); 37153/431 - 1220 IS-AB  
37425 - 0944 MV-Llandudno/1740 Llandudno-MV; 37429 - 1820 BN-MV "adex"  
37427 - 0547 IS-AB/0920 AB-IS (to Inscr where failed); 37431 - 1714 AB-IS
- 13.4.93 37080/214 - 1M16; 37133/510 - 1S79 (12/4 ex Euston)/1M12; 37080/196 - 1S25  
37404 - 0547/0920/1220/1633 Aberdeen-Dyce/1652 Dyce-Aberdeen/1714 AB-IS  
37425 - 0716 SP-MV/1714 MV-BN; 37428 - 1B01; 37429 - 0706 BN-MV/1730 MV-SP  
37431 - 1030 Inverness-Kyle /1705 Kyle-Inverness
- 14.4.93 37080/214 - 1S79 (13/4 ex Euston)/1M12; 37133/510 - 1S25/1M16  
37404 - 1030 IS-Kyle/1705 Kyle-IS; 37425 - 0706 BN-MV; 37427 - 0547/0920  
- 1220/1714; 37429 - 0716 SP-MV/1714 MV-BN
- 15.4.93 37080/214 - 1S25 (14/4 ex Euston)/1M16; 37133/510 - 1S79/1M12  
37423 - 1S07 (14/4 ex Euston); 37425 - 0716 SP-MV/1714 MV-BN; 37427 - 0547  
0920/1220/1714; 37429 - 0706 BN-MV/1730 MV-SP; 37431 - 1030/1705
- 17.4.93 37414/370/154+271 - "The Felixstowe Phoenix" CHARTER (The Class 37 Group)  
37153 - 0755 Aberdeen-Kings X (Aberdeen-Edinburgh); 37425 - 1714 MV-BN  
37427 - 0547/0920/1220/1714; 37429 - 1730 MV-SP; 37430 - 1Y11
- 19.4.93 37425 - 0706 BN-MV/1730 MV-SP; 37429 - 1714 MV-BN
- 20.4.93 37510/133 - 1M12; 37404 - 1836 IS-Kyle; 37425 - 0716 SP-MV/1714 MV-BN  
37427 - 1220/1714; 37429 - 0706 BN-MV/1730 MV-SP
- 21.4.93 37080/214 - 1M12; 37510/133 - 1S25 (20/4 ex Euston)/1M16  
37402 - 1220/1714; 37404 - 0700 Kyle-Inverness/1836 IS-Kyle;  
37425 - 0706 BN-MV/1730 MV-SP; 37427 - 0547/0920; 37429 - 0716 SP-MV/1714 BN-MV
- 22.4.93 37214/221 - 1M16; 37404 - 0700 Kyle-IS/1708 IS-AB; 37427 - 0547/0920/1220/1714  
37429 - 0706 BN-MV/1730 MV-SP
- 23.4.93 37133/510 - 1S25 (22/4 ex Euston)/1M16; 37214/221 - 1M12  
37427 - 0547/0920/1220/1714; 37431 - 1524 IS-AB
- 24.4.93 37220 - 0830 Alton-Alresford/0915 Alresford-Alton/1025 Alton-Alresford  
1315 Alresford-Alton/1425 Alton-Alresford/1755 Alresford-Alton/1905 to Alresf'd  
37402 - 0547/0920 (to ?); 37048 rescued 37402 on the 0920 Aberdeen-Inverness
- 25.4.93 37080/221 - 1M16; 37133/510 - 1M12; 37220 as for 24/4 to 1425 to Alresford

26.4.93 37046 - 1622 Exeter-Waterloo (Exeter-Basingstoke)  
 37080/221 - 1S79 (25/4 ex Euston)/1M12; 37133/510 - 1S25; 37214/510 - 1M16  
 37401 - 1Y11; 37402 - 1220/1714; 37404 - 0655 IS-Kyle/1135 Kyle-IS  
 37427 - 0547/0920  
 27.4.93 37080/221 - 1S25 (26/4 ex Euston); 37214/510 - 1S79; 37401 - 1B01  
 37402 - 1220/1714; 37404 - 1135 Kyle-IS/1836 IS-Kyle; 37427 - 0547/0920  
 28.4.93 37080/221 - 1S79 (27/4 ex Euston)/1M12; 37152/170 - 1M16; 37510/214 - 1S25  
 37402 - 1836 IS-Kyle; 37404 - 0700 Kyle-IS; 37414 - 1714 MV-BN  
 37423 - 1B01; 37427 - 0547/0920/1220/1714  
 29.4.93 37080/221 - 1S79 (28/4 ex Euston)/1M12; 37152/170 - 1S25; 37510/133 - 1M16  
 37402 - 0700 Kyle-IS; 37414 - 0706 BN-MV/1714 MV-BN; 37428 - 1B01  
 37431 - 0547/0920/1220/1714  
 30.4.93 37080/221 - 1S25 (28/4 ex Euston)/1M16; 37133/510 - 1S79/1M12  
 37401 - 1B01; 37414 - 0706 BN-MV; 37428 - 0716 SP-MV; 37431 - 0547, etc  
 1.5.93 37221/080 - 1S79 (30/4 ex Euston); 37250/251 - 1S25  
 37401 - 1S07; 37402 - 0655 IS-Kyle/1135 Kyle-IS; 37404 - 1523 IS-AB/2010 -IS  
 37414 - 0836 Nottingham-Whitby/1810 Whitby-Nottingham CHARTER  
 37431 - 0547/0920/1220/1714  
 2.5.93 37114/5029 (steam) on station shuttle at Worcester Open Day  
 37218/019 Worcester-Long Marston (x2) in association with Open Day  
 37080/221 - 1M12; 37214/250 - 1M16  
 3.5.93 37080/221 - 1S25 (2/5 ex Euston); 37078/221 - 1M16; 37214/250 - 1S79/1M12  
 37422 - 0835 Crewe-Blaenau/1725 Blaenau-Crewe "special" (1D90/1K91)  
 4.5.93 37078/221 - 1S79 (3/5 ex Euston)/1M12; 37214/250 - 1S25/1M16  
 37425 - 0716 SP-MV/1714 MV-BN; 37431 - 0547/0920/1220/1714  
 5.5.93 37152/170 - 1M16; 37214/250 - 1S79 (4/5 ex Euston)/1M12  
 37106/431 - 1220/1714; 37431 - 0547/0920; 37402 - 1135 Kyle-IS/1836 IS-Kyle  
 37407 - 1714 MV-BN; 37425 - 0706 BN-MV/1730 MV-SP; 37430 - 1B01  
 6.5.93 37239/431 - 1220/1714; 37431 - 0547/0920; 37402 - 0700 Kyle-IS  
 37407 - 0706 BN-MV/1730 MV-SP; 37425 - 0716 SP-MV/1714 MV-BN  
 7.5.93 37407 - 0716 SP-MV/1714 MV-BN; 37425 - 0706 BN-MV/1730 MV-SP  
 8.5.93 37031 - 1155 Bridgenorth-Kidderminster/1415 Kidderminster-Bridgenorth  
 37898 - 0915 Kidderminster-Bridgenorth/1705 Bridgenorth-Kidderminster  
 37404 - 0547/0920/1220/1714; 37407 - 1325 BN-Liv LS/1712 Liv LS-BN  
 37408 - Birmingham-Whitby/Whitby-Birmingham CHARTER;  
 37414 - 0725 Chester-Scarborough/1745 Scarborough-Chester CHARTER  
 37425 - 0930 Crewe-Cardiff/1715 Cardiff-Manchester Oxford Road  
 9.5.93 37031 and 37898 same as for 8/5/93  
 10.5.93 37407 - 0706 BN-MV; 37422 - 0716 SP-MV/1730 MV-SP  
 11.5.93 37407 - 1353 Holyhead-Euston (to Crewe due to broken window on HST)  
 37422 - 0716 SP-MV/1714 MV-BN  
 12.5.93 37152/221 - 1S25 (11/5 ex Euston)/1M16; 37214/250 - 1S79/1M12; 37430 - 1B01  
 37402 - 0547/0920/1220/1714; 37404 - 1836 IS-Kyle; 37422 - 1730 MV-SP  
 13.5.93 37214/250 - 1S25 (12/5 ex Euston); 37221/152 - 1S79; 37431 - 0547 etc  
 37404 - 0700 Kyle-IS; 37414 - 1714 MV-BN; 37429 - 1730 MV-SP; 37430 - 1Y11  
 14.5.93 37152/250 - 1M16; 37152/221 - 1S25 (13/5 ex Euston); 37510/214 - 1S79/1M12  
 37402 - 1135 Kyle-IS/1836 IS-Kyle; 37404 - 1714; 37407 - 1730 MV-SP  
 37424 - 1B01; 37429 - 1714 MV-BN  
 15.5.93 37510/214 - 1S25 (14/5 ex Euston); 37424 - 1Y11; 37402 - 0700 Kyle-IS  
 17.5.93 37152/250 - 1S25 (16/5 ex Euston); 37214/510 - 1S79/1M12  
 37402 - 0700 Kyle-IS; 37404 - 0552/0920/1220/1516  
 37425 - 0802/0956/1714/1908/2152; 37407 - 0712/0950/1330/1725  
 37414 - 1133/1430/1955/2152; 37422 - 0705 BN-MV (failed); 37424 - 1Y11  
 37427 - 1015/1535; 37428 - 0708/1125/1628/2118; 37429 - 0320/0715/1336/1600  
 18.5.93 37214/510 - 1S25 (17/5 ex Euston); 37239/251 - 1S79; 37430 - 1S07  
 37402 - 1628/2118; 37404 - 0552/0916/1220/1516; 37407 - 0712/1714/1908/2152  
 37414 - 0320/0715/1336/1600; 37418 - 0802/0956/1133/1430; 37422 - 1955/2152  
 37425 - 0705/0950/1330/1725; 37427 - 1015/1535; 37428 - 0708/1125  
 19.5.93 37170/251 - 1S25 (18/5 ex Euston); 37510/214 - 1S79/1M12  
 37402 - 0708/1125; 37404 - 0552/0920/1220/1516; 37407 - 0705; 37410 - 1S07  
 37414 - 0802/0956; 37422 - 0320; 37425 - 0712/0950; 37427 - 1015/1535  
 37429 - 0715 (started at Stafford as 0320 was capped at Crewe)

- 20.5.93 37100/212 - 1S79 (19/5 ex Euston)/1M12; 37214/250 - 1S25/1M16  
 37402 - 1628/2118; 37407 - 1955/2152; 37414 - 0320/0715/1336/1600  
 37422 - 0712/0950/1330/1725; 37423 - 1S07; 37424 - 1M15;  
 37427 - 1015/1535; 37431 - 0552/0920/1220/1516
- 21.5.93 37152/510 - 1M16; 37214/510 - 1S25 (20/5 ex Euston); 37251/175 - 1S79/1M12  
 37402 - 0708/1125; 37402/404 - 1628; 37404/431 - 0920; 37404 - 2118  
 37407 - 0320/0715/1336/1600; 37410 - 1M15; 37414 - 1640 (1M89)  
 37421 - 0950/1330/1725; 37424 - 1S07; 37425 - 0802/0956/1133/1430/1656  
 37427 - 1015/1535; 431 - 0552/0920/1220/1516
- 22.5.93 37407 - 0320 (Crewe-Stafford, failed); 37410 - 1S07 (21/5 ex Euston)  
 37414 - 0900/1630(Weymouth); 37421 - 0950/1330; 37425 - 0935/1133/1430  
 37427 - 1015/1535; 37431 - 0552/0920/1220/1516  
 37706 - Pathfinder Tours "Lancastrian" (Ormskirk-Preston)
- 23.5.93 37100/170 - 1M12; 37113/175 - 1M16; 37409 - 1M15  
 37114 - "steamex" Coventry-Swansea(?) - Coventry  
 37407 - 0917 (failed at Preston); 37414 - 1305/1915  
 37708/801 - 'Pathfinder' Crewe-Windermere & 1015 Preston-Windermere
- 24.5.93 37113/175 - 1M12; 37170/221 - 1M16; 37409 - 1S07 (23/5 ex Euston)  
 37152/431 - 0920; 37418 - 1336/1600 (at least); 37421 - 0950/1330/1725  
 37422 - 1133/1430/1955; 37424 - 1M15; 37427 - 1015/1535;  
 37428 - 0708/1125/1628/2118; 37431 - 0552/0920/1220/1516
- 25.5.93 37071/402 - 1628; 37170/251 - 1S79 (24/5 ex Euston)/1M12; 37175/? - 1S25/1M16  
 37406 - 1M15; 37407 - 1133/1430; 37418 - 1336/1600 (at least)  
 37421 - 0712/1714/1908/2152; 37424 - 1S07; 37427 - 1015/1535  
 37431 - 0552/0920/1220/1516
- 26.5.93 37113/175 - 1S79 (25/5 ex Euston)/1M12; 37170/251 - 1S25/1M16  
 37402 - 1628/2118; 37409 - 1M15; 37418 - 1133/1430/1955/2152  
 37421 - 0950/1330/1725; 37425 - 1336/1600 (at least); 37427 - 1015/1535  
 37428 - 1235 IS-Kyle/1705 Kyle-IS; 37429 - 0712/1714/1908/2152  
 37431 - 0552/0920/1220/1516
- 27.5.93 37113/175 - 1S25 (26/5 ex Euston); 37170/251 - 1S79/1M12  
 37152 - 1030 Fort William-Mallaig/1330 Mallaig-Fort William (vice "kettle")  
 37402 - 1628/2118; 37421 - 0712/1714/1908/2152; 37424 - 1M15  
 37425 - 1600; 37427 - 1015/1535; 37429 - 0950/1330/1725; 37431 "O.T.T."
- 28.5.93 37066/071 - 1M16; 37424 - 1S07 (27/5 ex Euston); 37427 - 1015/1535
- 29.5.93 37025 - "The Lancastrian" Mossend-Oban-Mossend  
 37232 - 'SRPS' tour Paisley-Fort William-Paisley  
 37408 - 0900/1630 (Weymouth)
- 30.5.93 37046 - 1305/1915; 37162 - 1105 Wolves-Shrewsbury/1810 Shrewsbury-Wolves  
 37197/258 - "steamex" Gloucester-Swansea-Gloucester  
 37263 - 0925 Cardiff-Hereford (swopped for 046 because wouldn't divert)  
 37425 - 1506/1710; 37414/418 - 0917/1920; 37429 - 0851/1250 (1726 caped)  
 37802/897 - 1050 Hereford-Crewe/1350 Crewe-Hereford ("adex's")
- 31.5.93 37073/110 Manchester Picc-Exeter/Bristol-Manchester Picc (CHARTER)  
 37197/258 - "steamex"; 37250/262 - 1S79 (30/5 ex Euston)/1M12  
 37504 - 1908 BN-Liv LS (originally sent to BN for controlled relief)  
 37503 - 0930 Barrow-Preston/1138 Preston-Barrow/1335 Barrow-Manchester V  
 1648 MV-Barrow/1945 Barrow-Blackpool N  
 37402 - 1628/2118; 37403 - 1S07; 37406 - 1M15; 37408 "Weymouth"  
 37414 - 1656/1830 L'udo J-Crewe (relief); 37421 - 0712/0935/1330  
 37425 - 1133/1430/2152; 37427 - 1015/1535; 37428 - 1516 AB-IS  
 37429 - 0715/1336/1600; 37431 - 0552/0920/1235 IS-Kyle/1705 Kyle-IS
- 1.6.93 37712 - 1320 BN-Liv LS (Poulton-le-Fylde-Preston) - overspeed tripped on 31  
 37406 - 1S07 (31/5 ex Euston); 37408 "Weymouth"; 37414 - 0715/1336/1600  
 37418 - 2152 (from Crewe, replaced 47575); 37421 - 1730  
 37425 - 0714/0950/1330/1714; 37429 - 0802/0956/1133/1430
- 2.6.93 37408 - "Weymouth"; 37414 - 0802/0956/1133/1430/1955/2152  
 37418 - 0320/0715/1336/1600; 37421 - 0950/1330; 37429 - 1714
- 3.6.93 37174 - 0623 Exeter-Paddington (to Bristol)  
 37165/431 - 0920 AB-IS; 37080/262 - 1S25 (2/6 ex Euston)/1M16; 113/510 - 1S79  
 37408 - "Weymouth" including Weymouth Quay-Yeovil-Weymouth CHARTER  
 37414 - 0320/0715/1336/1600; 37418 - 0802/0956/1133/1430/1955/2152

THE MAKING OF A RAILTOUR

It all started on the Black Cat railtour to Redmire on 29th December last.

We were on our way back to Crewe; Neil Murphy, Martin Reeve and Jerry Dickinson and myself all discussing Regional Railways (RR) Anglian heritage DMUs, Sprinters and the forthcoming Tin Rockets. During the conversation it was realised that there were breaks in the passenger service on both the Sheringham and Felixstowe branches; long enough to get a railtour down! "There is a break in the morning on the Sheringham line and a break on the Felixstowe line in the afternoon" said Neil, "and the time in between would be plenty to get from Norwich to Ipswich."

So the plan was beginning to hatch. "What about stock?" said one. "I reckon it will have to come from Derby. They have plenty there waiting for summer." said Jerry. Martin worked out a route. "Start at Derby, Syston, Peterborough, Ely, Norwich, Sheringham, Norwich, Ipswich, Felixstowe North and South Terminals via the link line and return to Derby."

"Who will organise all this then?" I asked. "YOU ARE!" Oh really? OK then. (I must be mad!). On returning to work in the New Year, I set about finding someone who knew about RR Central coaching stock. The link man was called David McIntosh, District Manager RRC East Midlands and Lincolnshire located in Nottingham. He informed me of the price and said that I should submit a route and he would send me a contract. I had a few ends to tie up concerning the Felixstowe branch before I could submit a plan. I spoke to Railfreight Distribution who told me that we would be unable to traverse the link line between the North and South terminals at Felixstowe "but you will be OK for getting in the terminals by reversing at Trimley" he said.

So, mid February, a plan was sent to RRC, Network confirmed the use of a NKJS 37 for the top and tail bits and three adverts were placed in 'RAIL' magazine.

All went quiet for a few weeks. The railtour was mentioned on 'RAIL's tourline and immediately bookings started to come in. Then came rocket number 1. The Operations Manageress at Felixstowe Dock and Railway Company was reading her copy of Rail (an article on The Docks) and noticed our tour advertised. She spoke with her BR Operations Manager who rang my mum and gave her an earfull. "Who gave him permission to come down her?" he asked. My mum was somewhat confused and rang to alert me of the impending problem. The man refused to give his name but I eventually tracked him down and established that the North and South terminals at Felixstowe did not belong to BR and we could not enter. I rang Rfd again and spoke to someone else who told me that the first person I spoke to should not have agreed to the tour entering the terminals at all without asking FD&RC. So I pleaded with the lady at FD&RC to let us in but all she would let us do was go down the link line as far as the 'king' points at the entrance to the North terminal and as far as Beach station on the line to the South Terminal.

The bookings were still coming in thick and fast, but still no contract. I rang David McIntosh. He said that they had run out of pre-printed charter forms and would send me ours as soon as possible. It was about early March when it did arrive, complete with a covering letter that contained rocket number 2. The Regional Railways Civil Engineer at Norwich had proposed a scheme limiting all locomotives to 20mph on certain sections of Anglia branch lines, to save on track maintenance, and in our case this meant North Walsham to Sheringham. This restriction would crucify our timings and jeopardize the Felixstowe section of



the railtour. The proposed implementation date was the 3rd April, two weeks before our tour. I made many complaints to RRC about this 'foul' with view to RRC not implementing it until after our tour had run, as it would not have made any difference, but in the end the Regional Railways Chief Civil Engineer did not agree to the scheme and it was dropped.

We are now in mid March and the various train planning units are receiving copies of our tour specification. I work next door to the Great Eastern TPU, and I managed to see all the paperwork they had received from Crewe. On their copy the North Walsham to Sheringham section had been scrubbed through with the words "refused by RRC Safety Officer". I made enquiries with RRC as to the reason for this. I assumed it was because of the proposed speed restriction, but of course that had been dropped so there was surely no problem? Rocket number 3. Due to the length of the track circuits at Cromer, there is no way to get more than five vehicles inside the signal. But how did Hertfordshire Railtours get an HST with NINE vehicles inside, I hear you cry? On that occasion the track circuits were disconnected, but RRC were unwilling to do it for us as it would "undermine safety equipment".

So with five weeks to go surely nothing else can go wrong? Oh yes it can. Rocket number 4. Whilst at work one day, Geoff from the Great Eastern TPU called over to me and said "your train is cancelled". HEY. WHAT. PLEASE EXPLAIN. He told me that the West Anglia Division Train Planning Unit, who cover Ely, had refused the passage of our train because it clashed with their "Three Counties Steam" event which was being held the same day. Our original specification was to run round at Ely and go to Norwich, but the arrival time at Ely meant that there would be more movements than the signalling system could handle.

This was a major blow to all on the organising side. Jerry used to work in the West Anglia TPU and managed to sweet talk them into letting us run through Ely but going to Ipswich instead of Norwich and much earlier. This new twist meant that I would have to reapply for the whole tour again. Jerry drafted out some new timings and I sent them off direct to Crewe (as David McIntosh was in France cranking CFD 20s) this time including Felixstowe Town station.

From here it should have been plain sailing. One problem was that the Great Eastern TPU would not time the train over the freight lines and the Anglia Freight TPU would not time a Class 1 train! And then between them they could not decide how far down the North Terminal Link Line we should go! In the end sense prevailed and "to BR boundary" was shown on all notices. With a bit of wheeling and dealing it looked possible that on the day we may be able to go into the North terminal (the light was green...etc,etc).

Then came rocket number 5. The RMT decided to hold their second one-day strike on Friday 16th April, the day before our tour. David McIntosh rang me and said that it may be unwise to go ahead as some of our customers would have difficulty in getting to the tour and the disruption on the Saturday morning would be severe. I discussed this with the other organisers and with some reservation and some determination we decided to carry on. And still the bookings came in. "But Mr McIntosh what about tickets?". It was Tuesday 6th April and I still had no tickets. "Don't worry Dean. I will give them to the Senior Conductor on the next train to London. Can you be at St.Pancras at 15.16?". And off I went. The HST pulled on time, but the Senior Conductor knew nothing, but we found them on the floor in the TGS.

With a week to go the train was now 80% full and our attentions were turned to the buffet. The foodstuffs were purchased from the cash and carry, electric urns hired, and arrangements made to get all this to Derby. Jerry organised the real ale.

Wednesday morning 14th April. I had a look on TOPS to find out where our coaching stock was and to my horror it was all on decision and en-route to Tyseley. I phoned David McIntosh who said that 37414 was going to Edge Hill Wednesday night to bring some coaches to Etches Park to make up our set. But it never went and there was no serviceable Regional Railways Central loco-hauled stock anywhere. All the coaches were at Tyseley with door defects. I advised David McIntosh that we had allocated our customers to specific seating plans and any different stock would upset all the arrangements. He said that we would know more on Thursday.

Thursday 15th April. Two days to the tour but only a few railways hours as the strike was looming. I tried to contact David McIntosh to get the latest about our coaching stock problem but he was in Skegness. In the end I had to take matters into my own hands and rang Etches Park. "What stock have we got?". The man at the other end of the phone said words which I did not really want to hear. "Derby 12 set, mate", "What is that?" "Oh, it is a Intercity Midland Main Line set with two extras".

I was really annoyed. An air-conditioned set was the last thing we wanted, especially with the low eth rating of a 37/4. The man at Etches Park was not aware of how low 'low' was! Also some of the coaches were 58 airline seats which would mess up the seating plan, but what could we do at this late stage? NOTHING.

Teatime on Thursday I eventually got hold of David McIntosh and he appologised for what had happened, but assured me that the stock would be put in the platform at Derby later that evening and that 37414 was already at Derby ready to go.

Friday 16th April. The van was picked up and loaded and the advance party, Martin, David, Jerry and myself left during the afternoon for Derby. Neil was bringing Donna and Steve overnight as they had all the fresh food products and Andy was bringing the real ale, also overnight. We arrived in Derby station car park just after 7pm and, sure enough, the stock was in the platform. The station manager was on duty and we asked if we could go and label up the stock and do the neccessary seating adjustments. Fortunately there was a first class coach at one end of the train so anyone we had to move out of the 58 seater coaches could be compensated by sitting in a bit of luxury. This advance labelling really paid off and would ease any confusion the next day.

Saturday 17th April. AT LAST. Awoke at 5.30 am and we made our way to the station about 6 am. Neil had just arrived with Donna and Steve and we all unloaded the van into Brutes and wheeled them over to the platform. The platform was already busy with pay-on-the-day people wanting to part with their money. We then unloaded the Brutes into the Brake Coach and Donna, Steve, Neil and Andy started to set up the buffet and bar. David and I began to deal with the pay-on-the-days. 37414 was sitting on the end of the train, but not hooked up. Jerry (man in charge) disappeared towards the front of the train to find out what we were waiting for; a shunter. When he arrived, Jerry explained to the driver and shunter that the loco could not heat the whole train, so the shunter disconnected the rear two coaches from the eth supply and switched on.

It was now 6.54 am and with brake test complete the train was ready to depart; only 14 minutes late. Once on the move Martin, Darren and David commenced the ticket check. The emergency seating arrangements worked well in the end with only a handfull of people standing. The journey to Ipswich was uneventfull. A March driver took the train forward from Peterborough; we were diagrammed for a Cambridge driver up until Thursday night, who do not sign Class 37s, but thanks to Jerry and the Ipswich Train Crew Supervisor this was changed. David McIntosh joined at Peterborough and rode with us to Ely.

The March man did not totter and we arrived in Ipswich at 0959; four early. 37370 was waiting to leave the loco holding sidings to top the train to Norwich. We are now in the care of Ipswich Freight Drivers who would stay with us all day. Alice Cooper drove 37370 to Norwich with Mick Scarff riding 37414 at the rear. We left Ipswich on time and arrived early in Norwich at 1104 (booked 1116). We had 37 minutes before the train left, so there was time for photos and filling up the electric urn.

Our Ipswich drivers joined us in the train while Norwich men took the train forward to North Walsham. Once again we left Norwich on time at 1141 and arrived early. At North Walsham most of our passengers left the station to get a photograph. We returned to Norwich and arrived five minutes down at 1253. This was the longest break of the day, departure being at 1410 giving Andy enough time to visit the Reindeer and replenish the real ale stock.

The urn was retrieved from the station shortly before departure. We left on time with Mick Scarff in charge storming back to Ipswich. Here the fix went in. Mick removed 37414 from the train and ran through to Halifax Junction to crossover and thrashed back to the loco holding sidings. He then returned with a pair; 37154 and 37271 and they were attached to the rear. Another on time departure at 1514 with 37370 climbing on its own towards Westerfield and Felixstowe; load nine and two locos. We made rapid progress down the branch all the way to Trimley with the road set for the North Terminal. Alice eased the train down the link line and stopped at the last signal outside the terminal. Here we had to wait. After a few minutes Mick walked from the rear locos towards the front to see what the problem was. Because of the strike there had been extra trains into the North Terminal and there was no room for us as well. So we had to reverse back up to Trimley tackling the steep gradient with the pair.

At Trimley we reversed to gain access to the Felixstowe Town line. A look at the watch revealed that we had 10 minutes in hand and a split second decision was made whether to allow a mega-fast photo-stop. Martin announced it over the train tannoy and people started to walk towards the front coach; only 5 coaches would fit in the platform. We left the Town about two minutes late but this was due to waiting for somebody to give right-away. (me in the end!). The pair took the train back to the Beach Junction and after another reversal we ventured down the Beach branch. We had a 30 minute break at the Beach station. Some ventured down to the seafront for purchase of an ice-cream ! To leave Felixstowe Beach the train would have to reverse over the level crossing and onto the FD&RC metals. This was so we could get behind the signal. This arrangement meant that everyone would have to get on the train a few minutes earlier. Once all the doors were shut, the gates were opened and the train slowly moved over the crossing. The signal was pulled to the clear position and we left the Beach, heading back to Ipswich.

On arrival in Ipswich (I think we were early) all the locos were removed and 37414 was attached once again. While this was going on some more ale was purchased and the urn filled and heated for the last time.

Once again we were to be driven by an Ipswich Freight driver as far as Peterborough; Damien Rudland. We left Ipswich, 1 minute early (according to TRUST), in a cloud of black smoke. We were following the 1803 service train to Nottingham and would do so all the way, so our return to Derby did not break any records, but we did arrive only 4 minutes down at 2150.

Apart from Neil's car being stolen from Derby station car park, which put a downer on all of the organisers, the day went very well indeed. Thanks to everybody who took part in this whole event. You never know, I might just organise another !

# ON TOUR

Andrew Garten (37001)

The big day had arrived at last. After weeks of hearing about all the obstacles thrown in the path of the tour, which Dean in particular had to work so hard to overcome, it was Saturday April 17th. Only just though, as in deference to our two previous railtours I had elected to hitch a lift on the day on this occasion, and at about 0300 darkest Bramford bore witness to my departure Derbywards. The journey was undertaken at a sort of "time warp speed" - those who know Andy's car will know what I mean - and saw us arrive at Derby about 2 $\frac{3}{4}$  hours later, in the emerging daylight.

Because of the strike the day before, the stock was already in the platform, and had been labelled. What we had to do now was transport all the food, beer, sales stock and personal luggage from the car park to the train. Having arrived to an almost empty car park it was amazing to see how quickly it was to fill up.

37414, recently named and repainted in Regional Railways livery, was on the sidings adjacent to the station (we already knew this to be our "power"), and it was started as we arrived. At about 0615 it was run onto the stock and coupled up. As 0640 approached everybody boarded the train but the signal remained defiantly at red. We were aware that the EH index of the stock exceeded that of a 37/4, and I understood the necessary precautions had been taken, however, the driver had apparently pressed the ETH button and the light came on but went immediately off again. Jerry and a couple of platform staff disappeared towards the rear of the train to disconnect the back two carriages so that most of the train would hopefully benefit from heat and air conditioning. Eventually the driver was happy that all was in order, and after a "tram" had pulled in beside us it was 0653, we gained the road and were away, slowly at first but once over the complex junction at the south of the station 414 was opened up and a big cloud of clag was emitted from the portals and drifted back towards the station. The question on everybody's lips seemed to be "how far would 414 get?", not having the most reliable of current reputations.

At Trent we slowed for the junctions then turned south and headed for Loughborough where a handful of customers joined the train and we had our first driver change. We now had a roam through the Leicestershire countryside to Peterborough, which is a surprisingly lengthy journey of 55 miles. We were still a bit late at Peterborough, where a class 47 on a northbound charter stood beside us. A green 47 had passed us heading north just north of the station, so Peterborough had actually had 3 charters in the space of about 10 minutes. Unfortunately, due to repercussions of the previous days strike the first Leeds-Kings X and 0700 from Kings X were both about 40 minutes late and failed to connect with us. There had been an additional from Kings X at 0645 which was alright if you happened to be there in time for it.

Although we were 17 minutes late away there was plenty of recovery time to Ely, which would probably be needed if "March man" was to live up to the reputation of drivers from this stable. To his credit, he did agree to work his day off, the tour having been originally booked a Cambridge man - none of whom now know 37's !! At Ely a kettle simmered beside us, preparing for the steam gala day which had prevented us running round here (the loop only being signalled to work away from Anglia) and after waiting for "Vincent" to come off the single line from Ipswich we got the feather and duly departed for Ipswich, now on time. The journey to Ipswich took almost exactly (is that a valid statement?) the time allowed, and having got back to my starting point of 7 hours earlier we waited in expectant anticipation to see if the much sought after 37370 would produce. It had been run down to Ipswich light engine on Thursday afternoon to work the tour, and although Ipswich seemed a bit slow this morning it did produce and was attached to the north end of the train.

It was now that the Ipswich drivers were to take over, and although the three 'main men' from "The Nuclear Flyer" were with us on the train, I was assured that we still had three men of the first order for the next few hours.

37370 worked hard as it pulled away from the station in fine style but we were hardly off the platform before 414 opened up full power at the rear to provide extra thrust, quite a surprise as I viewed from the rear of the train I can tell you! It was a very quick run to Norwich, and despite a pause at Lakenham we still arrived there 13 minutes earlier than scheduled.

This gave us quite a long pause at Norwich until our scheduled departure time of 1141 when 414 led us to North Walsham. As if the bank between Ipswich and Haughley is not sufficient, I was able to show my friends from the flat northern parts of the country that Anglia does have hills as 414 (and unfortunately in my opinion 370 at the rear) worked hard to get us up from Whitlingham Junction to Salhouse, which includes a mile at 1 in 80 immediately after the junction! At Wroxham the narrow gauge Bure Valley Railway (built on the trackbed of the line to Lenwade/County School) was to the left, which has an even more severe climb as it clears the station, and at North Walsham we entered the station with the condensate terminal to the right from where the famous "Parkeston tanks" departs, now thankfully reinstated to class 37 power.

After a quick photo stop we prepared to leave, however, departure was slightly delayed as we waited for the 1140 Sheringham - Barberville - Norwich DMU to clear the section at Wroxham, this unit having passed us at North Walsham. Talking of "Barberville", was there anybody on the train who still does not realise it was Maurices' birthday?

The run back to Norwich was most notable (and probably unique) in view of the fact that we passed signal CO 500 without stopping. At Norwich we had a break of over an hour, long enough to find a pub, visit the city, or rubbish grip the train.

Departure was at 1410, and with the drivers on a wind-up to catch the 1405 "up" London by Ipswich we became a class 37 "tram" for the next half hour or so with the power applied solidly from both ends. I was assured the driver in 414 would not shut off unless he saw an amber, and although we did not catch the 'can' we did reach Ipswich in 41½ minutes with a couple of slight checks, not bad for 46 miles.

On arrival at Ipswich, it had been arranged that 414 would be replaced by a Speedlink pair, as 414 "needed attention", and 37154/271 took over. After the changeover we headed for Felixstowe (with 37370 leading), probably the highlight of the day as it is at least the mid 60's that loco hauled trains last visited this line (I am told that class 15's ran to Felixstowe Beach on summer holiday trains), and it is a bit unbelievable that we were the first ever loco hauled train available to the general public to traverse the line to Felixstowe North terminal, our first destination. Unfortunately, due to the aftermath of the previous days strike we did not get beyond the terminal gates into the yard. After setting back to Trimley we made for Felixstowe Town station, where there was time for an additional photo stop in the sun. The present station is the cut back remains of the once extensive 4 platform affair where the early freightliner trains would run round. The former station buildings are now the shopping mall. After reversing again, this time back to Felixstowe Beach Junction, we made for the third Felixstowe, the former Beach station. After another photo stop we proceeded over the crossing towards the South Terminal as far as the second shunt signal (a real bonus bit of track) as we were overlength to start from the station. 37154 and 271 took us back to Ipswich where all engines we detached and 37414 rejoined us for the journey back to Derby. In keeping with the rest of the day, timekeeping was again spot on, and after a couple of slips at Ely, the ascent of Stoke Bank, and an additional stop at Grantham, we arrived back at Derby, about 3 minutes late.

It was the end of a really wonderful day, although everything was spoilt by what we were to discover when we got to Derby. Without going into detail, as a general service to Class 37 Group members let me warn you to be very careful/wary about leaving your car on the car park in front of the station.

Now, how did I get home that night?

## Thirty years of the 37

1973 saw the TOPS number system introduced wholesale towards the end of the year, first 37's to be renumbered being 6733 (to 37033), 6784 (to 37084) and 6901 (to 37201) during October. Although it was intended loco's would only be renumbered when passing through works, this was not adhered to and many different application styles were used. It was a year of industrial disputes, not least on the railways, and talk of petrol rationing. The Kyle line was reprieved for a year at least, but the Mid-Hants line from Alton to Winchester finally closed. The first "Hymek" farewell railtours were run, but these proved to be premature.

Taking a look round the Regions, and starting with the Eastern and Anglia in particular, unbelievable though it seems Norwich City made it to the final of the then League Cup football final against Tottenham on 3rd March. Nine specials ran from Norwich direct to Wembley Central of which 7 were hauled by 37's - 6711/6714 6717/6723/6734/6750 and 6753. 6717 and 6753 started from Lowestoft and Great Yarmouth respectively. The smart appearance of all loco's was noted, and the number of specials should be compared to the 2 trains which operated out of Southend Victoria between 0900 and 1600 due to an ASLEF union dispute! Full time score in the football can be obtained from the Membership Secretary.

From the start of the Summer timetable the formerly EMU operated 0715 Bishops Stortford-Liverpool St reverted to loco+stock, usually a class 37. Also from May, the Harwich-Manchester 'boat' train was routed via Peterborough and Nottingham, not Lincoln as it had travelled for some years. It also became practice for this train to be worked by a class 45 between Sheffield and Manchester while the 37 used on the rest of the journey was serviced at Tinsley. Earlier in the year a class 47 had substituted regularly for the usual 37.

At the beginning of 1973 the Great Eastern was very short of 47's and used 37's on almost all Inter-City services, the only region where they were used on such traffic.

On 28/4 a class 47 was sent on the 0810 Norwich-Birmingham vice DMU, resulting in 6750(MR) making a trip to London. Shortages of 47's were experienced again on 12/5 for the accelerated Norwich-London services, and several 37's had the task of working 11 coach trains on the 2 hour schedules, including 6726 on the 1039, 6744 on the 1125 from and 1246 to London, and 6798 on the 0946 'up', 1525 'down' and 1646 'up'. However, by the following Saturday all services were back to 47's.

On 1/11, 6744 worked the 0839-Norwich-Liverpool St, on 20/11 6947 arrived at Liv' St 78 minutes late with the 1039 from Norwich, and 6739 hauled the 1630 Liverpool St-Norwich on 30/11. On 6/6, Liverpool St-Harwich boat trains were diverted via Cambridge and Newmarket and included the down 'Hook Continental' with 6964 and 6966. On the Kings Lynn-Liverpool St line, the use of class 31's was quite extensive despite the trend towards 37's. On 16/11, 6727 (MR) worked 1130 Cambridge-Kings Cross and 1330 return having run round at Kings X.

One train that was to finish at the end of the Winter 72/73 timetable was the 0717 Newcastle-Norwich, and it was after having worked this service on 23/3 that 6799 (GD) failed at Norwich. After repair it ran light to March depot with two class 31's. Excursion traffic work included a Farnham-Diss which a 37 worked between Clapton and Diss on 12/8, 6783 between March and Norwich on a return from Blackpool on 6/10, and at Southend during August 6712 with a special from Wolverhampton on 1/8 and 6782 on a special from Goostrey on 15/8.

On the freight side special traffic for motorway construction from Lenwade to London via Wensum Yard began in mid-November and continued for several weeks. Each train conveyed 4 large concrete structures, a brake van and class 37. 6714 hauled the first train, headcode 8X73 on 14th November. Cardiff's 6989 worked 8J26 Chesterton Junction-Whitemoor on 4/11, while another engine out of position was Gateshead's 6736, seen outside the small repair shed at Ilford car sheds on 15/8.

Elsewhere on the Eastern it was noted that at Hull the 1238 arrival from Kings X and 1317 return where often used from and to Doncaster to test loco's ex-Works, including 6912 (GD) on 16/6. As previously reported, the alternative Doncaster Works test train was 8M27, Doncaster-Toton and this was worked by 6840 (86A) on 27/1, although it was not actually stated that the loco was on test.

On 29/9 class 47 number 1525 failed west of Brough (train not identified) and 6815 was sent to assist. This it was unable to do and 6788 was sent, which hauled the train back to Brough where 6815 removed the 47 and 6788 took the train forward.

7182, a Hull-Immingham, usually 2 Tinsley class 20's, was worked by 37059 (TE) on 17/12/73. On the E.C.M.L. the 1346 Aberdeen Deeside-Kings X fish (4E47) was 6825 (31B) on 18/1 (previous day it was "Deltic" 9006!) and 6793 on 1/3. 6729 was seen at Darlington on 1S33 Scarborough-Edinburgh on 7/7, and on 1S48 Doncaster-Edinburgh on 14/7. Also on 14/7, a motive power shortage at Gateshead meant 6731 (TE) was on 1M67, 1001 Newcastle-Liverpool but it failed at Darlington and was replaced by 6705 (TE). On the same route, 6814 (TE) assisted class 40 221 'Ivernina' when it failed south of Darlington on 1M77, 1610 Newcastle-Liverpool on 13/10. 6814 also provided assistance to 1E90 when it failed south of Berwick on 30/6. The same day 1V92 (0940 Edinburgh-Bristol) with class 40 number 362 also failed at Berwick and was assisted by 6736.

On 13/10, 6781 (IM) was seen passing Newark 40 late with the Cleethorpes-Kings X while on 8/12 6791 (IM) had charge of the 1020 Kings X-Leeds. Other passenger workings included 6800 (TI) on 1J28 Skegness-Sheffield on 2/6, 6953 on 1425 Blackpool North-Sheffield on 25/8, 6739 on a Wadsley Bridge-Blackpool excursion on 22/9, and most interestingly on 4/10 when 6783 (MR) worked 2B92, the 2005 Grimsby Town to Peterborough.

A freight trip often mentioned with apparent affection was "the Drummer", alias the Clayton West trip, and it was noted with 37's a number of times including on 20/10 when 6740 worked an additional trip, 6798 (IM) on 16/10, 6721 (TE) on 30/10, 6723 (MR) on 13/12, and 6919 (TE) on the second of two portions run on 23/10. On 10/8, six loaded 100 ton tanks in 6S34 Teesport-Braehead hauled by 6770 (TE) derailed at Manors, blocking the up and down main lines. All services were diverted via the up/down Tynemouth lines to Heaton.

In Scotland, the increasing use class 37's from the Eastern Region was a good example of the policy of putting all motive power to the best use. On 26/7, 6801 hauled a Cadder-Grangemouth tanks, and on 31/7 6873 and 6757 worked tanks from Stevenson and Hawkhead respectively. A Grangemouth-Millerhill freight was worked by 6769 on 26/7 and 6743 on 21/8. Another 37 to work from Grangemouth was 6760 which had a number of turns on Boness Junction to Ravenscraig trains on 14/8 after arriving from the south on a special working to Grangemouth.

In the Spring, a Teesport-Dalmarnock tanks started again, regularly hauled throughout by Eastern Region 37's. On 29/3, 6843 (65A) worked a Grangemouth-Jarrow special tanks. Gushetfaulds freightliner terminal was witness to a number of unusual workings with classes rarely seen on freightliner work, including 37's (how times change!) ie 6755 on 16/5. On 19/9, 6752 was seen passing through Motherwell ex Works on 4S89, 0429 Stratford-Gushetfaulds freightliner, and on 12/10 6756 was seen on 4S57 Longsight to Glasgow freightliner, running about 7 hours late.

A rare combination on Cliffe-Uddingston cement on 7/3 was 7590 (class 25) and 6777. On the passenger side, class 50 number 432 failed at Carstairs on 12/10 while working the 2230 Euston-Perth. Class 20 8078 assisted to Braidhurst loop from where 6838 (ED) took over. Another rescue occurred on 27/11 when 6856 (ED) assisted the DMU on 1930 Falkirk Grahamston-Glasgow QS.

8L03, the 1510 Cadder Yard-Ardrossan Harbour freight managed to derail in Cadder Yard twice during August, the culprits being 6856 (ED) on 21st and 6919 (ED) on 27th. On 12/1/73, 6854 hauling 8M45 (0412 Mossend-Carlisle) collided with the rear of 8M48 (0348 Dalzell New Yard-Carlisle) hauled by 6843 at Quintishill near Gretna, seriously injuring 8M48's guard and causing extensive damage to both track and overheads.

Interesting observations on the Midland in 1973 included that of 6737 on the 1605 St Pancras-Leeds on 17/2, and the appearance of 6828 at Wolverton on 10/7 waiting to depart southwards with two Great Eastern line EMU sets.

A lot of 37 activity on the Midland surrounded Birmingham and they continued to make occasional appearances on passenger turns including 14/7 when 6738 arrived with the 0700 Newcastle-Poole (taken off at New St) and on 27/7 when 6760 hauled a 5 coach York-Birmingham relief. 6773/6778 were allocated to Saltley for crew training. Freight included 6781 (41A) on 6V21 Port Clarence-Bromsgrove on 19/3; 6973 (86A) on 8V77 Toton-Bristol on 27/3; 6908/6909 (both 87A) on 25/3 with special freights from South Wales to York. A Llandarcy-Rowley Regis oil special was worked by 6982 on 10/7 and 6606 on 12/7. On 5/11 6775+31318 worked an Overseal-Bescot freight. On 20/10 6889 worked a Shrewsbury-Blackpool excursion.

On the border of the Midland and Western Regions is the famous 'Lickey incline'. One particular observer had noted 36 different 37's on banking duty since they were reintroduced in mid-November 1972. Normally working in pairs, but occasionally solo they remained for anything from a day or two to several weeks. On 18/9, 6981+6988 assisted the 1435 Paignton-York on the incline. On 25/9 class 47 number 1906 failed at Bromsgrove on 0845 Cardiff-Leeds and 6931+6975 assisted through to Birmingham New Street.

By October 6606 had been at Bristol for crew training (see also 1972) and on 21/10 6972 was at Bath Road depot. A number of 37's were shortly to be based here for local workings to include the Tytherington branch, Yeovil parcels trip and the evening freight to Exeter. On 22/10 6972 worked the Bristol-Yeovil Pen Mill parcels. During October, class 37's were viewed as possible replacements for class 31's on Paddington-Worcester-Hereford services with a possibility of being able to accelerate them. They were tried on 6 coach test trains but the experiment was discontinued. More 37's became available for work in other parts of the Western Region following the withdrawal of two of the three oil trains from Waterston to Albion with the opening of a pipeline between Milford Haven and the Midlands. The train that continued was 1025 Waterston-Albion and 2135 return which was worked by a pair. Other workings for the class included 1750 Llantrisant-Kingswinford and 0040 return (coke), 1250 Cardiff-Calvert and 2112 return (bricks) and 0145, 0245 and 1750 oil trains when required between Llandarcy, Swindon and the Midlands. Amended Cardiff Valley workings from 5/11 required 14 class 37's at Radyr, 5 at Aberdare, 2 at Llantrisant and 1 at Barry. During 1973, some of the 37's used on the Cardiff Valley services had their boiler water tanks converted to fuel tanks to increase fuel capacity. 6839/74/89 were not to be converted because of rusty tanks, and 6955 was to be done if its tanks could be cleaned.

The aforementioned Waterston oil trains were normally double headed, but on 16/9/73 it was seen at Haverfordwest triple headed by 6886+6996+6998.

Excursions continued to run over the Central Wales line on a frequent basis. On an unrecorded date (approx 3/73) a Watford Junction-Barry & Central Wales line charter included sections worked by 6889 (Barry Llandovery) and 6876 (Llandovery-Shrewsbury). On 29/7 a 10 coach train from Clapham Junction to Llandrindod was worked over the line by 6877 (which was replaced at Llandrindod by 6601 which had been parked at Llanwrtyd Wells in case problems occurred), and 6888 was on a special from Portsmouth. On 22/9, 6877 worked the Shrewsbury-Llandrindod Wells leg of a 'holiday preview' special from Huddersfield.

On 9/12/73, 6882 worked the 1950 (Sundays) Swansea-Paddington.

6906 was severely damaged following an incident involving a runaway coal train at Neath (N&B) on 13/12/73.

There was very little reported from the Southern Region for 1973, however, it was noted towards the end of the year that an oil train to and from Fawley brought regular visits of class 37's from Stratford or March to the South Western Division main line. They would work in one day and back the next.

One item I missed from the Scottish report was that 6895 (TE) was seen in the loop at Eastfield on 27/9 with one end badly damaged.

My thanks are due to the authors of Railway Observer (the magazine of the Railway Correspondence & Travel Society) and Modern Railways, and the contributors of both, from which publications most of this information has been taken.

Numerical depot codes that may have been used include:

30A - STRATFORD  
31B - MARCH  
41A - TINSLEY  
51L - THORNABY

52A - GATESHEAD  
55C - HEALEY MILLS  
64B - HAYMARKET  
65A - EASTFIELD

66A - POLMADIE  
86A - CARDIFF CANTON  
87A - LANDORE



# MY TOP TEN

Dave Prior (37246)

Confession, as they say, is good for the soul, so I have to explain the poor quality of the gen in the following list. Having caught a terrible disease (syphonitis?) during four University years at Newcastle, it dawned on me when they finally booted me out that it was going to be (a) very time consuming, and (b) very expensive to continue leaping to Scotland at the drop of a lecture. What with needing to cover a few Forest games as well .... I was truly ill. So ill, in fact, the only way of effecting a cure was to rid myself of several years books of gen, moves and scratches (oh dear, I hear you all tut).

The dirty deed done, left me to enjoy life without 12 cylinders interrupting it rudely. Well, almost. Like the alcoholic clutching the last empty bottle, I couldn't throw out my mileage lists - so at least I know what I've had, on how many trains, and for how far. But once a syphon basher ..... and the English Electric problems returned, and I don't mean a dodgy water heater either.

The following list is constructed from known mileages and a crystal clear memory of some of the high spots. Oh, the quiz? Maybe some of you out there would like to supply some dates and trains/codes for these ( - no, I thought not). As a clue, they all date from around 1984 to 1987, with the exception of the first.

## 1. 37263 Harwich PQ - Manchester Picc boat train 1977

This was my first recorded syphon, on an East Mids Ranger, done from Nottingham to Sheffield. If only I knew what was beginning, I'd have gone to the blocks and waited for the return!

## 2. 37221 Scarborough - Newcastle May 1986 ?

This train always was a dog. One way only and then ECS to York. AND it was difficult to cover the two Yarmouths off it, never mind the beasts in the Sheffield area. However, this huge IM example (then) not only worked this one, but having got to York, promptly landed on the front of the Scarborough-Glasgow! Thank you very much, 200 miles comfortably pocketed.

## 3. 37135 Newcastle - Middlesborough + return 1985 ?

This one looked superb! Round buffers, black panel, buffer skirts and an authentic radiator grill. When told 135 was out we all groaned, 31135 having been bumbling about a few days earlier. It was replaced for the Carlisle run by something altogether nastier beginning with a 4, to the immense annoyance of a handful of kangaroos who had leapt from York and the south. Riot as much as you like, 135 stays off.

## 4. 37222 Gloucester - Swindon June 1984 ?

The nearest I came to a premature and most untimely cardiac arrest. Having gone for the Gloucester-Weston (returned to Cardiff) train, which was ECS from Canton and dropping monsters faster than a Japanese B-movie, I found 47500 "Great Bowlout" waiting. 90 seconds of black depression, then in rolls 222 on a failed DMU. Duly perked up a bit for a ride to Great Malvern, then Worcester-Cheltenham, Cheltenham-Swindon.

## 5. 37088 1S15 Carlisle - Edinburgh Jan/Feb 1986 ?

The ones who covered this waited ages for a 37, and when it rolled into Newcastle with five Mk I's, steam everywhere, you'd have thought the local madhouse was holding an Open Day ....

## 6. 37124/??? Crianlarich - Oban 1986 ?

Can't even remember what the boiler was now, but it respectfully stopped south of Crianlarich to allow a real 'beaut' onto the front and pilot it to Oban on the 0810 ex Queen Street. My mate was stood round the corner to take a photo, possibly the most withering in the history of the camera so far

7. 37084 Derby-Crewe + return 1987 ?

Those who remember the Grantham-Skegness summer Saturday relief will remember this turn. It should have worked as far as Nottingham, but got through to Derby, where some genius who I love to this day, sent it to Crewe for a bit of a giggle. Still the only one I've ever had on the line.

8. 37086 Newcastle - Paignton September 1984

The date is actually right here! I had to get from Falkirk to Derby on a Friday night, and an exploding tram fouled up the connection onto the Newcastle-Newquay. "Never mind" says Mr Goldbraid "take the Paignton - it stops at Derby for a crew change". Thanks very much, and Rotherham-Chesterfield via Beighton thrown in gratis.

9. 37006 1S15 Edinburgh - Dundee July/August 1984

An interesting shuffle at Waverley one night saw two loco-hauled terminators sent forward. 1S15 arrived care of some Peak, with a Duff on an ECML relief. One went to Aberdeen, the other (S15) to Dundee, but we really must swap engines first!

10. 37080 Newcastle - Middlesborough (x2) - Carlisle - Newcastle 1986 ?

The engine had an eventful few days, helping a troublesome Poole-Newcastle in one evening (from Darlington, I think - I remember being pretty sick anyway). Only it got a taste for the life and did a full days diagram to Sunderland and Middlesboro' the day after, and Middlesborough/Carlisle the day after that! A few greedy people saw 300+ miles and immediately stocked up on stotties from the local bakery.

Best Move: For miles and variety, the best move that comes to mind was a Freedom in summer 86 (if memory serves, which it usually doesn't). On a desperate genless day, I stumbled onto 37087 at Glasgow Central on the 07?? via the GSW. Not bad, I thought, settling down to the crossword. Followed up at Carlisle with the battery being replaced by 37068 on the Blackpool-Stranraer, taken (by now with a grin a mile wide) up to Ayr, for an extremely forgettable EH spoon to Glasgow. A quick sprint to view the contents of Queen Street and obtain a chicken and onion pizza yielded 37050 to Inverness, for a comfortable 400+ miles, and an overnight back to Glasgow. Let the good times roll .....

\*\* If anybody can help Dave with his dates, write to the Editor and I'll pass any information on.

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## ELECTRIC THEMES

Andrew "Rishton" Wilkinson (37408)

The re-launch of the 37/4 certainly seems to have taken off in earnest! It's sheer pandemonium in the North West with 37's flailing around all over the place. How long ago is it since we had such a variety of moves to contemplate? Certainly these new diagrams down the North Wales coast will add new dimension to our hobby which in recent times has had just a hint of becoming a little bit mundane and predictable. I myself have not enjoyed the direction that 'bashing' has been going in recent years, rail-days and railtour shuttles at extortionately high prices. Who needs to go up and down the same stretch of track all day with a couple of 'new'/'scoopable' engines on each end. I for one do not enjoy being crammed in to those packed out trains like "cattle to the slaughter", getting about as much opportunity to appreciate what's happening up front as "the man at the rear end of a pantomime horse!"

What has happened to 'bashing' in the traditional way? Where is the loyalty, dedication and passion? Surely a true interpretation of 'bashing' is somebody who rides behind his class, enjoying travelling behind the same loco's time and again, building up a strong relationship. This 'have it once then cast it aside' attitude is un-civilised and does nothing for the credibility of the human race!

On the first day of the summer timetable over thirty trains were covered by the 'E's with 407/414/429 all making trips to Holyhead, and 37425 working the 0822 Crewe-Liverpool return and the 1714 Manchester Vic - Blackpool. All loco's in the sector had made their debut after the second day with the exception of 421 (which finally 'played out' on the Friday (21/5) working the 0950 Man Vic - Holyhead

return) and 408, which I have had reported as being in a real mess at Crewe. All has not run smoothly, however, with a number of failures and generally low availability resulting in the infiltration of 31's and 47's on some of our diagrams. The first summer Saturday (22/5) highlighted the situation with just two of the four North West diagrams being hauled by 37/4's (421, 0950 Man Vic - Holyhead return, and 425, Ludo-Crewe, 1133 Crewe-Holyhead and return).

The Inverness based fleet (402/404/427/428/431) have also been very busy, and reliable. The first day (17/5) saw 402 on a Kyle, 404 'over the top', 427, 1015 Inverness-Edinburgh and return, 428, Perth-Edinburgh/Edinburgh-Inverness/Inverness to Edinburgh/Edinburgh-Perth. Only 431 not working but of course having worked many trips 'over the top' during the winter. Who could possibly have conceived that no less than three of the ex-Cardiff 37/4 batch would end up allocated to Inverness, and of course not forgetting 430's regular usage on the Fort William sleeper. I for one would have scoffed at anyone who would have predicted that a couple of years ago. The pattern in Scotland has remained pretty similar to that of the first day up to press.

I imagine that many peoples visits to Scotland will be restricted this summer due to the obvious attractions in the North West and the inhospitable fare increases.

37401 has entered Doncaster Works for an Intermediate overhaul, four years after her last. If last times 'batting order' is anything to go by, 37403/408/409 should not be to far behind.

In the past few months we have seen new ground broken for 'E' on two occasions. Firstly 37425 worked the 0944 Man Vic - Ludo return (12/4), also the first time that a 37 had worked to Llandudno since 1983 I believe when 37283 worked (37045/225 worked 0930 Crewe-Llandudno/1207 Llandudno specials on 11/8/91 for 'North Wales Coast diesel day'). 37095 did also make an attempt in 1989 but failed at Chester. Of course by the time you are reading this Ludo will no longer be a rarity with a 37/4 diagrammed seven days a week.

On 3/5 37422 made new ground which is likely to stay rare, working the Regional Railways special from Crewe to Ffestiniog and return, in conjunction with its naming 'Robert F Fairlie'.

8/5/93 promised to be a good day for 'E', with the 'RAIL 200' special, and the Ffestiniog railway club charter from Chester to Scarborough. After a good night out on the town on the Friday I surfaced later than planned and drove to Stockport for the Scarborough. A mere '18 sheets' to be on only the second 'E' to the aforementioned destination was too good to miss. It was "sod's law", however,

when 37414 pulled in to become the only 'E' to work a passenger train to Scarborough twice! This and the fact that a certain 37408 was working the 'RAIL' special to the North Yorks shifted the balance of power somewhat, so I decided to leap at Malton for the specially organised buses to Pickering, there's bound to be a spare seat. There were three buses; two 53 seaters and a 21 seater, and it transpired 127 pre-booked passengers. "It appears we have a stow away" I heard. Needless to say I sat motionless at the back left hand corner of the 21 seater. The problem was soon resolved when some 'bratt' was forced in the glove compartment.

I thought that D200's first passenger outing in preservation would prove to be "as attractive as a pot of honey in a bee-hive", but in the end turned out to be about as popular as a night out with Vera Duckworth. Still, I for one can confirm that the old girl performed very well on the day. It was just sheer ecstasy all the way to Grosmont!

I never get bored of seeing "Barbara Rannoch" in the flesh, '408' looked as elegant as usual as she glided on to the train, all eyes transfixed. We were then treated to a reasonable run back to Derby where I alighted. The whole day must have been a costly affair for 'Rail', the amount of punters on board would probably not have filled a 'Tin Rocket' (class 153), still, at what price to save face. For detailed workings see 'Passenger Information'.

I have deliberately avoided mentioning our tour as I have no doubt the subject will have been covered elsewhere but felt compelled to say that a thoroughly enjoyable day was had by all, and anyone who wasn't on board should feel as sick "as a man who's just had his appendix out, under no anaesthetic!!"

## A Special Anniversary

March witnessed the celebration of a very special anniversary. Once upon a time all 37's had "skirt valences" round the buffers, black glass headcode boxes, doors (if "splitbox") and round buffers. Gradually, and in particular from the mid 1980's onwards these features began to disappear altogether if the loco was put through the H.G.O. rebuild programme, and in part if just an intermediate was undertaken. As the ranks of loco's with original features began to disappear, attention turned to those which survived total desecration.

One in particular began to obtain cult status at least within Anglian circles at an early stage, and gradually its profile has been raised elsewhere (probably due in part to constant reference to it in this mag). Yes, its 37116, and in March it and its bits were 30 years old!

Although its appearance can still be savoured to the present day, albeit spoilt since 1987 when it has had a variety of liveries based on "large logo", we are fortunate that a sequence of it in allover blue is retained for posterity at the beginning of 'Modern Traction Video's' class 37 video "The Mixed Traffic Workhorse" at Kings Lynn where it is featured running round and departing with a London train - steaming! Unfortunately the producer of these video's is not currently making any, although if there seems a demand I will try and persuade him to run a few off. When Ian Allan released the "Locomotive Recognition - class 37" book, I found it very hard that 37119, 37175 and 37292 could be selected ahead of 37116 as 'personalities' - sacrilege!

It all started in March 1963, when a virgin D6816 was delivered to British Rail and based at Darnall depot. It was vacuum brake only and fitted with steam heat boiler/generator. Darnall was closed in 1964 and 6816 was transferred the short distance to the brand new Tinsley depot. It remained based in Yorkshire until 1/71 when it moved south to begin its first association with Anglia, being transferred to that well known atmospheric hot-spot, March. Further moves around the Eastern took her to Immingham (9/73), and back to Tinsley (11/73). Renumbering to 37116 occurred in 2/74, and in 1/75 she returned to Anglia, this time to Londons finest depot - Stratford. In standard allover blue she was to begin perhaps her most famous spell, which we will now concentrate on.

With operative boiler, 116 was very much a true mixed traffic loco' as the class was originally intended, with plenty of steam heated passenger stock based on the Liverpool Street to Kings Lynn, Norwich, Lowestoft and Harwich routes, as well as many freight flows which existed in Anglia, ie grain, coal and to a lesser extent in those days, freightliners. Steam heat in Anglia started to decline in earnest in 1980 with the conversion of cross country routes to ETH. Some of the boilered 37's migrated to Scotland for the West Highland, and in due course the Far North lines. Kings Lynn trains were officially lost in 1983, and the Lowestoft followed in 1984, leaving just a few odd one-off workings for the now much reduced boilered examples to work. The official end of steam heat in Anglia came in May 1985, and 116 was there almost to the end, being isolated only 3 weeks before the deadline. By the end of 1985, it was already the last 37 with blackened glass headcode boxes, round buffers, full skirting and boiler pipe, and in allover blue to boot. However, there was a very dark cloud on the horizon as it had at this time been announced that all class 37's would pass through a heavy overhaul programme which would see them turned into refurbished Railfreight examples, a la sub-classes 37/5 - 37/8. Although this was subsequently amended and some were to be put through an 'intermediate' instead this would usually still have meant many features being exterminated. An amazing sequence of events were about to unfold to ensure that 37116 remains as she is today.

During 1986, three attempts were made to get 116 to Crewe for overhaul, and all were thwarted by Stratford. In January 1987 its main generator blew up at Harwich and was deemed beyond economic repair. 37170 towed it to Stratford on route to Crewe Works but it was hauled into the DRS for repair. Again the patched up 116 failed and another visit to the DRS was on the books. Clearly Stratford were not going to allow 37116 near Crewe Works, and with the new CEM's starting in April 1987 it was taken into the DRS and given an E exam to allow it to run until

Stratford repair was commissioned and a proper CEM carried out.

By 1987, the Heavy General Overhaul (HGO) programme was in full swing, and to illustrate how bad the situation had got a survey published in the May 1987 "Splitbox" revealed the stark truth. Only 11 items had bits left worth a mention, these being:-

37001	(707)	Buffer skirts and round buffers
37038		Glass Headcodes and round buffers
37057		Buffer skirts and round buffers at one end only
37116		the lot!
37135	(888)	Glass headcode and round buffers
37147	(371)	Buffer skirts and round buffers
37159	(372)	Glass headcode and round buffers
37183	(884)	Glass headcode, buffer skirts, round buffers and boiler
37204	(378)	Glass headcode and round buffers
37233	(889)	Glass headcode and round buffers
37294		Glass headcode and round buffers (although in Crewe for collision repairs)

Although Stratford had kept it away from Crewe so far, it was confirmed again in 1987 that she was listed for HGO as opposed to intermediate. However, 1987 was to become probably the biggest year so far for 116. Although having escaped Crewe by way of Stratfords CEM/overhaul, there was a downside, as it had been painted into a rather hideous hybrid of standard blue and large logo. The yellow nose end was extended over the bonnet top and round the windows, with black nose top doors and window surrounds, large numbers and a "Gatwick Express" sized BR logo. It was displayed in this garb at Norwich Crown Point Open Day on 30.5.87., being conveniently positioned opposite the Group Sales Stand! This was not her only Open Day appearance, I know there was another in 1987 but cannot find a record of where, I seem to remember it was somewhere in the London area. On 11.7.87 she worked the Grantham-Skegness-Grantham relief train that was run that year on Summer Saturdays. Finally, but by no means least, it shared star billing with D200 and steam kettle 53809 on a series of shuttle services between Basingstoke and Ludgershall in association with the Basingstoke Rail Weekend. D200 and 116 operated between Basingstoke and Andover on alternate shuttles, very rare track indeed for a 37, and possibly the first time that a 37 had traversed these metals with a passenger train? As far as I can remember, this was to become its last passenger excursion for some time, however, that did not affect its celebrity status, and being allocated to freightliner duties she travelled the country far and wide.

There were continuing rumours about overhauls, however, it was almost accepted as fact that this loco would not be undergoing HGO. There were also many rumours about the condition of the buffer skirts, with suggestions they had been removed wilfully or accidentally feeding back on many occasion. Although there has been some damage, they have survived fairly successfully.

During the Spring of 1988, it was again confirmed that 37116 was on the overhaul list, although this was CEM at Doncaster it was still thought to be bad news, and she finally succumbed to 'Donny' when stopped on 19.5.88., 380 hours overdue next major exam. During her tenure inside it gradually became apparent that she would be released to traffic physically unchanged, and this duly happened on 23.6.88 when she worked the Doncaster test train. After minor rectification she was released back to traffic at 1800 hours the same day and arriving back in the heart of Anglia at Ipswich the following day. It retained full front end skirting, glass headcode panels and doors, and was without headlight which were then being fitted. The livery was now standard large logo blue, with correct size BR arrow, generally considered a cosmetic improvement. 37057 entered Doncaster the following month for the same treatment and lost its skirts which were carried at one end only, and with 37183 at Crewe for HGO, 37116 was now unique in this respect, the others listed earlier having already been "bent".

By 1989, 116 was firmly established as a member of the Stratford fleet dedicated to freightliner traffic, a pool known variously as LXXA, LNRA and FGDS. In July 1989, 116 was reallocated once again to Tinsley, as speedlink loco's were concentrated on a smaller number of depots, ending its 14 year allocation to Stratford. However, in some ways this was more of a paper transfer as its traffic remained much the same but visits to Anglia did become less frequent. Stratford looked after her to the end of its association, indeed she was taken in to repair those famous skirts in July 1989.

At the end of 1989 Tinsley decided to apply unofficial painted names to its 37's that remained blue, in the same way as they had previously with their "Peaks". 37116 became 'Comet', with white letters on a red background, as it is to the present day.

There was a further threat to its authenticity in 1989 with damage to one of its headcode boxes. Initial repair was by sticking some black liners in it, which were replaced by a yellow plate before Stratford got hold of it and replaced this with a black perspex panel with white dot.

In September 1990 it was transferred away from the Eastern for the first time, moving to Motherwell's FMGM pool. Although initial thoughts might be that this would have put its appearance in danger it should be remembered that Motherwell had done a good job of preserving the 37/3's dedicated to ore traffic. On 26.1.91 it was derailed at Dee Marsh, but without damage.

Ultimately its exile turned out to be fairly brief, returning to the Eastern and a spate of reallocations, originally returning to Immingham (FMYI) in 2/91, and then Tinsley (MDST) in 8/91, Immingham (FPCI) in 9/91, Immingham (FPBI) in 12/91, and finally back to Tinsley (MDTT) in the speedlink pool to which it had belonged before exile. It is interesting that these reallocations often occurred in tandem with 37057, mentioned earlier in this article, and together they were the first two 37/0's in the Stanlow oil pool.

Having returned to Speedlink, it travelled the country widely again, giving most of us the opportunity of savouring the sight of a real engine. It soon returned to Ipswich, arriving on 3.2.92 with 37209 which was still large logo blue.

Perhaps its most prominent passenger working since Basingstoke was on 7.6.92 in multiple with 37214. They worked the Sundays only 0944 Crewe-Blackpool North and 1925 return.

Recently, a standard centrally positioned headlight has been fitted and its appearance has become very shabby. As I write, 37116 has just been transferred to the new Speedlink reserve pool, MDSR, working to Stratford and storage on 28/5/93.

With its future in the balance once again, who knows what the future holds? Is it possible she might even steam again one day?

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#### THIS MONTHS PHOTO'S

FRONT COVER: A late substitute for 37274 which was not off exam in time, 37220 stands at Alresford on the Mid Hants Railway with the 1755 to Alton on 24/4/93. Loco is in triple grey Petroleum, the coaching stock green. Andrew Garten(37001)

OPPOSITE TOP: In traditional BR blue, 37116 stands at Colchester on 8/2/86 with a light covering of snow. Steve Potter(37116)

OPPOSITE BOTTOM: Having progressed to possibly its worst livery, albeit clean, 37116 rests at Ipswich with 37216 on 9/6/87 Andrew Garten(37001)

REAR COVER TOP: 37382, having reached the buffers at Wrexham Central on 28/12/92 with 'AIA Charters' "Cold Turkey". If anybody wants a reprint, send the Editor £1 (copies from slides are more expensive) and I'll sort it. Andrew Garten(37001)

REAR COVER BOTTOM: More history; 37422 at Blaenau Ffestiniog on 3/5/93 post naming. This is thought to be the first 37 down the line. Martin Reeve (37148)



