

SYPHON!

THE MAGAZINE OF
THE CLASS 37 GROUP

DECEMBER 1993



MERRY XMAS

37



THE CLASS 37 GROUP

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MONEY MATTERS

One of the principal reasons for the groups existence is to save at least one class 37 from the cutters torch (More than one, if possible, would of course be nice), but this all costs a great deal of money, for as well as handing British Rail or their successors a large pot of gold, we will need more cash to move it to it's new home, and still more cash to get it into a fit state to run in service.

In these uncertain times for the railways, it's difficult to know just when a suitable loco may become available, so we must be ready to respond at short notice with the group cheque book, and this is where your help is vital, as we need your money!

Help can be given in various ways, according to your circumstances, for instance:

Donations - Empty your piggybank and help save a Syphon.

Sponsorship - Raise much needed cash for the group through sponsored walks/parachute jumps etc.. Get your friends and relatives to part with some cash!

Recycling schemes - Save a class 37 and the planet at the same time by collecting such things as waste paper or aluminium cans (That's drinks cans, not class 60's by the way) for recycling firms in your locality.

Support the groups money making efforts - Our sales officer has a selection of both new and second hand items for sale (Donations of old mags., videos etc. are always welcome). From time to time we run railtours, and of course a full train should result in a healthier bank balance at the end of the day. Finally, join the monthly draw for as little as £1.00 a month and you could end up getting more money back than you put in! Remember that every penny counts towards our goal (Although pounds are obviously 100 times better!).

CONTRIBUTIONS TO THE MAGAZINE

Articles, information, photos etc. are always welcome for possible inclusion in a future edition of the mag.. Please let me know if you want the material returned after use.

THE USUAL DISCLAIMERS

All opinions expressed in this magazine are those of the individual contributor, and are not necessarily those of the group.

All the information in this magazine is supplied in good faith, but mistakes do inevitably occur from time to time. If you spot an error, please let me know, so that it can be corrected in a future issue of the magazine.

EDITORIAL

Well, it's almost Christmas time again, and to celebrate I had thought to put a snowy scene on the front cover of this edition of the magazine, but looking through my collection of photos, I was surprised to find that I have no class 37 snow scenes at all, so, rather than sketching a seasonal picture of a jovial, stout gentleman with outrageous dress sense and a strange habit of trying to climb down peoples chimneys, I'm afraid it's a non-seasonal photo of 37425 "Concrete Bob" instead!

As this mag. is being typed up, much of the country is experiencing it's first significant snowfall of the winter, and platform end soothsayers predict that much more snow is to come, so I hope you'll all be out in the drifts getting pics. in time for the February magazine.

In response to my plea in the August edition of "Syphon", I have received a few articles for publication, some of which appear in this magazine, but more are needed, so if you're looking for an excuse to keep out of the way of relatives this Christmas, why not lock yourself in your room and come up with something for the mag.?

Gen from the North West at least seems to have picked up quite a bit since my prod in the last mag. (Thanks to all who responded - Keep it up!) but information from Scotland is still very patchy. All reports, as ever, gratefully received.

Moving on to committee matters, you will see on the opposite page the new line up which came into being from the A.G.M. on November 13th. You will notice several changes - Maurice has resigned his role as Membership Secretary, and the job has now been split. Steve Keeble takes on the task of Membership Secretary itself, which will now deal only with renewals and requests for membership number changes, whilst Neil Murphy is responsible for the collation and distribution of "Syphon" (So any faulty mags. or non-arrivals of mags., contact Neil not Steve!).

Many thanks are due to Maurice for his hard work (He had been Membership Secretary since the December 1991 mag.). What are you going to do with all your newly available spare time now Maurice?

Dean Warner, as well as his regular role as Sales, has also taken on the role of Secretary (Which has absorbed the previously independent post of Publicity) as a temporary measure. However, the Secretary's post is available, so do we have any volunteers? (If interested, contact the Chairman - address opposite).

Other changes in summary are that Rod Saunders moves from Monthly Draw to being the Treasurer, his wife Dianne taking up the baton as Monthly Draw Co-ordinator, and yours truly ends up getting the job of Editor on a permanent basis (I no longer have to act!).

For the first time (I think), the magazine is now looking for advertisers to help boost group finances - Charges are as follows:

$\frac{1}{4}$ page = £5.00 $\frac{1}{2}$ page = £10.00 $\frac{3}{4}$ page = £15.00 and full page = £20.00

It is the advertisers responsibility to supply any artwork required - Otherwise I can type it up. Of course, all adverts must be legal, decent, honest etc. and not detrimental to the class 37 group in any way.

And finally, as many will have heard on the rail enthusiasts grapevine by now, we hope to run our next railtour on 12th March 1994, so make sure you keep this date free in your diary!

THANKS: The following people have helped by supplying gen., articles or photos for this magazine - David Wilson, "Sandringham by Railtours", Henry Freyne, Ray Cavanagh, Mr. M. Wren, "37040", Dave Prior, Rod Saunders, Mr. R.S. Wills, Maurice Barber, John Haydock, Keith Fransham, Michael Gibson, and Doug Hughes. Thank you all - Keep it coming please!

DEADLINE: Please get all the gen etc. to me, TO ARRIVE no later than first post on Saturday 22nd January 1994 in time for the February magazine.

MEMBERSHIP NEWS:

New - Mr. D.S. Harrison (37013) and Mr. M.C. Mabey (37350).

Renewals: Simon Jowett (37031), Mr. G. Sansom (37049), The McBeath family (37064 to 37067 incl.), Mr. A. Luckham (37073), Miss P. Mercer (37074), Mr. C. Nicholson (37076), Dean Warner (37105), Henry Freyne (37108), Mr. R. Bent (37121), Mr. J. Haydock (37220), Mr. A. Burns (37224), Mr. S. Millington (37230), Mr. P. Stevenson (37240), Mr. M. Price (37248) and Mr. D. Bechelli (37425).

Renumberings: Simon Jowett (37031 to 37718) and Mr. J. Haydock (37220 to 37429).

If you want to change your membership number, drop a line to Steve Keeble along with a £1.00 cheque or postal order. By a process of illimination, I reckon that the following numbers are currently available (When you write, if you indicate a second choice, this could prevent problems just in case someone else puts in for the same number as you):

37/0 : 031,095,098,127,146,147,155,157,164,165,169,173,174,183,217,220,221,223, 226,246,256,269 to 273 incl., 280 to 284 incl., 286 to 304 incl., 306 to 308 incl., 310 to 314 incl. and 320 to 326 incl..

37/3 : 351 to 359 incl. and 370 to 382 incl..

37/4 : 401,411,417,419,421,424 and 426.

37/5 : 501 to 504 incl., 506 to 521 incl., 667 to 670 incl., 673,674,676 to 687 incl., 689 to 691 incl., 693 to 695 incl. and 697 to 699 incl..

37/7 : 701 to 705 incl., 708,710 to 715 incl., 717,719,796,798 to 803 incl., 883 to 886 incl., 889,894 to 897 incl. and 899.

37/9 : 901 to 906 incl.

MONTHLY DRAW: Recent winners have been Maurice Barber (September) and Mr. C. Mills (October).

SALES:

New additions to our sales items are the current range of "Locomaster Profile" videos - These are as follows:

Class 50's at work	= £11.95 + £1.00 P&P.
Class 50's final years	= £14.95 + £1.00 P&P.
Class 50's finale - The inside story	= £16.95 + £1.00 P&P.
Class 50's glorious through Devon	= £11.95 + £1.00 P&P.
Peak Twilight	= £11.95 + £1.00 P&P.
Power of the 20's	= £11.95 + £1.00 P&P.
Brush 47 variety	= £11.95 + £1.00 P&P.
CLASS 37 POWER	= £14.95 + £1.00 P&P.
Trainload type 5	= £16.95 + £1.00 P&P.
Class 40 story	= £16.95 + £1.00 P&P.
Miscellany 1	= £11.95 + £1.00 P&P.
Miscellany 2	= £11.95 + £1.00 P&P.
Miscellany 3	= £11.95 + £1.00 P&P.

For other sales items, see the October mag.

NEWSDESK

REALLOCATIONS:

37004	IS - ML	RFJX - FQXA	37402	IS - CD	RAJW - RCMC
	ML - Su	FQXA	37404	IS - ML	RAJW - FCPM
37009	CD - IM	PXLD - FPJW	37405	TI - IM	MDRT - FABI
37013	TI - SF	FQXA - NKJW	37415	TI - TE	MDRT - FMEY
	SF	NKJW - NKJS	37417	TI - IM	MDRT - FABI
37031	BR - CF	IGJA - FQXA	37419	TI - TE	MDRT - FMPY
37037	BR - CF	IGJA - FQXA	37420	TI - IM	MDRT - FABI
37046	BR - TO	IGJK - FQXA	37426	TI - TE	MDRT - FMPY
37051	IS - ML	RAJW - FCPM	37501	IM	FLJI - FPJI
37054	BR - Ss	IGJK	37502	IM	FLJW - FPJW
37066	IS - ML	IISW - FCPM	37508	IM	FLJW - FPRI
37071	IS - ML	IISW - FCPM	37511	IM	FPCI - FPRI
37092	BR - TO	IGJK - FQXA		IM - Ss	FPRI
37100	IS - ML	IISW - FCPM	37512	IM	FLJW - FPJW
37101	BR - IM	IGJA - IEJW	37513	IM	FLJI - FPJI
37106	IS - SF	RAJW - RDJS	37515	IM	FLJI - FPJI
37111	IS - ML	RAJW - FCPM	37517	IM	FLJI - FPJI
37116	IS - ML	IISW - FCPM	37518	Su - IM	FQXA
37167	IS - SF	RAJW - RDJM	37519	IM	FLJI - FPJI
37184	IS - ML	RAJW - FCPM	37680	IM	FQXA - FPRI
37188	IS - ML	RAJW - FCPM	37682	TE	FPTY - FMPY
37197	CF	REJK - REJS	37684	Ss - IM	FPYX
37212	IS - ML	RAJW - FCPM		IM	FPYX - FPRI
37223	BR - CF	IGJA - FQXA	37687	IM	FLJW - FPJW
37229	BR - CF	IGJA - FQXA	37688	IM	FPCI - FPYX
37230	CF	REJK - REJS	37689	IM	FCCI - FPRI
37235	CD - SL	PXLD - FQXA	37690	IM - ML	FCPA - FCPM
37241	SF	NKJS - NKJW	37692	IM - ML	FCPA - FCPM
37254	CF	REJK - REJS	37693	IM - ML	FCPA - FCPM
37258	CF	REJK - REJS	37694	IM	FLJI - FPJI
37262	IS - Su	IISA	37695	IM - ML	FCPA - FCPM
37350	Ss	FPYX - FPYI	37696	IM - ML	FCPA - FCPM
	Ss	FPYI - FPRI	37698	Ss	FPYI - FPCI
	Ss - IM	FPRI	37699	IM	FPYI - FPCI
37358	TI - IM	MDRT - FPRI	37712	IM - ML	FPCI - FPGM
37359	TI - IM	MDRT - FPRI	37714	IM - ML	FPCI - FPGM
37378	TI - IM	MDRT - FPRI	37800	Ss - IM	FPYX - FPCI
37381	TI - IM	MDRT - FPRI	37801	IM - ML	FPCI - FPGM
	IM - Su	FPRI - FPYX	37886	Ss	FPYX - FPCI
37382	Ss	FPYX - FPYI	37893	IM - ML	FPCI - FPGM

FCPM = Scottish coal fleet, based Motherwell.

FPGM = Scottish petroleum fleet, based Motherwell.

FPJI = Doncaster area infrastructure fleet, based Immingham.

FPJW = Doncaster area infrastructure fleet (Weekend only locos) based Immingham.

FPRI = Ex-RFD contract services fleet, based Immingham.

FQXA = Trainload freight holding pool (Pending reassignment).

NAMINGS AND DENAMINGS

Named

37275 Oor Wullie.
 37421 The Kingsman.
 37715 British Petroleum.

Denamed

37404 Ben Cruachan.

- * It will be noted that considerable numbers of class 37's are passing through pool FQXA at the moment. FQXA is a non-operational pool for locos prior to reassignment. The clue as to where they might end up is in the depot that they are nominally attached to, and just as this issue closed for print, 2 syphons were transferred to Toton (First allocation of 37's here for many years) and 1 to Stewarts Lane (First ever allocation). It is thought that both depots will acquire a small fleet of syphons for infrastructure work.
- * As expected, 37009 & 37235 didn't last long in RES service. They were employed during the leaf fall season on the 1918 Dover to Manchester and 2103 Manchester to Dover mail trains, piloting the 47 between Redhill and Reading, a section of route apparently known for problems with leaves. When not in use, they usually stabled at Redhill, although they had also been seen making regular forays to Reading TMD. Regretably, although being ideally placed to pick up on any failed Intercity train in the area, the opportunity never arose, and the locos have now passed on to other work.
- * 37241 now joins 37242 awaiting new wheelsets. These seem to be very hard to come by, as 37242 has not moved a wheel in service since being transferred from RFD. Another Stratford syphon giving cause for concern is 37216, which has been laid up for several months now.
- * 37262 has been reported in a very sorry state on the dump at Inverness, despite being officially still an IISA machine. Personally, I would be concerned for the future of any syphon which enters stored unservicable status, particularly the 37/0's and 37/3's in the current climate of reorganisation and rationalisation in the run up to April 1994.
- * On the subject of the class 58's allegedly heading for duties in the Anglia area, both the Construction and the RFD rumours turned out to be partly correct. 58's were trialled on both stone trains (Currently operated by 56's and 60's) and the RFD trips between Ipswich and Felixstowe. It is understood that the RFD experiment went OK, so I fear that 58's may be on their way to oust the 37's before long (With the transfer of contract services to TLF, this may well leave RFD syphonless before long).
- * On a happier note, the transfer of RFD contract services to TLF (And ultimately the new freight companies) has seen class 37's taking over the operation of routes long the preserve of 47's. For me personally, the transformation of the Ripple Lane to Immingham van train which passes through Stratford station between 1000 and 1100 each day is very much appreciated. The service went over to syphon operation from 4th October, and 37691 had the honour of hauling the first train "Under new management". Since then, most of the FPRI fleet have put in an appearance, plus a few interlopers, notably 37676 (FPFR) on the 11th October, poolmate 37667 on the 29th October, and 37095 (IEJI) on the 1st November.
- * Further RFD services are expected to be transferred to TLF in the run up to the April 1994 reorganisation. For syphon lovers in the Anglia area, the next route to go 37hailed is expected to be the Plasmor brick services to and from Heck, Biggleswade and Bow. Although mainly nocturnal by nature, the return from Bow to Heck at least is run in daylight hours, affording photters a few good photo opportunities.
- * Also expected to be transferred is the Ditton to Ipswich Lower Yard tank train service, but it is not certain if 37's will be the chosen motive power yet.
- * Over the country, RFD is only likely to retain it's liner, automotive and European operations, so you should be able to work out what services are liable to change hands in your own local areas (Information for the mag. always gratefully received of course!), but 2 pools expected to be snapped up by TLF soon are the MDRM and MDRL syphon fleets. In fact, a rumour suggests that one of the MDRL 37/4's has received TLF Construction colours already - Can anyone confirm this?
- * Another change as from the Winter timetable was the closure of Garston holding sidings near Liverpool. The beneficiary appears to be Arpley, which now sees a few more syphons stabling than previously.

- * 37188 appeared at Warrington on the 6th October, and put in a local trip to Garston & back before returning north light engine later in the day. It is not known why this Motherwell machine came to be in the area, but on occasion, several other Scottish syphons have been noted too, namely 37351 (IS) deputising for a 47 on the Elgin to Dee Marsh timber train on the 23rd September, 37184 (ML) on a special Coatbridge to Basford Hall liner train on the 5th October, and 37071 (IS) on a Mossend to Bescot engineers train on the 17th November, so clearly Warrington is no stranger to such one-off visitations.
- * 37509 has been in the news a bit lately, as it resumed the Burn Naze to Barry tank train on the 7th October when 56054 failed to perform. Unfortunately the 37 came off at Warrington in favour of 60061. On the 27th October, the loco came to grief at Tuebrook engineers yard in Liverpool, when it gave 2 wagons a good thumping, but came off the rails and into a brick wall in the process. The loco was not recovered until the 17th November, when it was noted being hauled by 47332 towards Crewe.
- * An interesting brace of 37's were to be had at Carlisle on the 21st September when 37893 failed on the Jarrow to Stanlow tank train. 37003 assisted to Carlisle, where ex-FEKK machine 37803 took over to assist it over the WCML (37893 was DIT, 37003 returned light towards Newcastle).
- * The Dalston petroleum trains from Grangemouth still produce through Carlisle too, but 37/7's are of course the order of the day nowadays (Note that new pool FPGM has recently been formed - This pool will now provide the traction for this service).
- * Another regular runner through Carlisle is the Carlisle to Crewe van train. This train has been noted with the following syphons in charge recently:
 37238 (08.09.93 - 01.10.93 incl!, 12.10.93. and 13.10.93).
 37073 (05.10.93, 07.10.93 and 10.11.93).
 37053 (08.10.93).
 37504 (14.10.93).
 37068 & 37218 D/H (15.10.93).
 37261 (18.10.93 - 01.11.93 incl.).
 37108 (02.11.93).
 37218 (03.11.93., 04.11.93 and 09.11.93).
- * Other trains attracting a bit of a following can be seen passing through Warrington Bank Quay. For instance, the Mostyn Dock to Hull tank train passes through between 0945 and 1045, and the following observations have been made:
 37378 (08/10/13/15 September).
 37415 (22/24/27 September, and 01 October).
 37381 (06 October).
 37684 (08/15/18 October and 05/08/10 November).
 37691 (11/13 October).
 37689 (03 November).
- * Britain's longest, and most interesting, freight train also passes through Warrington (Obviously the place to be, all you syphoneers!), passing north around 1930 - 2030, and south 2100 - 2200 (But liable to quite a bit of fluctuation at times, so be prepared!). Workings noted are:
- | | | | |
|---------------|------------|---------------|-------------|
| 07.09.93 down | 37412/416. | 11.10.93 up | 37412 only. |
| 09.09.93 down | 37670/674. | 12.10.93 down | 37411/670. |
| 14.09.93 down | 37411/670. | 14.10.93 down | 37674/675. |
| 16.09.93 down | 37671/673. | 17.10.93 down | 37675/411. |
| 19.09.93 down | 37412/669. | 19.10.93 down | 37670/412. |
| 21.09.93 down | 37673/671. | 25.10.93 up | 37416/670. |
| 23.09.93 down | 37411/674. | 26.10.93 down | 37669/674. |
| 27.09.93 up | 37671/412. | 31.10.93 down | 37669/670. |
| 28.09.93 down | 37416/673. | 02.11.93 down | 37411/674. |
| 30.09.93 down | 37412/672. | 04.11.93 down | 37672/416. |
| 03.10.93 down | 37413/673. | 08.11.93 up | 37411/412. |
| 05.10.93 down | 37411/670. | 09.11.93 down | 37675/673. |
| 07.10.93 down | 37412/675. | | |

- * The syphon reliability on these services is thought to be very good as a norm, but 37673 failed at Wigan on the northbound service on the 14th November leaving 37675 to continue alone. The previously deceased loco was noted at Warrington (Where else!) on the Monday leaving Arpley holding sidings heading south.
- * Wigan Springs Branch was host to 37672 on the 18th November too. It had worked north the previous night with 37669, so presumably had failed on route too.
- * Talking about Springs Branch gives me an excellent lead into a few theories. I have about the forthcoming split up of TLF into the 3 new freight companies. Syphons working the oil traffic out of Stanlow are currently allocated to Immingham, which will be part of the North East Freight company, but the Stanlow area is most definitely in the territory of the West company (This is almost as bad as sectors!), so I expect a new pool to emerge soon splitting off part of the FPCI fleet. West's largest depots are places like Motherwell and Canton, but might these locos be allocated to their nearest depot, Springs Branch instead (Of course, with the reshuffle causing a massive upheaval of staff, it's impossible to predict accurately what might happen, but watch this space). Other pools are of course affected in this way, another notable one being FABI (Buxton stone syphons).
- * Although much turbulence is expected in the run up to April 1994 and beyond, causing many new sectors to be formed and old ones to shrink or disappear altogether, based on current sectors at the time of going to press, I would predict the following split:

Railfreight Distribution: MDTT only.

Freight South East: FPFR/NKFE/NKJE/NKJS/NKJW/RDJM & RDJS.

Freight North East: FMPY/FPCI in part/FPJI/FPJW/FPRI/FPTY/FPYI/IEJI/IEJW/BJH/RBJI & RBJN.

Freight West: FABI/FCKK/FCPM/FMHK/FPCI in part/FPEK/FPGM/IGJA/IGJK/MDRL/MDRM/RAJV/RCLC/RDKB/REJK & REJS.

The leasing companies: IISA/RAJP & RCMC.

This excludes non-operational pools such as MDYX and FQXA, where the syphons in these pools are either likely to move on very shortly to other pools or face a trip to a scrap yard perhaps.

- * A trip out on 29th October found the following syphons:
 Reading TMD - 37235.
 Didcot yard - 37222.
 Swindon - 37521.
 Bristol Bath Road TMD - 37046/048/097/174/264.
 Newport holding sidings - 37072 (Is it ever anywhere else nowadays?)/141/230/263.
 Canton TMD (Those visible) - 37042/137/158/197/201/213/521 (This had obviously come of from Swindon)/901.
- * Meanwhile, a similar trip on 6th November netted:
 Peterborough holding sidings - 37106/167.
 Doncaster TMD (Those visible) - 37512/687/688.
 York - 37131/426/682.
 Thornaby TMD - 37415/506/514/516/697/718/719.
- * Whenever I visit Clapham Junction lately, I trawl a total zilch for my troubles, but others are obviously luckier, as on 13th September 37194 was stabled, on the 17th 37890, 37009 on the 27th and 37245 on the 8th October. The 8th November however was the big one, with 37194/245 & 293 all in attendance. Hopefully, the allocation of 37's to infrastructure duties from Stewarts Lane will see 37's a bit more prevalent here and also in the old South Eastern division of SR.
- * 37671 hauled failed 47530 on the Penzance to Leeds postal on 29th September between Truro and Plymouth

PASSENGER INFORMATION

RCMC DIAGRAM ONE (DAYS OPERATED SHOWN AGAINST EACH JOURNEY):

2F67	0802	Crewe to Liverpool Lime Street	<u>MONDAYS TO FRIDAYS ONLY</u>
2K64	0956	Liverpool Lime Street to Crewe	<u>MONDAYS TO FRIDAYS ONLY</u>
1D64	1133	Crewe to Holyhead	<u>MONDAYS TO SATURDAYS ONLY</u>
1K64	1430	Holyhead to Crewe	<u>MONDAYS TO SATURDAYS ONLY</u>
1D70	1656	Crewe to Llandudno Junction	<u>FRIDAYS ONLY</u>
1G81	1828	Llandudno Junction to Birmingham International	<u>FRIDAYS ONLY</u>
1G81	1955	Crewe to Birmingham International	<u>MONDAYS TO THURSDAYS ONLY</u>
1D76	2152	Birmingham International to Holyhead	<u>MONDAYS TO FRIDAYS ONLY</u>
1D69	1733	Crewe to Holyhead	<u>SUNDAYS ONLY</u>

RCMC DIAGRAM TWO (MONDAYS TO SATURDAYS ONLY):

1G80	0320	Holyhead to Birmingham International
1D61	0715	Birmingham International to Holyhead
1D79	1200	Holyhead to Llandudno Junction
1D40	1336	Llandudno Junction to Holyhead
1K67	1600	Holyhead to Crewe

RCMC DIAGRAM THREE (DAYS OPERATED SHOWN AGAINST EACH JOURNEY):

1J01	0705	Blackpool North to Manchester Victoria	<u>MONDAYS TO FRIDAYS ONLY</u>
1D37	0951	Manchester Victoria to Holyhead	<u>MONDAYS TO SATURDAYS ONLY</u>
1J44	1330	Holyhead to Manchester Victoria	<u>MONDAYS TO SATURDAYS ONLY</u>
1F01	1725	Manchester Victoria to Southport	<u>MONDAYS TO FRIDAYS ONLY</u>

RCMC DIAGRAM FOUR (MONDAYS TO FRIDAYS ONLY):

1J03	0712	Southport to Manchester Victoria
1N01	1714	Manchester Victoria to Blackpool North
2F59	1908	Blackpool North to Liverpool Lime Street
2N54	2152	Liverpool Lime Street to Blackpool North

RCMC DIAGRAM FIVE (DAYS OPERATED SHOWN AGAINST EACH JOURNEY):

2M33	1315	Cardiff Central to Liverpool Lime Street	<u>SUNDAYS ONLY</u>
2V61	1915	Liverpool Lime Street to Cardiff Central	<u>SUNDAYS ONLY</u>
1M89	1640	Cardiff Central to Manchester Oxford Road	<u>FRIDAYS ONLY</u>

* - It is heavily rumoured that this diagram will be employed on additional trains midweek (Displacing DMU's) shortly. Watch this space!

RAJP DIAGRAM (MONDAYS TO FRIDAYS ONLY):

1A44	0552	Inverness to Aberdeen
1H27	0920	Aberdeen to Inverness
1A52	1220	Inverness to Aberdeen
1H35	1714	Aberdeen to Inverness

INTERCITY SLEEPER SERVICES (SEE GBTT FOR OPERATING DATES):

- 2 x IISA = O/N Inverness to Euston-O/N Euston to Aberdeen (Portions north of Edinburgh)
- 2 x IISA = O/N Aberdeen to Euston-O/N Euston to Inverness (Portions north of Edinburgh)
- 1 x MDRM = O/N Fort William to Euston-O/N Euston to Fort William (Portions north of Edinburgh)

SUMMER

ADDITIONAL (OR \$ = AMENDED) GEN FROM THE PERIOD COVERED BY THE OCTOBER MAGAZINE:

25.07.93	37080/133	O/N ED - AB, O/N AB - ED.
	37402	1838 IS - KL.
	37406	O/N FW - ED.
29.07.93	37080/133	O/N ED - AB.
	37232	1235 IS - KL.
	37240	1025 IS - KL.
	37263	0900 BTM - WY, 1630 WY - BTM.
	37402	0700 KL - IS.
	37403	1420 GQS - FW.
	37505/683	O/N ED - IS, O/N IS - ED.
31.07.93	37358/381	\$ Despite rumours to the contrary, I am informed that these locos worked "The Cumbrian Coastliner" railtour from Preston - Crewe via the Cumbrian coast, Upperby, Settle & Carlisle, Leeds avoider, Castleford, Huddersfield, Stalybridge, Stockport to Crewe, and were not taken off earlier.
07.08.93	37414	\$ 0320 HH - BI (CE - BI), 0725 BI - LD (BI - CE then failed. Class 31 forward).
	37422	\$ 0320 HH - BI (HH - CE), 1206 LD - BNS (CE - BNS after replacing class 31 mentioned above).
	37425	0935 LD - CE, 1133 CE - HH, 1430 HH - CE, 1650 relief CE - HH.
08.08.93	37421	0753 CE - BN via Chester.
09.08.93	37421	0705 BN - Manchester Piccadilly (MV closed for rebuilding).
	37422	0320 HH - BI, 0715 BI - LD, 1336 LJ - HH then failed.
10.08.93	37422/425	1600 HH - SF.
11.08.93	37113/510	O/N ED - IS.
	37191	0900 BTM - WY, 1630 WY - BTM.
	37402	0700 KL - IS.
	37406	O/N ED - FW.
	37424	0855 FW - GQS.
	37505/683	O/N ED - AB.
12.08.93	37408	\$ 1133 CE - HH, 1430 HH - CE, 2152 BI - HH (CE - HH).
	37418	\$ 0950 Manchester Piccadilly - HH, 1330 HH - Manchester Piccadilly (MV closed for rebuilding).
	37422	1955 CE - BI, 2152 BI - HH (BI - CE).
13.08.93	37258	0815 Bath - CE via Shrewsbury relief (The middle portion of this journey, between BTM and Hereford was run as an ECS due to no lights, but passengers were carried between Bath and BTM, and from Hereford to Crewe (What a riot!).
	37418	1020 CE - Shrewsbury relief.
	37422	\$ 1355 Shrewsbury - CF relief, 1640 CF - MOX.
14.08.93	37503	1020 CE - Newport (Flower show relief extended to Newport due to sprinter failure on 0926 LLS - CF).
17.08.93	37418	\$ 0320 HH - BI, 0715 BI - LD then failed with seized axle.
18.08.93	37406	O/N FW - ED.
	37422	1133 CE - HH, 1430 HH - CE, 1955 CE - BI, 2152 BI - HH.
	37424	1420 GQS - FW.
	37429	0802 CE - LLS, 0956 LLS - CE then failed.
19.08.93	37069	1516 AB - IS.
	37106	1220 IS - AB.
	37156	1235 IS - KL, 1705 KL - IS.
20.08.93	37408	0712 SP - MV, relief MV - SP for flower show, 1714 MV - BN, 1908 BN - LLS, 2152 LLS - BN.
	37424	O/N FW - ED.
21.08.93	37403	0855 FW - GQS.
23.08.93	37422 & 47640	2152 BI - HH (BI - CE).
	37422	2152 BI - HH (CE - HH).

24.08.93	37422	0802 CE - LLS,0956 LLS - CE.
24.08.93	37429	1133 CE - HH,1430 HH - CE,1955 CE - BI,2152 BI - HH (Poss- ibly only BI - CE,as 37408 on 0320 HH - BI next day).
25.08.93	37223	"1V33" (Exeter SD - Plymouth).
	37407	0712 SP - MV then taken off for exam (31 for rest of turn).
	37421	0705 BN - MV.
	37422	\$ 0802 CE - LLS,0956 LLS - CE,1133 CE - HH then failed (47473 worked rest of turn).
27.08.93	37407	0705 BN - MV,1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
	37414	0712 SP - MV,0950 MV - HH,1330 HH - MV,1725 MV - SP.
30.08.93	37408	0320 HH - BI (HH - CE).
	37414	0320 HH - BI (CE - BI).
	37509	Euston - Glasgow Central (Banked from Bolton - Preston. 47 & DIT 86 at front).
31.08.93	37113/250	O/N AB - ED.
	37152/505	O/N IS - ED.
	37156	1025 IS - KL,1510 KL - IS.
	37232	1535 ED - IS.
	37294	1235 IS - KL,1705 KL - IS.
	37402	1838 IS - KL.
	37406	O/N FW - ED.
	37408	1600 HH - SF (CE - SF).
	37414	0715 BI - LD,1336 LJ - HH,1600 HH - SF (HH - CE).
	37427	1516 AB - IS.
	37428	2118 ED - PH.
01.09.93	37080/221	O/N ED - IS.
	37109	1435 Paddington - Penzance (Exeter SD - Plymouth).
	37113/250	O/N ED - AB,O/N AB - ED.
	37191	1630 WY - BTM (Westbury - BTM).
	37232	1516 AB - IS.
	37294	1025 IS - KL,1510 KL - IS.
	37402	0700 KL - IS.
	37421	0815 Bath - BTM,0900 BTM - WY,1630 WY - BTM (WY - Westbury).
	37427	1628 IS - ED,2118 ED - PH.
	37428	1125 ED - IS.
	37430	1420 GQS - FW,O/N FW - ED.
02.09.93	37080/113	O/N IS - ED.
	37133/505	O/N AB - ED.
	37402	1235 IS - KL,1705 KL - IS.
	37407	0705 BN - MV,1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
	37409	0855 FW - GQS,1420 GQS - FW.
	37425	0712 SP - MV,0950 MV - HH,1330 HH - MV,1725 MV - SP.
	37427	2118 ED - PH.
	37428	1838 IS - KL.
	37430	O/N FW - ED.
03.09.93	37043	1535 ED - IS.
	37080/113	O/N ED - AB,O/N AB - ED.
	37133/510	O/N IS - ED.
	37232	1025 IS - KL,1510 KL - IS.
	37294	1235 IS - KL,1705 KL - IS.
	37402	1220 IS - AB,1516 AB - IS.
	37403	1420 GQS - FW,O/N FW - ED.
	37406	0855 FW - ED.
	37408	0715 BI - LD,1336 LJ - HH,1600 HH - SF,2152 BI - HH (BI - CE then failed).
	37414	2152 BI - HH (CE - HH).
	37418	0950 MV - HH,1330 HH - MV.
	37425	0712 SP - MV then failed (31 for rest of diagram).
	37428	1628 IS - ED,2118 ED - PH.

03.09.93	37429	1133 CE- HH,1430 HH - CE,1656 CE- LD.
(cont.)		
04.09.93	37156	Berwick - Oban & return railtour.
	37407	0900 BTM - WY,1630 WY - BTM.
	37408	\$ 0725 BI - LD (CE - LD),1206 LD - BNS (Note that the 0725 BI - LD did go forward from Chester after 30 mins. of giving the troublesome coach a good battering!).
	37410	0855 FW - GQS.
	37414	\$ 0320 HH - BI,0725 BI - HH (BI - CE).
	37418	0930 MV - HH,1330 HH - MV.
	37429	\$ 0935 LD - CE,1133 CE - HH,1430 HH - CE.
05.09.93	37407	1305 CF - LLS,1915 LLS - CF.
	37408	1506 CE - LD,1710 LD - BNS.
	37425	0851 BNS - LD,1250 LD - SF,1726 CE - HH.
06.09.93	37078/214	O/N IS - ED.
	37170/431	1145 KL - IS (And therefore presumably 0655 IS - KL too).
	37408	0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE.
	37409	O/N FW - ED.
	37418	0712 SP - MV,1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
	37422	1955 CE - BI,2152 BI - HH.
	37425	0320 HH - BI,0715 BI - LD,1336 LJ - HH,1600 HH - SF.
	37427	1535 ED - IS.
	37428	1628 IS - ED.
	37429	0705 BN - MV,0950 MV - HH,1330 HH - MV,1725 MV - SP.
	37505/510	O/N ED - AB,O/N AB - ED.
	37714	1037 LLS - BN (Wigan NW - BN.31465 failed and dragged), 1320 BN - LLS.
07.09.93	37078/214	O/N ED - AB,O/N AB - ED.
	37113/510	O/N ED - IS,O/N IS - ED.
	37402	1516 AB - IS.
	37407	1545 BTM - Southampton (Sprinter failure).
	37414	0950 MV - HH,1330 HH - MV,1725 MV - SP.
	37418	0705 BN - MV.
	37422	0320 HH - BI,0715 BI - LD,1336 LJ - HH,1600 HH - SF.
	37425	0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE, 1955 CE - BI,2152 BI - HH.
	37427	1015 IS - ED,1535 ED - IS.
	37428	1125 ED - IS.
	37429	0712 SP - MV,1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
	37430	O/N FW - ED.
08.09.93	37408	0950 MV - HH,1330 HH - MV,1725 MV - SP.
	37410	O/N ED - FW.
	37414	0712 SP - MV,1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
	37418	0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE.
	37425	0320 HH - BI,0715 BI - LD,1336 LJ - HH,1600 HH - SF.
	37429	0705 BN - MV,1955 CE - BI,2152 BI - HH.
09.09.93	37078/214	O/N ED - AB.
	37294	1125 ED - IS.
	37402	1220 IS - AB,1516 AB - IS.
	37408	0712 SP - MV,1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
	37409	O/N FW - ED.
	37414	0705 BN - MV,0950 MV - HH,1330 HH - MV,1725 MV - SP.
	37418	0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE.
	37425	1955 CE - BI,2152 BI - HH.
	37431	1015 IS - ED.
	37510/683	O/N ED ? IS.
10.09.93	37152/214	O/N ED - IS.
	37211	1516 AB - IS.
	37402	1015 IS - ED,1535 ED - IS.

10.09.93 37407 1640 CF - MOX.
 (cont.) 37408 0705 BN - MV,0950 MV - HH,1330 HH - MV then failed.
 37414 0712 SP - MV,1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
 37418 1725 MV - SP.
 37421 0715 BI - LD (CE - LD),1336 LJ - HH,1600 HH - SF,2152 BI
 - HH.
 37424 O/N FW - ED.
 37425 0320 HH - BI,0715 BI - LD (BI - CE).
 37427 1125 ED - IS.
 37431 0920 AB - IS.
 37505/510 O/N ED - AB.
 11.09.93 37066/510 O/N ED - AB.
 37075/225 "The Anglesey Odessey" railtour (Part of - incl. PP with
 20118/169).
 37251/683 O/N ED - IS.
 37402 1628 IS - ED,2118 ED - PH.
 37410 O/N FW - ED.
 37414 \$ 1015 BN - HH,1600 HH - CE.
 37418 0950 MV - HH,1330 HH - MV.
 37421 \$ 0320 HH - BI,0715 BI - LD,1206 LD - BNS.
 37424 O/N ED - FW.
 37429 0935 LD - CE,1133 CE - HH,1430 HH - CE.
 37431 1535 ED - IS.
 12.09.93 37407 1305 CF - LLS,1915 LLS - CF.
 37408/414 0753 CE - ~~BN~~ via Chester.
 37421 0851 BNS ~~LD~~,1250 LD - SF,1726 CE - HH.
 37429 1506 CE - LD,1710 LD - BNS.
 13.09.93 37408 0705 BN - MV.
 37414 0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE.
 37418 0712 SP - MV,0950 MV - HH,1330 HH - MV,1725 MV - SP.
 37421 0320 HH - BI,0715 BI - LD,1336 LJ - HH,1600 HH - SF.
 37429 1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
 14.09.93 37414 0320 HH - BI,0715 BI - LD,1336 LJ - HH,1600 HH - SF.
 37418 0712 SP - MV,1714 MV - BN,1908 BN - LLS,2152 LLS - BN
 (LLS - St. Helens Central then failed.Dragged by 31275).
 37421 0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE,
 1955 CE - BI,2152 BI - HH.
 37429 0705 BN - MV,0950 MV - HH,1330 HH - MV then for exam
 (31263 worked 1725 MV - SP.Quite a day for NB Goyles
 on the NW diagrams it would seem!).
 15.09.93 37414 0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE.
 37418 0705 BN - MV,0950 MV - HH,1330 HH - MV.
 37421 0320 HH - BI,0715 BI - LD,1336 LJ - HH,1600 HH - SF,
 2152 BI - HH (CE - HH).
 37425 1725 MV - SP.
 37429 1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
 37503 1955 CE - BI,2152 BI - HH (BI - CE).
 16.09.93 37043 0552 IS - AB.
 37066/510 O/N ED - AB.
 37080/133 O/N ED - IS.
 37196 1220 IS - AB,1516 AB - IS.
 37402 0920 AB - IS.
 37403 O/N ED - FW.
 37414 1133 CE - HH,1430 HH - CE,1955 CE - BI,2152 BI - HH.
 37421 0320 HH - BI,0715 BI - LD,1336 LJ - HH,1600 HH - SF.
 37425 0712 SP - MV,1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
 37428 1125 ED - IS.
 37429 0705 BN - MV,0950 MV - HH,1330 HH - MV,1725 MN - SP.
 37430 O/N FW - ED.

16.09.93	37431	1015 IS - ED,1535 ED - IS.
(cont.)	37503	0802 CE - LLS,0956 LLS - CE.
17.09.93	37066/510	O/N ED - IS.
	37133/214	O/N ED - AB.
	37402	0708 PH - ED,1125 ED - IS.
	37414	0320 HH - BI (HH - CE then failed).
	37418	1133 CE - HH,1430 HH - CE.
	37421	0320 HH - BI (CE - BI),0715 BI - LD,1336 LJ - HH,1600 HH - SF.
	37425	0705 BN - MV,0950 MV - HH,1330 HH - MV,1725 MV - SP.
	37428	1015 IS - ED,1535 ED - IS.
	37429	0712 SP - MV,1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
	37430	O/N ED - FW.
	37431	0552 IS - AB,0920 AB - IS.
18.09.93	37080/113	O/N IS - ED.
	37185	0735 Walsall - Bishops Lydeyard & return charter.
	37414	1133 CE - HH,1430 HH - CE.
	37418	0935 LD - CE then failed.
	37421	0320 HH - BI,0725 BI - LD,1206 LD - BNS.
	37425	0950 MV - HH,1330 HH - MV.
	37428	1015 IS - ED,1535 ED - IS.
	37429	1015 BN - HH,1600 HH - CE.
19.09.93	37080/113	O/N ED - IS, O/N IS - ED.
	37407	1305 CF - LLS,1915 LLS - CF.
	37414 &	0753 CE - BN via Chester.
	31465	
	37421	0851 BNS - LD,1250 LD - SF,1726 CE - HH.
	37428	1115 IS - KL,1510 KL - IS.
	37429	1506 CE - LD,1710 LD - BNS.

AND NOW, AFTER 4½ PAGES OF "JURASSIC GEN", DETAILS IN FULL FOR THE PERIOD FROM 20TH SEPTEMBER

20.09.93	37066/510	O/N ED - IS, O/N IS - ED.
	37080/113	O/N ED - AB.
	37402	0708 PH - ED,1125 ED - IS,1628 IS - ED.
	37409	O/N ED - FW.
	37414	0705 BN - MV,0950 MV - HH,1330 HH - MV,1725 MV - SP.
	37418	1600 HH - SF (Started LJ due to 37421/422 failure earlier q.v.).
	37421	0320 HH - BI,0715 BI - LD (BI - CE then failed).
	37422	0715 BI - LD (CE - Chester then failed).
	37425	0712 SP - MV,1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
	37428	1015 IS - ED,1535 ED - IS.
	37429	0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE, 1955 CE - BI,2152 BI - HH.
	37430	O/N FW - ED.
21.09.93	37043/080	O/N ED - AB.
	37066/510	O/N ED - IS, O/N IS - ED.
	37402	1125 ED - IS.
	37404	1220 IS - AB,1516 AB - IS.
	37414	0712 SP - MV,1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
	37421	0320 HH - BI (CE - BI),0715 BI - LD,1336 LJ - HH,1600 HH - SF.
	37424	O/N FW - ED.
	37425	0705 BN - MV,0950 MV - HH,1330 HH - MV,1725 MV - SP.
	37428	1015 IS - ED,1535 ED - IS.
	37429	0320 HH - BI (HH - CE),1955 CE - BI,2152 BI - HH.
	37431	1628 IS - ED,2118 ED - PH.

22.09.93 37080/113 O/N ED - IS, O/N IS - ED.
 37402 0552 IS - AB, 0920 AB - IS, 1220 IS - AB, 1516 AB - IS.
 37414 0705 BN - MV.
 37418 0802 CE - LLS, 0956 LLS - CE, 1133 CE - HH, 1430 HH - CE,
 1955 CE - BI, 2152 BI - HH.
 37421 0320 HH - BI (CE - BI), 0715 BI - LD, 1336 LJ - HH, 1600 HH
 - SF.
 37422 0950 MV - HH, 1330 HH - MV, 1725 MV - SP.
 37425 0712 SP - MV (A selection of 31/4's worked the other trains
 on this diagram).
 37428 1015 IS - ED, 1535 ED - IS.
 37429 0320 HH - BI (HH - CE).
 37430 O/N FW - ED.
 37431 1125 ED - IS.
 37510/683 O/N ED - AB.
 23.09.93 37080/113 O/N ED - AB, O/N AB - ED.
 37404 0552 IS - AB, 0920 AB - IS.
 37414 0802 CE - LLS, 0956 LLS - CE, 1133 CE - HH, 1430 HH - CE,
 1955 CE - BI, 2152 BI - HH.
 37418 0320 HH - BI, 0715 BI - LD (BI - LJ then failed).
 37422 0712 SP - MV, 1714 MV - BN, 1908 MV - LLS, 2152 LLS - BN.
 37425 0950 MV - HH, 1330 HH - MV, 1725 MV - SP (The 0705 BN -
 MV was 31438).
 37428 1015 IS - ED, 1535 ED - IS.
 37431 1125 ED - IS, 1628 IS - ED.
 37505/510 O/N IS - ED.
 37510/683 O/N ED - IS.
 24.09.93 37051/404 1220 IS - AB.
 37080/113 O/N ED - IS, O/N IS - ED.
 37404 1516 AB - IS.
 37407 1640 CF - MOX.
 37414 0320 HH - BI, 0715 BI - LD, 1336 LJ - HH, 1600 HH - SF,
 (Also hauled DIT by 87024 ! on 2152 BI - HH between BI -
 CE - I'm impressed! An 87 dragging a 37 - Most unusual).
 37418 2152 BI - HH (CE - HH).
 37421 0802 CE - LLS, 0956 LLS - CE, 1133 CE - HH, 1430 HH - CE,
 1656 CE - LD.
 37422 0705 BN - MV, 0950 MV - HH, 1330 HH - MV, 1725 MV - SP.
 37425 0712 SP - MV, 1714 MV - BN, 1908 BN - LLS, 2152 LLS - BN.
 37428 1015 IS - ED, 1535 ED - IS.
 37431 1125 ED - IS, 1628 IS - ED.
 25.09.93 37051 1220 IS - AB, 1516 AB - IS.
 37054 1630 WY - BTM (47525 had worked 0900 BTM - WY then expired).
 37080/113 O/N ED - AB, O/N AB - ED.
 37196 1220 IS - AB, 1516 AB - IS.
 37401 O/N ED - FW.
 37404 0552 IS - AB, 0920 AB - IS, 1628 IS - ED.
 37418 0320 HH - BI, 0725 BI - LD, 1206 LD - BNS.
 37421 0935 LD - CE, 1133 CE - HH, 1430 HH - CE.
 37425 1015 BN - HH, 1600 HH - CE.
 37428 1015 IS - ED, 1535 ED - IS.
 37429 0950 MV - HH, 1330 HH - MV.
 37431 1125 ED - IS.
 37505/510 O/N ED - IS.
 37505/683 O/N IS - ED.
 26.09.93 37080/113 O/N ED - AB, O/N AB - ED.
 37230 1305 CF - LLS, 1415 LLS - CF (LLS - CE).
 37230/407 1915 LLS - CF (CE - CF).
 37294 0945 IS - Kings Cross (? - PH assisting HST with one
 power car failed. 37294 apparently improved on HST timings!

26.09.93	37418	0851 BNS - LD,1250 LD - SF,1726 CE - HH.
(cont.)	37425	1506 CE - LD,1710 LD - BNS.
	37505/683	O/N ED - IS.
27.09.93	37113/196	O/N IS - ED.
	37404	2118 ED - PH.
	37409	O/N FW - ED.
	37418	0320 HH - BI,0715 BI - LD,1336 LJ - HH,1600 HH - SF.
	37422	0705 BN - MV,0950 MV - HH,1330 HH - MV,1725 MV - SP.
	37425 &	0802 CE - LLS.
	31438	
	37425	0956 LLS - CE,1133 CE - HH,1430 HH - CE,1955 CE - BI, 2152 BI - HH.
	37429	0712 SP - MV,1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
	37431	1535 ED - IS.
	37505/683	O/N AB - ED.
28.09.93	37414	1955 CE - BI,2152 BI - HH.
	37418	0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE.
	37422	0712 SP - MV,1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
	37425	0320 HH - BI,0715 BI - LD,1336 LJ - HH,1600 HH - SF.
	37429	0705 BN - MV,0950 MV - HH,1330 HH - MV,1725 MV - SP.
29.09.93	37070/505	O/N AB - ED.
	37080/113	O/N IS - ED.
	37402	1220 IS - AB,1516 AB - IS.
	37404	2118 ED - PH.
	37414	0320 HH - BI,0715 BI - LD,1336 LJ - HH,1600 HH - SF.
	37421	0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE, 1955 CE - BI,2152 BI - HH.
	37422	0705 BN - MV,0950 MV - HH,1330 HH - MV,1725 MV - SP.
	37429	0712 SP - MV,1714 MV - BN then failed (DMU replacement found for rest of diagram).
	37430	O/N FW - ED.
	37431	1535 ED - IS.
30.09.93	37080/113	O/N AB - ED.
	37211/214	O/N IS - ED.
	37402	1516 AB - IS.
	37404	2118 ED - PH.
	37414	1133 CE - HH,1430 HH - CE,1955 CE - BI,2152 BI - HH.
	37421	0320 HH - BI,0715 BI - LD,1336 LJ - HH,1600 HH - SF.
	37422	0712 SP - MV,1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
	37423	O/N FW - ED.
	37429	0705 BN - MV,0950 MV - HH,1330 HH - MV,1725 MV - SP.
	37431	1535 ED - IS.
01.10.93	37407	1640 CF - MOX.
	37414	0320 HH - BI,0715 BI - LD (BI - CE),1600 HH - SF (CE - SF), 2152 BI - HH.
	37421	0715 BI - LD (CE - LD),1336 LJ - HH,1430 HH - CE,1656 CE - LD.
	37422	0705 BN - MV,0950 MV - HH,1330 HH - MV,1725 MV - SP.
	37425	0802 CE - LLS,0956 LLS - CE,1133 CE - HH then failed (1430 HH - CE worked by 37421 q.v. - 1600 HH - SF worked by 31207 with 37425 DIT from HH - CE).
	37428	0552 IS - AB,0920 AB - IS.
	37429	0712 SP - MV,1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
02.10.93	37068/108/ 704/889	"The Neath Navigator Railtour" (See next page for details).
	37114	Hereford - Cranmore & return special (Weymouth turn was DMU).
	37414	0320 HH - BI,0715 BI - LD,1206 LD - BNS.
	37421	0935 LD - CE,1133 CE - HH,1430 HH - CE.
	37422	0950 MV - HH,1330 HH - MV.

02.10.93 37429 1015 BN - HH,1600 HH - CE.
(cont.)

"The Neath Navigator" railtour"

37068/108 Preston - Morfa Main Sdgs.,Kidwelly via Man. Picc. & BNS.
37704/889 Morfa Main - Coedbach.
37068/108 Coedbach - Morfa Main.
37704/889 Morfa Main - Jersey Marine South Yard via Swansea District
line.
37068/108 Jersey Marine - Cwmgwrach (Stop board on former Aberpergwm
branch - New section of line NOT covered).
37704/889 Cwmgwrach - Burrows Sdgs.,Swansea Docks.
37068/108 Burrows Sdgs. - Preston via Barry,Chepstow then as outward.

03.10.93 37114 CF - LLS (CF - CE).
37408/425 CE - BN.
37414 0851 BNS - LD,1250 LD - SF,1726 CE - HH.
37421 1305 CF - LLS (CE - LLS),1915 LLS - CF.
37429 1506 CE - LD,1710 LD - BNS (LD - Bushbury Jct. then failed.
08448 dragged to Wolves then train capped).

WINTER

04.10.93 37407 0712 SP - MV,0951 MV - HH,1330 HH - MV,1725 MV - SP.
37408 0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE,
1955 CE - BI,2152 BI - HH.
37414 0320 HH - BI,0715 BI - HH,1200 HH - LJ,1336 LJ - HH,
1600 HH - CE.
37425 0705 BN - MV (BN - Preston then failed.Train capped).
37429 1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
05.10.93 37137 1720 BTM - CF.
37407 0712 SP - MV,1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
37408 0320 HH - BI,0715 BI - HH,1200 HH - LJ,1336 LJ - HH,
1600 HH - CE.
37414 0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE,
1955 CE - BI,2152 BI - HH.
37429 0705 BN - MV,0951 MV - HH,1330 HH - MV,1725 MV - SP.
06.10.93 37407 0705 BN - MV,0951 MV - HH,1330 HH - MV,1725 MV - SP.
37414 0320 HH - BI,0715 BI - HH,1200 HH - LJ,1336 LJ - HH,
1600 HH - CE.
37425 0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE,
1955 CE - BI,2152 BI - HH.
37429 0712 SP - MV,1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
07.10.93 37402 0802 CE - LLS (It's first journey for RCMC after arriving
from Scotland),0956 LLS - CE,1133 CE - HH,1430 HH - CE,
1955 CE - BI,2152 BI - HH.
37407 0712 SP - MV,1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
37425 0320 HH - BI,0715 BI - HH,1200 HH - LJ,1336 LJ - HH,
1600 HH - CE.
37429 0705 BN - MV,0951 MV - HH,1330 HH - MV,1725 MV - SP.
08.10.93 37402 0320 HH - BI,0715 BI - HH,1200 HH - LJ,1336 LJ - HH,
1600 HH - CE,1640 CF - MOX (CE - MOX).
37407 0705 BN - MV,0951 MV - HH,1330 HH - MV.
37408 0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE,
1656 CE - LJ,1828 LJ - BI,2152 BI - HH.
37414 1725 MV - SP.
37421 1640 CF - MOX (CF - CE then failed).

08.10.93	37429	0712 SP - MV,1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
(cont.)		
09.10.93	37408	0320 HH - BI,0715 BI - HH,1200 HH - LJ,1336 LJ - HH, 1600 HH - CE.
	37414	0951 MV - HH,1330 HH - MV.
	37421	1133 CE - HH,1430 HH - CE.
	37422	York - Amlwch railtour & return.
10.10.93	37407	1733 CE - HH.
	37425	1315 CF - LLS,1915 LLS - CF.
11.10.93	37402	0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE, 1955 CE - BI,2152 BI - HH.
	37407	0320 HH - BI,0715 BI - HH,1200 HH - LJ,1336 LJ - HH, 1600 HH - CE.
	37414	0712 SP - MV (SP - Wigan Wallgate then failed.2 x 31 moved caped train and DIT 37414 ECS).
	37422	1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
	37429	0705 BN - MV,0951 MV - HH,1330 HH - MV,1725 MV - SP.
12.10.93	37402	0320 HH - BI,0715 BI - HH,1200 HH - LJ,1336 LJ - HH, 1600 HH - CE.
	37407	0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE, 1955 CE - BI,2152 BI - HH.
	37408	0951 MV - HH,1330 HH - MV,1725 MV - SP.
	37422	0705 BN - MV.
	37429	0712 SP - MV,1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
13.10.93	37402	1955 CE - BI,2152 BI - HH.
	37407	0320 HH - BI,0715 BI - HH,1200 HH - LJ,1336 LJ - HH, 1600 HH - CE.
	37408	0712 SP - MV,1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
	37421	0951 MV - HH,1330 HH - MV,1725 MV - SP.
	37429	0705 BN - MV.
14.10.93	37402	0320 HH - BI,0715 BI - HH,1200 HH - LJ,1336 LJ - HH, 1600 HH - CE.
	37408	0705 BN - MV,0951 MV - HH,1330 HH - MV,1725 MV - SP.
	37414	1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
	37421	0712 SP - MV.
	37429	0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE, 1955 CE - BI,2152 BI - HH.
15.10.93	37402	0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE, 1656 CE - LJ,1828 LJ - BI,2152 BI - HH.
	37407	1640 CF - MOX (With 37425 DIT - Traction motor flashover).
	37408	0712 SP - MV,1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
	37414	0705 BN - MV,0951 MV - HH,1330 HH - MV,1725 MV - SP.
	37429	0320 HH - BI,0715 BI - HH,1200 HH - LJ,1336 LJ - HH, 1600 HH - CE.
16.10.93	37218/261	"The Mabinogian" railtour (Class 37 involvement being: Gaerwen Jct. down to up line crossover. Amlwch (BR limit) - Hooton. Allerton Jct. - Crewe.
	37402	0320 HH - BI,0715 BI - HH,1200 HH - LJ,1336 LJ - HH, 1600 HH - CE.
	37421	0951 MV - HH (Chester - HH),1330 HH - MV.
	37422	1133 CE - HH,1430 HH - CE.
	37429	0920 Carmarthen - CF,1710 CF - Carmarthen "Ruggex" specials.
	37503	0951 MV - HH (MV - Chester).
17.10.93	37408	1733 CE - HH.
	37422	Wolverhampton - Pembroke "Kettles" (Wolverhampton - Swansea & return).
	37429	1315 CF - LLS,1915 LLS - CF.
18.10.93	37407	0705 BN - MV,0951 MV - HH,1330 HH - MV,1725 MV - SP.
	37408	0320 HH - BI,0715 BI - HH,1200 HH - LJ,1336 LJ - HH, 1600 HH - CE.

18.10.93	37414	0802 CE - LLS (CE - Hartford.Train failed and caped).
(cont.)	37421	0712 SP - MV,1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
	37422	1133 CE - HH,1430 HH - CE,1955 CE - BI,2152 BI - HH.
19.10.93	37407	0712 SP - MV,1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
	37421	0705 BN - MV,0951 MV - HH,1330 HH - MV,1725 MV - SP.
	37422	0320 HH - BI,0715 BI - HH,1200 HH - LJ,1336 LJ - HH, 1600 HH - CE.
	37429	0646 Westbury - WY,0840 WY - BTM (Vice DMU).
20.10.93	37407	0705 BN - MV,0951 MV - HH,1330 HH - MV,1725 MV - SP.
	37414	0320 HH - BI,0715 BI - HH,1200 HH - LJ,1336 LJ - HH, 1600 HH - CE.
	37421	0712 SP - MV,1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
	37422	0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE, 1955 CE - BI,2152 BI - HH.
21.10.93	37407	0712 SP - MV,1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
	37408	0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE.
	37414	1955 CE - BI,2152 BI - HH.
	37421	0705 BN - MV,0951 MV - HH,1330 HH - MV,1725 MV - SP.
	37422	0320 HH - BI,0715 BI - HH,1200 HH - LJ,1336 LJ - HH, 1600 HH - CE.
22.10.93	37407	0705 BN - MV,0951 MV - HH,1330 HH - MV,1725 MV - SP.
	37408	1714 MV - BN (MV - Preston then failed).
	37414	0320 HH - BI,0715 BI - HH,1200 HH - LJ,1336 LJ - HH, 1600 HH - CE.
	37421	0712 SP - MV.
	37422	0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE, 1656 CE - LJ,1828 LJ - BI,2152 BI - HH.
	37429	1640 CF - MOX.
23.10.93	37407	0951 MV - HH,1330 HH - MV.
	37414	BNS - BTM & return charter.
	37422	0320 HH - BI,0715 BI - HH,1200 HH - LJ,1336 LJ - HH, 1600 HH - CE.
	37429	1133 CE - HH,1430 HH - CE.
24.10.93	37402	1315 CF - LLS,1915 LLS - CF.
	37422	1733 CE - HH.
25.10.93	37407	0712 SP - MV,1955 CE - BI,2152 BI - HH.
	37408	1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
	37414	0705 BN - MV,0951 MV - HH,1330 HH - MV,1725 MV - SP.
	37422	0320 HH - BI,0715 BI - HH,1200 HH - LJ,1336 LJ - HH, 1600 HH - CE.
26.10.93	37407	0320 HH - BI (HH - CE).
	37408	0705 BN - MV,0951 MV - HH,1330 HH - MV,1725 MV - SP.
	37414	0712 SP - MV,1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
	37422	0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE, 1955 CE - BI,2152 BI - HH.
	37425	0320 HH - BI (CE - BI),0715 BI - HH,1200 HH - LJ, 1336 LJ - HH,1600 HH - CE.
27.10.93	37407	1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
	37408	0712 SP - MV.
	37414	0705 BN - MV,0951 MV - HH,1330 HH - MV,1725 MV - SP.
	37422	0320 HH - BI,0715 BI - HH,1200 HH - LJ,1336 LJ - HH, 1600 HH - CE.
	37425	0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE, 1955 CE - BI,2152 BI - HH.

28.10.93	37407	0705 BN - MV,0951 MV - HH,1330 HH - MV,1725 MV - SP.
	37408	1955 CE - BI,2152 BI - HH.
	37414	0712 SP - MV.
	37418	1714 MV - BN,1908 BN - LLS (2152 LLS - BN was a DMU after 37418 failed at Lime St.).
	37425	0320 HH - BI,0715 BI - HH,1200 HH - LJ,1336 LJ - HH, 1600 HH - CE.
29.10.93	37402	1640 CF - MOX.
	37407	0712 SP - MV,1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
	37408	0320 HH - BI,0715 BI - HH,1200 HH - LJ,1336 LJ - HH, 1600 HH - CE.
	37418	0705 BN - MV,0951 MV - HH (MV - Eccles then failed.Pushed by 47211 to Warrington BQ,then 47356 hauled train & DIT 37418 to Chester where train caped).
	37422	1330 HH - MV (Started LJ due to 37418's failure earlier, with DMU covering HH - LJ),1725 MV - SP.
	37425	0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE, 1656 CE - LJ,1828 LJ - BI,2152 BI - HH.
30.10.93	37402	West Ruislip (!) - York charter & return.
	37408	0320 HH - BI (CE - BI),0715 BI - HH,1200 HH - LJ,1336 LJ - HH,1600 HH - CE.
	37414	1133 CE - HH,1430 HH - CE.
	37422	0951 MV - HH,1330 HH - CE.
	37425	0320 HH - BI (HH - CE).
31.10.93	37402	1315 CF - LLS then failed.
	37408	1733 CE - HH.
	37414	1915 LLS - CF (CE - CF,31421 worked train LLS - CE).
01.11.93	37407	0705 BN - MV,0951 MV - HH (MV - Holywell Jct. then failed), 1330 HH - MV.
	37422	1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
	37503	0951 MV - HH (Holywell Jct. - HH).
02.11.93	-	
03.11.93	37402	0951 MV - HH,1330 HH - MV.
	37408	0320 HH - BI,0715 BI - HH,1200 HH - LJ,1336 LJ - HH, 1600 HH - CE.
	37418	0712 SP - MV,1714 MV - BN,1908 BN - MV,2152 LLS - BN.
	37425	0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE.
04.11.93	37408	1955 CE - BI,2152 BI - HH.
	37425	1600 HH - CE.
05.11.93	37402	0951 MV - HH,1330 HH - MV.
	37407	0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE, 1656 CE - LJ,1828 LJ - BI,2152 BI - HH.
	37408	0320 HH - BI,0715 BI - HH,1200 HH - LJ,1336 LJ - HH, 1600 HH - CE.
06.11.93	<u>"The Itchen Piddle" railtour</u>	
	37405	Manchester Piccadilly - Fawley (BR limit) via Bescot,BNS, Swindon & Basingstoke.
	37377	Fawley - Totton Down Yard (37377's first passenger working since aquiring this number - About time too!).
	37405	Totton - Hamworthy Quay.
	37377	Hamworthy Quay - Poole.
	37405	Poole - Weymouth Quay.
	37405	Weymouth Quay - Manchester Piccadilly via Yeovil,Bath,BNS & Crewe.
	37422	0951 MV - HH,1330 HH - MV.

And here the gen dried up,so "Thats all folks".

QUESTION TIME

The response to this feature, which I introduced last issue, hasn't exactly been enormous, but at least, of the questions aired, one now has an answer to hand:

- Q3. How many work-hours are there between different types of exam on the class 37 fleet?
- A3. This varies from loco to loco, but as a general rule the unrefurbished 37's have a 55 hour maintenance cycle, whereas the refurbished ones have a 60 hour cycle.
For example, a typical 37/0 may expect an A exam every 55 hours. After 275 hours of work, the loco receives a B exam instead, after 825 hours a C exam, 1650 hours a D exam, 4950 hours an E exam and 9900 hours an F exam.

Another question has been received too, to tax the brains of "Syphon" readers:

- Q5. Can you supply any gen relating to 37241, 37248, 37520, 37521, 37692, 37694, 37709, 37715, 37798 and 37803?
- A5. To a large extent, the "Featured loco" section of this mag. is going to provide an answer to this question in time (I will try and make sure that, barring the withdrawal of other syphons making a write up necessary, the class members you are interested in will be dealt with first!), but if any readers fancy helping out with any gen (Particularly passenger workings pre-1986), please "Let me have it"!

The unanswered questions (Can YOU help?) are:

- Q1. On 15 Jan. 93, one of our members travelled on the overnight from Inverness to Euston (Arriving on the 16th). He got the loco numbers at Inverness before retiring to his bunk (These were 37214 & 37043). However, upon getting off the train at Euston, he was advised that 37175 may have replaced 37214 somewhere on route. As he requires 37175, can anyone help him with some gen as to the reliability of what he was told, and if affirmative, where did 37175 join the train?
- Q2. Can someone supply a list of all 37's which currently have fixed RETB equipment?
- Q4. How many work-hours can syphons perform under normal conditions before they need refuelling?

If you have any class 37 related questions that you want answered, or can help out with those questions which are still awaiting an answer, drop me a line to the editorial address.

CONTINUED FROM PREVIOUS PAGE.....

My pick of the passenger workings has got to be 37377 on the "Itchen Piddle" I'm afraid (I know it's a fix, but it has to be admitted it was a pretty good fix!).

I now reckon the following are the "Most wanted" syphons, on the basis of when they were last out:

1. 37894 (As 37124)	18.05.85	6. 37694	10.10.88
2. 37796 (As 37105)	01.05.86	7. 37704	28.12.88
3. 37678	04.06.88	8. 37713	11.04.89
4. 37686	10.09.88	9. 37519	15.04.89
5. 37677	17.09.88	10. 37508	20.08.89

MARCHES AND GRONKS

by Michael Gibson (37891).

Date : 3 October 1993

Mission : To traverse the entire Newport to Crewe line with syphon haulage.

For those of you who are a bit puzzled by the title, "Marches" is the Newport to Crewe line, whilst "Gronk" is a nickname for a class 08 shunter (The significance of the 08 will be explained a bit further on).

First port of call was Paddington where I took the 10.00 tram (43017 & 43027) to Cardiff Central. I arrived at the Welsh capital at 12.30, which gave me time to have Sunday lunch (A Travellers Fare mad cow burger and a cup of tea) whilst I waited for the stock 2M33 to arrive.

According to one quote I had been given the previous day, 37407 had been allocated to work the Liverpool. As it approached 13.00 I was expecting an Intercity/Mainline liveried class 37 appear any minute. However, the quote I had been given was wrong (It may have been right at the time, but a lot can happen in 24 hours! - Ed.) and a "Dutch" liveried syphon appeared from the sidings with the stock, and 37114 it was, quite an unexpected bonus really.

We managed a good run to Abergavenny, but then the fun started. Engineering work on the track meant single line working just north of Abergavenny, and this in turn meant that we had to reverse over the crossover south of the station before we could proceed north. All this farting about cost us 15 minutes. A succession of temporary restrictions prevented us from reducing the deficit, although we did reach some impressive speeds north of Shrewsbury. A large contingent of bashers got on at Nantwich for a very slow 4 miles to Crewe (Personally, I think anyone that just does 4 miles behind such a magnificent machine is better described as a total insect - Ed.).

At Crewe 37114 came off (Bet that withered those waiting to take it onwards to Liverpool!) and 37421 went on. As I was leaving the train at Crewe anyway, I could then go to the far end of platform 9 for photos of 421 as it left.

My next syphon haulage of the day was basically a fill in move, 37414 to Chester with the 1726 Crewe to Holyhead for 37429 on the 1710 Llandudno to Brummy New Street. However, this latter train was to prove the most eventful (Though not the most enjoyable in terms of syphon bashing) part of the day, for we were subjected to a lengthy stop at Beeston Castle, midway between Chester and Crewe, the reason wasn't known to us, but it wasn't a signal. A lesson in how NOT to drive a class 37 was given as we left Crewe, the driver in trying to impersonate Nigel Mansell in Indy 500, succeeded in almost overloading the loco, not to mention the countless wheelslips (Not a very clever thing to do when you are hauling 6 mark 2 coaches).

We stopped again at Four Ashes, about 5 miles north of Wolverhampton, but this time it wasn't so difficult to see (Or rather hear) why we had stopped - The engine had stopped and the driver had to do a temporary repair job before it could be started up again. We did get moving after about 10 minutes but the same thing happened again just north of Bushbury Junction, the driver tried to repair it again, another $\frac{1}{4}$ mile then phut! phut! nothing. The passengers were informed that a replacement loco was being sent, but the arrival of 08448 was a bit of a surprise!

Unsurprisingly the train was capped at Wolverhampton, so it was a quick phone call to explain that I would be late home before catching 86219 on the last train to Euston, leaving the fitters to find out why 37429 had as much life in it as a deceased Armadillo. Certainly not how I wanted to end a day of syphon bashing!

QUIZ

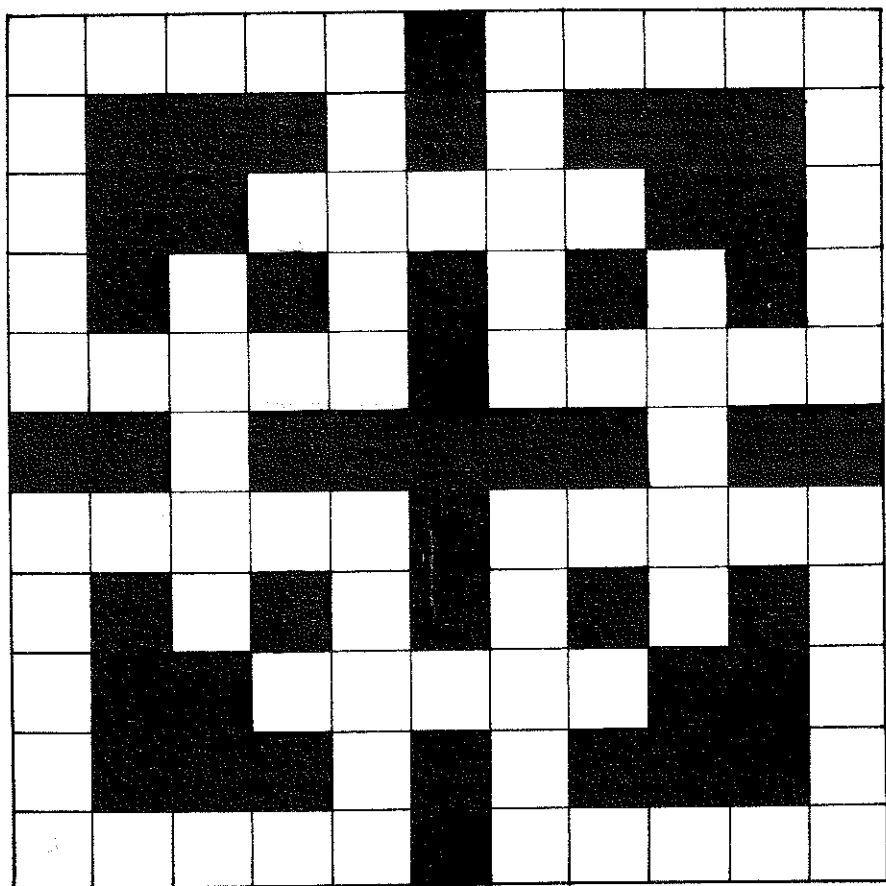
This issue, I'm trying out a 2 part mental dexterity quiz.

First of all, jot down the current TOPS numbers of the 20 syphons listed below.

When you've done that, insert them in the grid below in such a way that they will all fit in (Without cheating).

Answers, as always, later in the magazine.

- | | | |
|----------|-----------|-----------|
| 1) D6607 | 8) D6791 | 15) D6912 |
| 2) D6720 | 9) D6813 | 16) D6916 |
| 3) D6721 | 10) D6832 | 17) D6944 |
| 4) D6750 | 11) D6835 | 18) D6949 |
| 5) D6756 | 12) D6860 | 19) D6968 |
| 6) D6781 | 13) D6876 | 20) D6996 |
| 7) D6785 | 14) D6906 | |



GETTING CONNECTED

by Keith Fransham

The class 37 locomotive is fitted with the standard BR locomotive system of couplings to enable it to haul coaching stock and wagons around the BR system. The class is also fitted with a multiple working system to enable it to work together with certain other locomotives.

Below each nose of the loco, about a metre above the rails is the buffer beam. This solid steel structure absorbs stresses and forces transmitted by the following train into the locos main structure.

Mounted on either side of this beam are the hydraulic buffers. These provide a buffing surface, absorbing impact and side to side movement from the following train. These also provide some protection against small collisions. The shape of the buffer head varies, most class 37's now being fitted with oval shaped ones. Some used to be fitted with round headed buffers, whilst recently some locos have acquired the European style rectangular ones.

In the centre of the beam is the drawgear equipment. This comprises of a drawhook, attached to the loco by means of a rubber/metal type shock absorber assembly which also allows the hook some side to side movement for when the train negotiates pointwork and curved track. Attached to the drawhook is a shackle which is placed over the adjacent vehicles drawhook. This is then tightened.

Depending on the type of braking system on the train, either the air brake pipes or the vacuum brake pipe is connected up. The air pipes are rubber hoses with the metal connections painted red and yellow. These are located on the buffer beam between the drawhook and the drivers side buffer (An additional yellow pipe is located next to the secondmans buffer). The red pipe actually controls the braking - With the brakes released the pipe supplies the air pressure of 72 PSI (5 bar) to the train brakes. If the pressure is reduced, either by the drivers brake valve or by the train dividing/communication cord pulled by a passenger, the brakes will apply. The yellow pipe supplies a constant 100 PSI (7 bar) air supply for the brake system, and also for the air operated equipment on the train.

The vacuum pipe is a large ribbed rubber hose located on the secondmans side of the drawgear. The pipe releases the brakes on the train when the exhausters on the loco create a 21" vacuum (About 10 PSI less than atmospheric pressure) down the train. If the vacuum is destroyed, the brakes apply on the train. This system is nearly obsolete on BR apart from some engineers trains and loco hauled trains in Scotland (Good old Scotrail - Pity they didn't retain steam heat too! - Ed.).

On 37401 to 37431 there is provision for the locos to supply electric train heat (ETH). This is used for heating, battery charging and air compressing on coaching stock. This consists of an electric supply of 850 volts from the locomotives auxiliary alternator. The power is supplied through 2 heavy duty jumper cables which are connected between the loco and each coach. When the locos jumper is not in use, it is plugged into a receptacle on the locos nose. The main electrical cable has a thin interlock cable wound around it. This cable forms a circuit around the entire train and back to the loco. If the cable is damaged, or a jumper is disconnected, the ETH supply is switched off automatically.

The class 37 fleet is fitted with the "Blue star" system of multiple working, whereby compatible locos (31, 33 or another 37) could be driven together with only one driver. The system comprises a 31 wire jumper cable, normally stowed in a receptacle on the corner of the locos nose (Drivers side). This would plug into a socket on the second loco located between the vacuum pipe and the secondmans side buffer. Also, a small white headed air pipe which controls the locos diesel engine governor is connected up.

Now sadly disappearing from the loco bufferbeam is the steam pipe (Still plenty of steaming trains to be had in the Gent area of Belgium for a couple more years if interested - Ed. - They also look quite like "Warships" too, and make the most outrageous sounds!), used for heating coaching stock. The steam was supplied by a steam generator on the loco. This pipe was located on the drivers side of the bufferbeam between the buffer and the brake pipes.

I hope that this has explained the various items located on the front of the class 37, and it's uses.

FEATURED LOCO

In this edition of "Syphon", it's the turn of 37694 to come under the spotlight following a request made by a group member, and this loco, which started life as D6892, entered service from Landore in February 1964, having been built by Robert Stephenson & Hawthorn in Darlington (EE number 3370/RSH number 8413).

Until summoned to Crewe to be rebuilt as a 37/5, the loco was boilered, and was no stranger to passenger workings, particularly when assigned to Eastfield (The allocations in this period comprised Landore to Canton in November 1964, back to Landore in April 1966, where it received its TOPS number in March 1974, to Eastfield in November 1981, back to Canton in March 1985, to Motherwell in December 1985 then back to Canton in January 1986).

Since the trauma of being battered at Crewe works, it of course lost its ability to supply any form of heat to passenger trains, so has seen much less work (But see list of passenger workings below), being drafted into the non-MGR coal train operating fleet after conversion at Canton, until transferred to operate coal trains in Scotland in September 1989, being based initially at Eastfield, then later at Motherwell.

Remarkably, it was not until April 1993 that 37694 got its first English posting, to the FCPA coal fleet based at Immingham (But even then, outbased normally at Ayr). However, in May 1993, it was transferred to the FPCI petroleum fleet, then in June 1993 on to the Doncaster area infrastructure fleet FIJI (Now FPJI). Meanwhile, the next month saw the loco shorn of its "The Lass O' Ballochmyle" nameplates that it had carried since October 1990 to classmate 37692.

Passenger workings that I personally know about are listed below:

07.Jul.84 1425 York to Plymouth relief (D/H with 37002).
 11.Apr.85 1220 Glasgow Queen St. to Oban.
 16.May.87 1020 Glasgow Central to Paignton (Wolverhampton to Paignton).
 12.Jul.87 2124 Bristol to Glasgow Central (Barnt Green to Birmingham New St.).
 24.Jul.87 1422 Oxford to Hereford (Oxford to Worcester due to DMU failure).
 01.Aug.87 0735 Euston to Pwllheli (D/H 37141 from Shrewsbury to Pwllheli then return working to Wolverhampton).
 02.Sep.87 1045 Cardiff Central to Crewe (Newport to Crewe).
 12.Dec.87 Victoria to Milford Haven Railtour (Part of tour within the West Wales area)
 29.May.88 0722 Crewe to Weymouth Railtour (Treherbert to Cardiff Central).
 16.Jun.88 0950 Cheltenham to Cardiff Central (Lydney to Newport).
 10.Oct.88 0724 Hereford to Birmingham New St.

And ever since then - As rare as waste material from the hind quarters of a rocking horse!

I wonder how long it will be before this starts being a requested railtour loco again - Over 5 years without a passenger working to its credit now!

QUIZ ANSWERS

The answers to the first part of the quiz are:

D6607 = 37403, D6720 = 37702, D6721 = 37715, D6750 = 37717, D6756 = 37513,
D6781 = 37797, D6785 = 37711, D6791 = 37358, D6813 = 37113, D6832 = 37673,
D6835 = 37888, D6860 = 37373, D6876 = 37883, D6906 = 37906, D6912 = 37212,
D6916 = 37216, D6944 = 37244, D6949 = 37903, D6968 = 37401, D6996 = 37423.

Having got this far, you had to place all the current numbers in the grid in such a way that they all fitted. Certain numbers will happily fit into a variety of spaces with no ill effect, whilst others would cause you a bit of bother if you didn't slot them in the correct place.

The way I did it (There are other ways) is as follows:

```
3 7 3 7 3 * 3 7 4 0 3
7 * * * 7 * 7 * * * 7
9 * * 3 7 2 4 4 * * 2
0 * 3 * 9 * 2 * 3 * 1
3 7 7 1 7 * 3 7 7 0 2
* * 8 * * * * 3 * *
3 7 8 8 3 * 3 7 5 1 3
7 * 8 * 7 * 7 * 8 * 7
6 * * 3 7 7 1 5 * * 2
7 * * * 1 * 1 * * * 1
3 7 4 0 1 * 3 7 9 0 6
```

PHOTOS:

All the photos in this issue of the magazine have got the "E" theme as these locos are getting quite a following, particularly on the Reggierail North West diagrams.

FRONT COVER = The date is 20.Feb.93, the place is Cardiff Central, and the loco is 37425, having just arrived on the 0914 Liverpool Lime St. to Cardiff Central service vice Sprinter (Photo = Alan Hawkins).

TOP RIGHT = 37404 awaits departure on the 1838 Inverness to Kyle train on 16.Aug.93 with a rake of Highland green and cream stock. The location is of course Inverness. (Photo = Michael Gibson).

BOTTOM RIGHT = 37406 approaches Crainlarich on the 0900 Fort William to Glasgow Queen Street Low Level train on 01.Sep.92 (Photo = Steve Branch).

BACK COVER TOP = 37418 making a rare appearance on passenger duties at Barrow, on the occasion of the North West Diesel Day, 25.Apr.92 (Photo = Steve Branch).

BACK COVER BOTTOM = And finally, 37421 is seen at Flint (Or Fflint, depending on which language you use) on the 1250 Llandudno to Stafford Sunday dated service on 01.Aug.93 (Photo = Michael Gibson).

Keep those photos coming in, particularly shots of 37's on freight and ballast workings.



