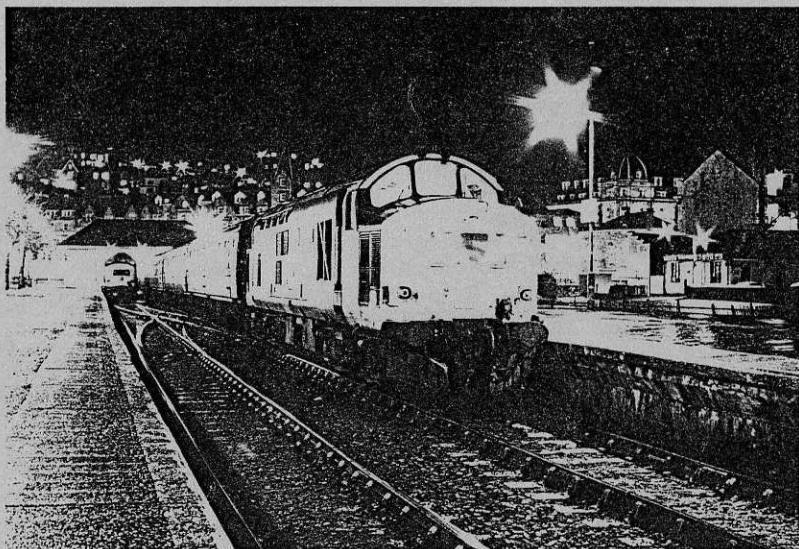


SYPHON!

THE CLASS 37 GROUP

FEB 1989



THIS MONTH — WEST HIGHLAND

Bank Holiday Monday 1st May. "POWER TO THE TOWER" -Class 20 Locomotive Society. On one of the very few "specified loco" tours available this year we take green-liveried 37.350 from Sheffield (approx 9am) on an unusual route for Class 37s to Guide Bridge, Stockport (pu), Macclesfield, Stoke, BUSHBURY JC*, OXLEY JC, Shrewsbury, Chester, Warrington, BAMFURLONG JC, BAMFURLONG SDGS JC*, SPRINGS BRANCH JC, Preston, Blackpool North (2 hrs - trams, tower, fairs, beach, ferocious landladies etc), Preston, COPY PIT, Hebden Bridge (sd), Mirfield, HORBURY STN JC, CRIGGLESTONE JC, Barnsley (sd), Sheffield (approx 8pm). Fast WCML and fearsome Pennine gradients to test the stamina of 37.350! Bargain fares: £19.50, 1st Class £24, all proceeds to purchase of Class 20 locomotive. Light refreshments, raffle, headboard, sales stand, quiet/lively/standard coaches etc. Confirmed by BR. Route marked * subj to final DTp special approval. Please send 2 x SAE with booking, or 1 SAE for details to C20LS, 58 Stratford Gate, Potters Bar, Herts EN6 1PN.

Saturday May 6th, 'THE GLAMORGAN GROWLER', - The Growler Group.

Route: - Wolverhampton (pu), Birmingham New St.(pu), Cheltenham (pu), Gloucester (pu), Awre Junction, Chepstow, Newport (pu), Cardiff Central (pu), Penarth North Curve (City Line), Radyr Quarry, Radyr Junction, Pontypridd, Abercynon, Abercwmboi, Aberdare, Tower Colliery, Hirwaun,(rev), back to Radyr, Penarth North Curve, Cardiff Central, Cardiff Queen Street, Caerphilly, Ystrad Mynach South, Nelson & Llancaiach G.F, Cwmbargoed (rev), back to Cardiff Central, Barry, Aberthaw, Bridgend East Junction, Bridgend Llynfi Junction, Tondur, Maesteg (rev), Tondur, Bridgend Llynfi, Pencoed, Cardiff Central (sd) then return and set down as outward to Wolverhampton.

Motive Power: Canton based 37/4 with Railfreight Coal Sector locomotive top and tail with 37/4 on Welsh branches.

Fares: £23.50 from Wolverhampton & Birmingham New Street;
£21.50 from Cheltenham & Gloucester;
£20.00 from Newport & Glasgow Central.

Contact: Growler Group Railtour, 26 Risca Road, Newport, Gwent, NP9 4HZ.
Phone (0633) 63310 between 10am & 10pm only.



37682(TI) is seen shunting wagons at Dove Hole quarry sidings on 17.8.88

(M.Gibson)

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SYPHON!

THE CLASS 37 GROUP

NUMBER 8 - FEBRUARY 1989

THE CLASS 37 GROUP

COMMITTEE

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EDITORIAL: There has certainly been plenty of activity as regards the class 37 fleet during the last month, a fact that is reflected in this months magazine. Renumberings have led to a serious attempt at having a 37/3 sub-class and there have also been a number of reallocations and a large scale exercise at recoding some of the sectors. In addition to the regular features there are articles about the end of passenger services on the West Highland, and an interesting trial at Lowestoft. As well as a magazine you will find there is a letter included this month inviting you to make a donation to our Preservation Fund. Please give generously, for you never know when we might need the money!

TRIPS: There is a possibility of me running a couple of trips at weekends in March to Stratford and Tinsley from the Norwich/Ipswich areas by minibus. I estimate that the charge will be about £12.50 per trip to cover permit charges, petrol, vehicle hire. If you are interested in either trip, please let me know (Editors address) and give a phone number if possible.

PRESERVATION FUND: During the last month the total has risen to £710:23. Additions are due to donations from Mike Millward (£26) and Rodney Saunders (£12.56). £6.60 was collected at the December open meeting with a further £8.25 coming from January's. The other income is from Interest (£34.64) earned from our two bank accounts.

NEW MEMBERS: Thanks to the following for joining or renewing their membership.
 Martin Reeve, A.Williams, A.Walby, S.Maloney, D.Harber, Miss J.Scott, Pete Weston, Steve Potter, E.Spencer and Mr M.Collins.

DIARY

- 25.2.89 Open Meeting, Station Hotel, Ipswich (lounge bar). 1400-1700 approx. This is an experiment for us and hopefully all will go well. Should the football fixture list change for any reason and Ipswich Town play at home this day then this meeting will be cancelled.
- 25.2.89 'Welsh Mountain Cobbler' railtour. Contact Hertfordshire Railtours.
- 1.5.89 'Power to the Tower' railtour - Class 20 Group - see advert opposite.
- 6.5.89 'Glamorgan Growler' railtour - The Growler Group - see advert opposite.
- 13.5.89 NENTA train tours, Lowestoft to York via East Suffolk line. Contact NENTA, Railtour House,10 Buxton Road,North Walsham,Norfolk. NR28 0ED (Tel. 406152)

At the time of writing there appeared to be a large scale exercise taking place with a number of sector code changes and consequently some new sectors appearing. The following reallocations are updated to 25.1.89 (27.1.89 for 37/4 only).

37131	FQLC-FQCK	37308	FQLC-FQCK	37417	PXXA-PISA
37138	FALG-FAGS	37354	FALG-FAGS	37418	PXXA-PISA
37139	FQLC-FQCK	37370	FAMM-FACM	37419	PXXA-PISA
37144	FALG-FAGS	37373	FAMM-FACM	37420	PXXA-PISA
37162	FQLC-FQCK	37375	FQLC-FEGA	37421	IS-LA PXXA-FJLL
37165	FQLC-FEOE		then FEGA-FEOE	37422	ED-CF PXXA-FAWK
37167	FQLC-FQCK	37376	FQLC-FEGA	37423	FMGA-FGXX
37211	CF-SF FAWC-FAGS		then FEGA-FEOE	37424	ICHA-FGXX
37212	FQLC-FQCK	37379	FAMM-FACM	37425	ED-CF PXXA-FAWK
37213	FQLC-FQCK	37380	FAMT-FABT	37426	PXXA-PCFA
37214	FQLC-FQCK	37401	IWCA-FGXX	37427	PXXA-PCFA
37217	FQLC-FQCK	37402	DCHA-FGXX	37428	PXXA-PCFA
37218	CF-SF FAWC-FAGS	37403	PXXA-FGXX	37429	PXXA-PCFA
37219	FALG-FAGS	37405	PXXA-FGXX	37430	PXXA-PCFA
37222	FQLC-FQCK	37407	PXXA-PEDA	37431	PXXA-PCFA
37223	FQLC-FQCK	then	ED-CF PEDA-PCFA	37669-675	FTLL-FJLL
37227	CF-TE FQLC-FMYT	37408	PXXA-PEDA	37676-688	FAMT-FABT
37229	FEGA-FEOE	then	ED-CF PEDA-PCFA	37689-699	FHCC-FHBK
37230	FQLC-FQCK	37409	ICHA-FGXX	37701-704	FECA-FEAK
37235	FQLC-FQCK	37411	ED-CF PXXA-FAWK	37796-803	FECA-FEAK
37239	FQLC-FQCK	37412	ED-IS PXXA-PISA	37887	FECA-FEAK
37240	ED-TE FEGA-FMYT	37415	PXXA-PISA	37889	FECA-FEAK
37244	FQLC-FQCK	37416	PXXA-PISA	37894-899	FECA-FEAK
37250	ED-TE FEGA-FMYT				

The new Provincial sector codes are as follows:

PCFA = Provincial, Cardiff Canton allocated loco's

PEDA = Provincial, Eastfield allocated loco's

PISA = Provincial, Inverness allocated loco's

RENUMBERED: Those who thought the confusion ended with the refurbishment programme were obviously wrong, as the following renumberings show. Motherwells 37312 has returned to its previous guise of 37137 whilst the renumbering of the end of series 37/0's has begun with 37303 becoming 37271 and 37304 becoming 37272. These two have already been executed, 37306 and 37308 will become 37273 and 37274 respectively. 37002 is not now expected to be renumbered, this should have become 37351, however, things are getting really silly with 37374 reverting to its previous number of 37165 having only been renumbered last year. Finally, with regard to the 37's still at Crewe for refurbishment, it now appears that 050 will become 717, with 094 as 716, not the other way round as previously thought. By evaluating the latest TOPS info' 718 has to be 084, while the original 033 has to be 719.

NAMING: 37275 has been named 'STAINLESS PIONEER' to mark the 75th anniversary of stainless steel making. It is believed the naming ceremony was held at Tinsley TMD around mid-December. 275 is allocated to Immingham sector FMYI (Freight Metals Immingham pool) and has been repainted in duotone grey with metals sub-sector markings.

RADIO'S: 37431 has become the latest Cardiff example to receive a set of RETB equipment leaving 426 as the only one to be treated.

WORKS REPORT

CREWE: - Things have been very quiet syphon wise during the last two months. Present on 10.12.88 were 670 + 671 for their collision damage repairs and 716-719 undergoing Heavy General Overhaul and refurbishment. Although originally not scheduled to leave until 23/1, 671 found itself released early on 16/12. 716 was scheduled to leave on 2/1 and 717 on 20/1 and both had left Crewe by 24th. This just left the following present on 24/1/89: 670 (release date 6/2); 718 (8/2) and 719 (27/2).

DONCASTER: - Present at the works on 10/12 were the following: 011(ED) - withdrawn; 078(CF) - main generator; 106(IM), 198(TI), 201(ML), 303(TI) & 304(TI) - all for Intermediate overhaul; 356(TI) - main generator. By the 14th December 078 and 201 had been released with the only new arrival being 003(TI) for engine repairs. 073(TI) arrived on the 19th, also for engine repairs and 003 had been fixed. This is how things stayed on Christmas eve and so a complete list for 24/12 read: 011/073/106/198/303/304/356. A month later on 24th January the following were present: 011/073 & 356 still, joined by: 096(TI); 101(TI) - Intermediate overhaul; 137(ML) - light overhaul; 264(CF) - engine repairs; 271(TI) - Intermediate.

GLASGOW: - 324(ML) and 415(ED) were at the works on 12/12 with generator/alternator problems. By the 24th these had been replaced by a couple of foreigners in the shape of 009(TI) - engine/cylinder repairs, and 075(SF) - main generator faults. On the 24th January 009 & 075 were still at Glasgow and had been joined by 409(ED) which required engine repairs and is not expected to be released until 15th February.

LAIRA: Tinsley's 37095 was stopped at Laira from 25/11 to 25/12 undergoing engine repairs. 215 passed through to become the second 37 to have an Intermediate overhaul completed at this location, while the third - 294 - was still present on 25/1.

STRATFORD DRS: There were two 37's incumbent at the turn of the year on 1st January, these being 019(SF) with fire protection equipment problems and 053(SF) requiring attention to bogie frames. By the 25th January the following had arrived: 087(SF) - generator flashover; 140(SF) - tyre turning & 144(SF) for battery repairs. 053 was back again, this time for engine repairs.

OTHER NEWS

It is expected that the following 37's will be called to works between now and the end of the 1990 financial year (approx April 1990) for intermediate (G) overhaul: 015/035/046/048/051/065/071/072/074/078/096/109/110/113/114/133/142/144/158/162/178/184/188/203/207/211/212/218/220/223/227/238/240/241/242/248/252/255/260/262/263/280/293/298/306/310/323/324/326. Of these, Laira will do 22 (20 under the 1989/90 budget) and Doncaster the rest.

37350's appearance has changed somewhat since its reallocation to Cardiff. As well as assuming a rather grubby black appearance the hand painted data panel and Stratford depot wording have been painted out with the Sparrow no doubt receiving the same treatment.

A survey of the class 37 fleet on 13/12/88 revealed the following availability figures for each sub-class: 37/0 = 76.3%; 37/3 = 80%; 37/4 = 71%; 37/5 = 90.7% 37/7 = 79.5%; 37/9 = 83.3%; This gives an overall availability of 79.2% which compares favourably with other classes, ie class 31 = 74.6% & class 47 = 69.4%.

THANKS this month to the following for information:

Keith Fransham, Colin Wilks, Kevin Green, Michael Gibson, John Forge, Maurice Barber, Jerry Dickinson, Steve Squires, Jim Ramsay, Martin Reeve, Mr D. Hughes, Phil Brooks, Alan Pulford, Desmond Game, Mike Millward, Steve Potter and anyone else I may have forgotten to mention.

LIVERY LINE-UP

Recently reported livery changes are as follows:

Duotone Railfreight grey: 063/194/201/215/275/884/885/190

The full list, which has not appeared since October last now reads thus:

BR BLUE: 37003/009/010/013/015/019/023/029/031/038/040/042/046/048/053/054/055/058
062/065/066/071/072/073/074/077/078/080/083/087/092/095/096/097/098/100/101
106/107/109/110/113/131/133/139/140/141/142/144/154/158/162/170/178/184/185/197/198
207/211/212/213/214/216/217/218/219/220/221/222/223/225/227/229/230/232/238/239/240
241/242/244/245/248/251/252/254/258/263/271/272/280/293/294/298/306/313/321/323/324
325/358 & 137.

LARGE LOGO BLUE: 37004/012/025/035/051/057/114/116/128/153/174/175/188/191/203/209
260/261/262/264/310/311/320/326/402-422/424-431

RAILFREIGHT GREY: 37503/504/508/509/510/512/513/690-697/699/701-704/796-803/894-899
901/905

RED STRIPE GREY: 37002/165/196/250/255/352/353/355/356/357/359/370/371/372/373/375
376/377/378/379/502/505/506/514-520/669-672/674-687

DUOTONE: Coal: 37049/167/235/689/698/308

Construction : 37138/354/688

General : 37104

Metals : 37201/275/381/423/507/511/521/667/668/711/712/884/885/903/906

None applied : 37069/075/285/380/902/904

Petroleum : 37215/705/706/707/708/709/710/887/888/889/890/891/892/893

Speedlink : 37047/059/063/070/673

Unknown : 37190/278/713/886

OTHERS:

BSC Blue - 37501; Green - 37350; Inter City - 37401; Depot Special - 37146.

SALES

GROUP SWEATSHIRTS with logo on breast. Grey, green, blue, red or white, Medium
Large or Extra Large. Please state size and if any colour preferences. £12:00

GROUP TEESHIRTS with split & centre headcode 37's on front. L or XL £5:49

TEESHIRTS - 'The Class of ... 37' produced by Designer T's £5:99

CLASS 37 RENUMBERING LIST EDITION 2 by Mike Millward £1:20

BADGES & PENS - 30p: NOTEPADS - 40p

PHOTOSTICKERS - 37011, 37012, 37026, 37055, 37081, 37107, 37116, 37159, 37187,
37350, 37673, 37691, 37698 35p

VIDEO'S - produced by Modern Traction Video's available for the following classes:

(1) Deltics (2) 37's (3) 45/46's (4) 40's £18:00

(5) 47's (6) 50's Volume 1 (7) NEW NEW 50's Volume 2 £22:50

All run for 60 minutes. Please state VHS or Beta

Locomaster Profiles: - Class 37 (30 mins) @ £9:95 or Diesel Misc. Vol 1 (1 hour) -
@ £14:95. Again please state VHS or Beta.

NEW - Class 37 audio tape (46 mins) ONLY £3:00

Please include the following for postage & packing:

Photostickers, Badges, Pens, Notepads, Renumbering list - 19p

Teeshirts, Sweatshirts & Video's - £1 per item.

Audio cassette - 50p

Please make all cheques/PO payable to THE CLASS 37 GROUP and send to the CHAIRMAN

Also available are the following 7"x 5" colour, card framed prints at £1:75 each.

37412, 37116+241, 37350, 37258+012, 37427, 37405, 37144+31108+47590, 37057, 37036, 37263.

All orders and enquiries to our Membership Secretary, Mark Aldous at 8 Wallers Grove,
Ipswich, IP2 OLN. Please include 19p for postage. All profits to the Pres. Fund.

ELECTRIC THEMES

It has certainly been an action packed month for the 4's with the end of West Highland line passenger services (documented elsewhere) and the consequent transfer of some members south. These reallocations would appear to be in a state of confusion at present as the plan was for 407 & 408 to go to Cardiff, 412 & 421 to Laira (for a St. Blazey-Corpach freight service) and 411, 422 & 425 to Tinsley. Although used initially for freight traffic there are strong rumours that the Tinsley trio would be transferred to Provincial in May and used on a Nottingham-Blackpool service (0718 & 1544 ex Notts) Monday to Friday and Sheffield to Skegness or Blackpool services on Saturdays. As they are twin tank fitted there would be no need for engine changes. The following status report shows the situation on 27.1.89 at 2040 hrs and certainly makes interesting reading.

37401 FGXX ED Eastfield TMD. Allocated 6Y35 to Fort William.
37402 FGXX ED Fort William.
37403 FGXX ED Crianlarich.
37404 FGXX ED Mossend. Allocated 6Y35 to Fort William.
37405 FGXX ED Eastfield TMD
37406 FGXX ED En route Mossend to Fort William on 7Y33
37407 PCFA CF Eastfield TMD. Allocated 1260 and then 5Z60 to Thornton Junction.
37408 PCFA CF Canton TMD. Out of service (alternator), expected OK 2/2
37409 FGXX ED Glasgow Works. Out of service - engine repairs. Expected OK 15/2
37410 FGXX ED Eastfield TMD. ECS to Queen Street.
37411 FAWK CF Eastfield TMD. Out of service - fire protection equip. OK 31/1
37412 PISA IS Inverness TMD.
37413 FGXX ED Eastfield TMD. Out of service - air brake controller. OK 29/1
37414 DCHA IS Inverness.
37415 PISA IS On route 2H84 1640 Kyle of Lochalsh to Wick.
37416 PISA IS Georgemas Junction
37417 PISA IS Inverness. Out of service - blowers/fans, expected OK 30/1
37418 PISA IS On route 2H64 1812 Wick to Inverness.
37419 PISA IS Inverness TMD.
37420 PISA IS Millerhill. Awaiting inspection following Collision, OK 1/2.
37421 FJLL LA On route 2H65 1735 Inverness to Wick/Thurso (!)
37422 FAWK CF Canton TMD
37423 FGXX ED Fort William (had worked 1Y01)
37424 FGXX ED Oban
37425 FAWK CF Bristol
37426 PCFA CF On route 1V17 1714 Liverpool to Cardiff
37427 PCFA CF Shrewsbury (pre-assigned B-exam at Cardiff)
37428 PCFA CF Canton TMD. Out of service - traction motors. Expected OK 1/2.
37429 PCFA CF Canton TMD. Out of service - jumper cables. Expected OK 28/1.
37430 PCFA CF On route 1J33 1540 Euston-Abertystwyth
37431 PCFA CF Shrewsbury.

The new Provincial allocation codes are for Cardiff Canton (PCFA), Eastfield (PEDA) and Inverness (PISA). On Monday 23/1, 407 & 408 were actually allocated to PEDA but by the end of the week they had become Cardiff PCFA machines. As can be seen not all the loco's are where they should be, and surely 421 could not be any further from where it is supposed to be. Out of service for some time recently have been 415 - stopped from 2/11 to 9/12, and 409 from 5th January and not expected to be released until 15th February. Both were/are being repaired at Glasgow Works and 409's exile means it was not able to feature in the last weeks of West Highland workings. On 10th January 428 was employed on the 1323 Cardiff-Liverpool, turning a 6 minute late start from Newport into an arrival of only 1 minute down at Hereford - so much for Sprinter timings. Other 37's used on these services recently, using the diagram numbers in 'Passenger Information' have been: 23/12 - 426(2); 28/12 - 430(1); 30/12 - 426(1), 429(3); 4/1 - 429(1); 5/1 - 429(1); 7/1 - 426(2), 430(1); 14/1 - 427(2), 428(1). 427 was on the Cardiff-Rhyl diagram for the whole of the week commencing 9th January.

FINAL HIGHLAND

On Monday 23rd of January class 156 'Sprinter' DMU's displaced 37/4's on the Scotrail (Provincial) sector services from Glasgow to Oban, Fort William and Mallaig. In the two weeks prior to this takeover, large numbers of enthusiasts travelled north to say farewell to the syphon hauled services and this article takes a look at this period in diary form. It is based on both personal observations and information obtained from other group members in the area at the time. In a future edition I would like to provide a log of exactly what each Eastfield based 37/4 did during this time, so if you have any details please let me know.

8.1.89 (Sunday)

Unlike the Far North lines, the West Highland just about manages a Sunday service with one train in each direction on each of the lines to Fort William and Oban. The first train out of Glasgow, the 1736 to Fort William, was hauled by 37407 trying its best to sound like a class 50. After leaving Queen Street on time we were held near Westerton for about 45 minutes due to a points failure. This resulted in us crossing the 1830 from Oban at Ardlui instead of having a 25 minute wait at Crianlarich, this being in the hands of 37405. Our original delay had a domino effect for the rest of the evening and we crossed the late running 1836 Queen Street - Oban (37410) at Arrochar & Tarbet instead of Ardlui before picking up 37422 on the 1810 Fort William - Euston sleepers, again at Ardlui instead of Crianlarich. After several shunting movements at Dalmuir to obtain the correct road arrival back at Queen Street was about 30 minutes late where 37403 arrived to take the Euston portion off to Mossend.

9.1.89 (Monday)

37411 on the 0550 Queen Street to Fort William proved to be one of the riots of the week. With load 7 we cantered into the tunnel and only opened up on hitting the incline. This proved a bad move as the syphon just did not want to know and had to be coaxed up the hill with liberal amounts of sand, sparks, exhaust and of course noise. After 15 minutes, 76 wheelslips and most of Glasgow now awake we finally reached Cowlairs Junction having just managed to keep moving. It was no surprise to find that we left Dumbarton 14 minutes late which worsened to 20 mins by Crianlarich. This was a minor problem compared to 37408, seen later with the 0840 Fort William to Queen Street struggling into Crianlarich 90 minutes late. 408 was suffering from a bad case of burning engine oil which could be clearly smelt, and is also thought to have had radio problems. There was a debate about putting 37425 on the front which was sitting in Crianlarich sidings with a south-bound oil train, however, it is believed 408 carried on alone. 423 was observed at Spean Bridge at 1345 on a southbound speedlink and 156449 was at Fort William.

11.1.89 (Wednesday)

The day started with 37405 on the 0550 Queen Street to Fort William now reduced to load 6, probably after Mondays episode. A good ascent was made up Cowlairs, however, we achieved 25 wheelslips leaving Garelochhead and another 11 from Arrochar & Tarbet. Despite this we were only 11 minutes late at Crianlarich. Things ran fairly smoothly with the 0810 Oban to Queen Street (37402) on time and the 0834 Queen Street to Oban (37425) only a little late. The return journey for 425 (1250 Oban to Queen Street) showed that some of these trains have surprisingly tight timings. Leaving Oban 6 minutes late and with load 4, 425 was unable to regain any time and without any hold-ups had become 10 minutes late by Helensburgh. We were held for 5 minutes at Craigmaddie Junction whilst the Clyde in particularly angry mood did its best to wash the track away. This weather played havoc with the signalling and further checks due to signal failures made us 19 minutes late by Dumbarton. The rather copious recovery time on the final stretch allowed us to regain some time and arrival at Queen Street was 10 minutes late after even more checks, this time at Cowlairs Junction. After another trip out to Crianlarich with 425 on the 1834 to Oban, 423 returned us to Queen Street with the 1810 Fort William to Euston, turning a -5 into a +3 at Queen Street,

including 21½ minutes for the stretch between Dumbarton and Queen Street. 402 was noted on the 1810 Oban to Queen Street towing in a very dead 408.

12.1.89 (Thursday)

The 1015 Queen Street to Fort William produced 402+408, continuing to run around together but today with both running, although sounding somewhat out of sequence. 9 minutes late away from Arrochar & Tarbet became 17 late from Crianlarich as we had to wait 14 minutes for a Sprinter unit to arrive from Fort William. After passing through a large variety of weather conditions and having steadily made up time, we arrived at Fort William 9 minutes late. On the way we had run through the only snow present at rail level, this being on the moors around Rannoch and Corrour. The Sprinters were by now visible throughout the West Highland network, no doubt for crew familiarisation but also clearance trials.

After sampling the delights of 423 to Mallaig I then returned to Queen Street behind the same loco on the 1810 from Fort William. This particular run suffers from vast amounts of running time and 423 made very easy work of the load 6 in quite favourable conditions. At least 30 minutes could have been removed from its 4 hour 18 minute schedule, indeed the other two runs are timed at 3 hours and 40 minutes. It is interesting to note that the load 6 comprises coaches of each of Mark I, II's and III's if you include the sleepers. After having the two Mark I's removed at Queen Street 405 took the train forward to Mossend but via Springburn instead of Stirling due to a landslip.

13.1.89 (Friday)

Unlucky for some and certainly for 37422 which only got as far as Garelochhead (milepost 33 to be precise) before it was declared a total failure. It was rescued by 37425. It must be said that despite the visibly poor condition of some of these machines, complete failures en route are very rare. 407+410 were the days pair, on the 0840 Fort William to Queen Street - this train proving pretty popular for pairings.

14.1.89 (Saturday)

Whereas the 0550 Queen Street to Fort William had begun the week as load 7 with 3 additional coaches attached at Queen Street to the overnight portion from Euston, by today it had shrunk to just 5 with only one additional coach added. Unfortunately this was also the busiest day of the week with bashers out in some force. 412 took the train out, leaving 9 minutes late due to the late arrival of the portion from Mossend behind 411. The first train south, the 0840 Fort William to Queen Street again produced a pair, and again it was 402+408. However, today they were running beautifully and with a driver who really knew how to handle their superior power. A 20 minute late departure from Tulloch became a 5 minute early arrival at Dumbarton. The 1015 Queen Street to Fort William was not so on time, being crossed 30 minutes late at Garelochhead with 37401 in charge. This should have been 425 but this was taken for use on the 0933 Queen Street to Inverness, replacing 47641 which replaced a 47/7 on an Aberdeen working which in turn replaced a failed 47/7 on Glasgow to Edinburgh push-pulls. Confused? With 37411 used on the 1603 to Arbroath, Eastfield must have been getting a bit short and it was good to see 37406 used for the first time in the week on the 1634 Queen Street to Oban. Unfortunately this too suffered from "operational difficulties", a points failure at Craigendoran Junction bringing this limb of the Glasgow suburban network to a standstill. By the time we reached Helensburgh Upper a deficit of 50 minutes had been incurred. In the meantime, the 1445 from Fort William, which should be crossed at Garelochhead, had already sailed through on the junction.

16.1.89 (Monday)

Today was a disaster, heavy rain forcing the closure of the Fort William line north of Crianlarich because of flooding. There were still trains to Oban, however, Sprinters made their debut on the 0834 Glasgow to Oban which actually started as the 0703 from Edinburgh. Half this 4 car unit returned as the 1250 service train from Oban and half formed a press special which decided to fail at Connel Ferry - 6 miles away; we rest our case!

18.1.89 (Wednesday)

By now things were back to normal, with the Fort William line closed only on Monday and the Sprinter operating on Monday only aswell. The 0550 Queen Street to Fort William was back to load 7 with 3 Mark II's replacing the 3 Mark I's, and hauled by 37401 - actually the correct sector! A minor mishap affected 423 on the 1250 Oban to Queen Street. An on time departure from Dumbarton became a 30 minute late arrival at the terminus due to a preceding electric hitting something.

19.1.89 (Thursday)

Something that provides an epitome of the West Highland, 412 on the 1605 Fort William to Mallaig consisting of 4 coaches and 3 oil tanks. The latter part of the day became a series of disasters. 425 failed at Oban and had to be dragged back dead in a pair with 423 on the 1810 from Oban, arriving at Queen Street 27 minutes late, 422+411 working up in a pair on the 1834 from Queen Street to provide a replacement. 402 worked the 1634 Glasgow to Fort William, starting out 20 minutes late from Queen Street but then being struck by "Westerton points failure syndrome" and finally arriving at Helensburgh 75 minutes late at 1832. The 1810 Fort William to Euston, which goes forward from Queen Street at 2305 did not leave until 0053, 108 minutes late. This was because the guard works in on the 1850 from Dyce which was 3 hours late and finally arrived with both 47709 & 47705 on the back. Because of this late departure the train reversed at Cowlares and ran via Springburn to Mossend with the Inverness portion running seperately to Carlisle.

20.1.89 (Friday)

37404 worked 1Y01 (sleeper) from Mossend to Glasgow via Stirling, 405 going forward to Fort William. Departure was to time, but the usual 'West Highland knackered radio' syndrome came into force from the 1st token at Helensburgh. 37411 worked the 1T12 (0810 ex Oban) while 405 had to cross with 412 at Rannoch instead of the Tulloch because of late running and the fact that the driver refused to take the train forward to Corrour and operate the manual points. The sleeper eventually left Rannoch an hour late after 412 had arrived on the 0840 from Fort William. Crianlarich was host to 423 on the 0834 Glasgow-Oban. 412 was about 20 minutes down at Arrochar, although it still passed at Glen Douglas with the 1015 Glasgow-Fort William, which was a 'plastic' 156. The 1204 Glasgow-Oban was supposed to be 37411 but for some reason 37404 turned up instead. Why there was a change is uncertain but then Eastfield are always unpredictable. 37423 worked back to Glasgow from Oban with 1T28 (1250 service), the stock of which forms the 1634 Glasgow to Fort William. This was powered by 412, crossing at Rannoch with 37402 on 1D15 (1810 Fort William-Euston), 402 having been to Mallaig twice. 37404 did the honours to Mossend and whilst running round the train at Stirling was passed by 37059+285, storming through the station with a southbound freight.

21.1.89 (Saturday)

404 returned to Glasgow from Mossend with 402 adding the Mark II's at Glasgow & going forward to Fort William. A few people got off at Tyndrum for breakfast at the Little Chef and 423 on the 0810 from Oban. Tulloch was the passing point for the 0840 Fort William-Glasgow although something was missing. 37422 sat proudly in the station minus coaches and promptly left light engine southbound on the arrival of the sleeper. The reason became obvious when 1T18 arrived, it was 405 on a 'no multiple' restriction. 37408 was passed at Crianlarich on the 0834 Glasgow-Oban. By the time Arrochar was reached 405 was almost 30 mins down so 412 was waiting there rather than crossing at Glen Douglas and most of the 'passengers' swapped trains off 405 onto 412 to Fort William. 423 was still on diagram on the 1204 Glasgow-Oban where it would make history, the final 'Dalmally', then 1810 to Glasgow. 37408 was another 'history maker', the last 37 to Oban. 37401 worked the conclusive Mallaigs, the 1605 to Mallaig being 'plastic'. 401 then worked through to Glasgow on the 1555 from Mallaig.

22.1.89 (Sunday)

37402, still with round buffers at No.2 end, worked the ultimate locomotive hauled Glasgow-Fort William out of Queen Street, its historic exit being at 1736. The 1836 to Oban that night was 'plastic'. 37408 left 37425 and Oban behind and as a gesture to show the people of the fishing town that 408 was the last real train to leave 3 detonators were placed on the track, although whether it was in mourning or celebration is not certain. Fort William rostered 422+424 as the final West Highland hauled arrival at Queen Street, 404 did the honours of removing the 3 Mark II's and Eastfield aptly allocated 37401 to take the sleepers forward to Mossend via Stirling. THE END.

The Lowestoft Trials

Lowestoft is the easternmost point on the British Rail network and regarded by most as somewhat of a backwater in railway terms. However, an event of some newsworthiness occurred on 19th October 1988. Between the main running lines into Lowestoft station and Lake Lothing (which is infact a river) there is a short branch which runs along road and quay. This used to provide access to the CCE depot which was recently closed but its main use now is to move 'Grainflow' wagons to the nearby silo - quite a local landmark. This traffic is currently shunted by a class 08 outstationed at Lowestoft from Norwich Crown Point, however, recent trials have been conducted with a couple of mainline locomotive types to test their suitability for shunting the branch. Although there are no immediate plans to withdraw the 08 duty, BR officials need to know what engines they can send on the freight should this happen.

A class 31 had already successfully shunted the branch and 19th October was chosen as the day to see if a 37 could do likewise. 37140 (SF/DCAA) was the loco' used and a total of 10 BRB officials were present to witness this unusual event. Although it got onto the quay and to the silo, the syphon almost bufferlocked with the adjoining Grainflow wagon on the tight curves and the experiment was deemed unsuccessful. This means that 37140 became the first and last syphon to shunt the quay branch at Lowestoft.

The other mainline type familiar to the area, the class 47, was not trialled as the wheelbase was considered to be too long. In conclusion this means that should the 08 pilot be withdrawn from Lowestoft it will be extremely rare to see anything other than a class 31 on the Lowestoft freight.

My thanks to Steve Potter for providing the information for this article and also the photo' below. This shows 37140 well onto the branch with a rake of Grainflow wagons sitting by the silo which can be seen in the background. To the right can seen a posse of Board officials deciding that the syphon is unsuitable.



Passenger Information

From this month the 'gen' column will include details non-diagrammed 37/4 workings. This will exclude workings on the West Highland, Far North and Cardiff - Liverpool/Rhyl (where booked) lines, but I will include the 1530 Friday only Derby-St.Pancras as this has turned out to be rather unpredictable.

5.12.88	37405	1L37	1603 Glasgow QS-Arbroath/2Y02 1924 Arbroath-Dundee
7.12.88	37263		0958 Pembroke Dock-Swansea (Whitland-Swansea)
8.12.88	37431		1608 Bristol-Weymouth/1905 Weymouth-Bristol (to Westbury)
9.12.88	37406	1L37	1603 Glasgow QS-Arbroath/2Y02 1924 Arbroath-Dundee
10.12.88	37423	1L37	1603 Glasgow QS-Arbroath/2Y02 1924 Arbroath-Dundee
11.12.88	37097	1S25	2105(10th) Euston-Inverness (Perth-Dalwhinnie)
13.12.88	37133	2A35	Gloucester-Swindon
	37263		1714 Cardiff-Abergavenny (Marshfield-Newport)
21.12.88	37072	1M18	0620 Glasgow C.-Euston (Warrington-Crewe via Chester)
22.12.88	37197		1402 Birmingham NS-Cardiff (Gloucester-Newport)
			1708 Cardiff-Birmingham NS (Newport-Birmingham NS)
29.12.88	37175	1H13	1333 Glasgow QS-Inverness (Perth-Inverness)
	37419	1B36	1815 Inverness-Edinburgh (Inverness-Perth)
31.12.88	37422	1L37	1603 Glasgow QS-Arbroath/2Y02 1924 Arbroath-Dundee
3.1.89	37097	2072	1714 Glasgow QS-Edinburgh/1B29 2216 Carstairs-Edinburgh
4.1.89	37196	2072	1714 Glasgow QS-Edinburgh
6.1.89	37430	1C72	1530 Derby-St.Pancras/1P23 1820 St.Pancras-Derby
8.1.89	37175	1A82	1020 Inverness-Aberdeen (Elgin-Aberdeen)
	37411	1A87	1525 Glasgow QS-Aberdeen/1T90 1900 Aberdeen-Glasgow QS
9.1.89	37004+104	1P42	1230 Liverpool St.-Norwich (Ipswich-Norwich)
	37153	1B29	2216 Carstairs-Edinburgh
10.1.89	37144	1P14	0730 Ipswich-Norwich
11.1.89	37097	2A80	1740 Aberdeen-Montrose/2A76 1838 Montrose-Aberdeen
	37175	1A63	1525 Glasgow QS-Dyce (Gleneagles-Aberdeen at least)
	37184	1L37	1603 Glasgow QS-Arbroath (Cowlairst-Milepost 3)
13.1.89	37216		2315 Ipswich-Lowestoft (Additional train)
	37379	1T04	2340(12th) Inverness-Glasgow QS (Stirling-Glasgow QS)
	37408	1L37	1603 Glasgow QS-Arbroath/2Y02 1924 Arbroath-Dundee
14.1.89	37411	1L37	1603 Glasgow QS-Arbroath/2Y02 1924 Arbroath-Dundee
	37425	1H09	0933 Glasgow QS-Inverness
15.1.89	37097	1B25	2138 Carstairs-Edinburgh
	37373		1605 Preston-Glasgow C (Additional)(Carstairs-Glasgow C)
	37411	1A97	0925 Glasgow QS-Aberdeen
	37425	1T88	1650 Inverness-Glasgow QS
		1L31	2330 Glasgow QS-Inverness (Glasgow QS-Perth)
16.1.89	37260+4xx	2H81	0655 Inverness-Kyle of Lochalsh (Inverness-Strathcarron)
	37411+425	1T04	2340(15th) Inverness-Glasgow QS (Perth-Glasgow QS)
	37425	1H09	0933 Glasgow QS-Inverness
17.1.89	37216	2Y58	1950 Ipswich-Lowestoft
	37425	1T36	0655 Inverness-Glasgow QS
18.1.89	37097	1C62	0744 Edinburgh-Carstairs/1C70 1044 Edinburgh-Carstairs
20.1.89	37029	2A80	1740 Aberdeen-Montrose/2A76 1838 Montrose-Aberdeen
	37429	1C72	1530 Derby-St.Pancras/1P23 1820 St.Pancras-Derby
23.1.89	37407	1H15	1803 Glasgow QS-Inverness
26.1.89	37219	1P28	0930 Liverpool St.-Norwich (Claydon-Stowmarket)

Reasons and stories of some of these workings are as follows. On 8/12, 37431 could only manage it back as far as Westbury before failing, whilst 097 worked in multiple with a class 26 on 11th. 37040 worked 3 Edinburgh to Carstairs portions on 9th and on 10th December 37251 worked a 1615 Wigan to Liverpool rugby train. 37218 worked an unknown passenger service between Portsmouth Harbour and Bristol on Sunday 18th, the 37 starting from Westbury. Into the new year now and a couple of tales relating to 175. On Sunday the 8th January the driver of 47460 reported electrical problems

en route. 175 was attached to the rear at Elgin and pushed the train forward to Keith where it ran round to the fore in the loop and took the train forward to Aberdeen with the 47 working aswell. A few days later on the 11th it was seen hauling a dead 47709 and push-pull set through Carnoustie 72 minutes late on the 1525 Queen St.-Aberdeen. Also on the 11th it was no surprise when 47562 burst at the top of Cowlairst bank as a load banging noise had been heard coming from the exhaust. 37184 was summoned from Eastfield to drag it clear and proceeded for about 1 mile up the line. The stock was then reversed back into Eastfield where 47703 took the stock back down to Queen Street taking the passengers back to where they had started about 90 minutes earlier. As if to add insult to injury the 1725 Glasgow Aberdeen which could have conveyed the passengers forward was passed in the tunnel. The Edinburgh-Carstairs portions have continued to produce an amazing array of no heat loco's, as well as 37's 040,097(X2) and 153 these have included 47006/225/338 and 26010 in recent times. A very vociferous performance was enjoyed from 37408 on 13/1 on the 1924 Arbroath to Dundee. There are 6 intermediate stops on this 17 mile journey with the distance covered in 28 minutes instead of the booked 33! This months instalment of the 1530 Derby-St.Pancras (Fridays only) saga starts with December the 30th when the train was withdrawn due to Christmas and the new year holiday season. 430 was in charge on 6th January and should have worked it again the following week, however, it was failed before commencing. On the 20th it was the turn of 429 to show its paces, being sent light diesel to Derby to work down with an increased load 8 - including an air conditioned carriage. A good run down with no delays culminated with an arrival at St.Pancras 3 minutes late. Our correspondent who was on this train reports that most people seemed under the impression that this was the last week a syphon is booked for use on this train - and there certainly was not one on it on 27th - however, we have all heard that before. There have been a number of interesting workings in Anglia during the last month. On 9/1 004+104 came to the rescue of 86237 which was failed at Ipswich, while on 10th it was 86237 again which failed, this time with the 0440 Liverpool Street to Colchester mail (IP08). A pair of 31's took the stock to Ipswich where 144 was waiting to work the 0730 to Norwich with 3 air cond's. On both occasions the 37/37's worked back light diesel. On Friday 13th there were severe problems on the Great Eastern mainline with most London to Norwich trains approximately 100 minutes late. As a consequence an additional train was provided to Lowestoft as there were far too many people off the connecting 2030 ex Liverpool Street to provide taxi's for. 37216 was provided with a 2-car DMU forming the stock. This became the third different 37 to work up the East Suffolk on passenger service in under two months, and because of a railcar shortage it repeated the treatment on 17th again with a 2-car unit. On Thursday 26th January it was 86230 that decided to go pop, this being between Ipswich and Stowmarket. 37219 dragged it to Stowmarket where the train was capped (terminated) with the passengers travelling forward on the 1030 service from Liverpool Street. 219 then followed behind with the stock to Norwich, running ECS.

Further to the news in last months 'Syphon Extra' relating to the problems with the class 155 Sprinter fleet, these units are indeed expected to^xout of service at least until May, with 37/4's used on 3 diagrams as cover. These are as printed last month but with the expected addition of a Manchester working to the locomotive that works the Rhyl train as from 23/1. The diagrams are (with headcodes):-

1. 1M06 0507 Cardiff-Liverpool/ 1V08 0915 Liverpool-Cardiff
1M17 1323 Cardiff-Liverpool/ 1V17 1714 Liverpool-Cardiff
2. 1M11 0705 Cardiff-Liverpool/ 1V11 1120 Liverpool-Cardiff
1M48 1555 Cardiff-Liverpool/ 1V20 2022 Liverpool-Cardiff
3. 1M68 0550 Cardiff-Manchester/ 1V09 1000 Manchester-Cardiff (not confirmed)
1M75 1500 Cardiff-Rhyl / 1V19 1906 Rhyl-Cardiff

The Rhyl is most likely to work through if it is on time at Crewe. If it is late it is liable to termination at Crewe or Chester as there is a Sprinter (!) that follows about 20 minutes later.

Regional View

ANGLIA: 37144 was used for ballast duties on the East Suffolk during the early hours of Thursday 8th December, operating from Ipswich to Saxmundham and Halesworth as trip 7T80. This was originally booked for 37219, however, a quick radio swap was executed at Norwich Crown Point so that 219 could go to Stratford for maintenance. 37140 got as far as Cromer on 5.1.89 to rescue a DMU that had failed whilst working the 1150 Norwich to Sheringham. Unfortunately buses were provided for the return working, with 140 towing the unit back as empty stock. It then hung around at Norwich at least until the 7th. Whilst on the 7th, 37214(CF) failed at Claydon with the Hythe-Toton coal and ran light diesel to Ipswich. 244(CF) was sent from Cambridge to work the train forward. 37216 was almost pressed into passenger service as 86237 was suffering from loss of power on the 0720 Liv.St. to Norwich. 216 was prepared to haul the train from Ipswich but in the event 86237 carried on to Norwich with 216 following as a precaution. 37708 worked to TTh0 Ripple Lane to Norwich Charringtons tanks on 10.1.89. This train arrives at Norwich some time during the early hours and should return by following either the 1200 or 1300 Norwich to Liverpool Street. Also at Norwich on the 10th was 37219. Most unusual motive power for the Norwich to Lowestoft trip on 17/1 was 37893, noted heading through Oulton Broad North towards Lowestoft at 1100. All loco's are Stratford allocated unless stated otherwise.

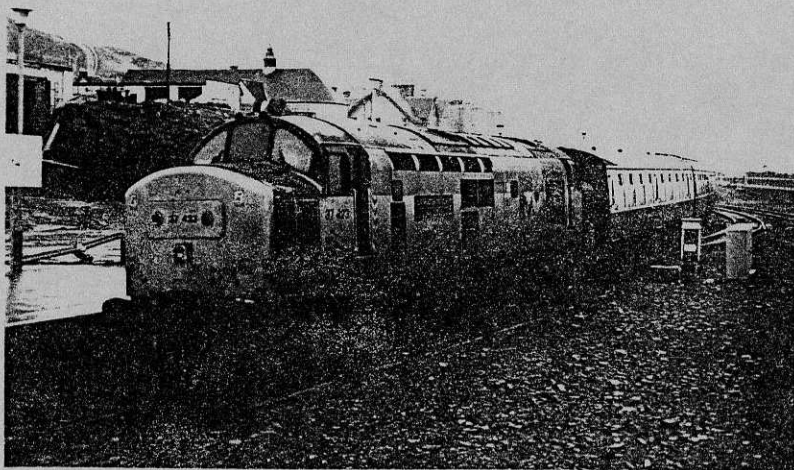
EASTERN: Noted passing through Doncaster Station on 9.12.88 were 37220(CF) - mixed speedlink south at 1355; 054(IM) light diesel south at 1400; 062(TI) - 11 loaded steel wagons south at 1506. Visible at the BRML plant were 106(IM) & 356(TI). On 12.12.88 at Treeton Junction (south exit from Tinsley) were 275 in duotone Metals subsector livery with southbound loaded steel at 1356 and at 1410 the 6M47 Lackenby to Corby steel train passed with 513+520(TE/TE), the latter carrying mini-ploughs. Back to Doncaster on 23.12.88: 194(TI) passed south with speedlink at 1253, returning north LD at 1349. This loco is now in duotone livery with Speedlink sector markings and has mini-ploughs fitted; 352(TI) - southbound speedlink at 1551 departing simultaneously with 202(IM) on a southbound loaded steel train. Two weeks later at almost exactly the same time 202 was again observed heading southbound through Doncaster at 1552 on 6.1.89. Also seen were 285(TI) at 1537 with a southbound speedlink and 065(TI) northbound light diesel at 1545. 303 and 356 (both TI) were within the confines of Doncaster BRML. On Sunday 8th 071 & 194(both TI) were seen at Doncaster TMD whilst a week later at least 275(IM) was present - now named; both these observations being from passing trains. On boxing day '88 our correspondent visited a number of syphon haunts and found the following:
Frodingham - 002/202/255/275/377 (all IM/FMYI); Goole - 241(IM);
Immingham - 042/048/054/083/203/225/258/381 (all IM/FMYI); Tinsley - 242(TI) + others.

MIDLAND: This months observations centre around Carlisle and Chesterfield. Starting with Carlisle, noted through during the night of 7/8 December were: 370+379(ML/ML) at 0140 with 6M61 Gunnie-Clitheroe cement; 075+252(SF/SF) Coatbridge-Felixstowe 'liner at 0155; with two northbound Felixstowe-Coatbridge freightliners at 0315 - 055+057(SF/SF) and 0510 - 116+100(SF/SF); 046(TE) arrived in the station area at 0500. The following nights events were as follows. At 0015 37242(TI) arrived with 81011, 47147 & 87012 on a southbound speedlink. 242 removed the 81 leaving the 47+87 to continue. 37092(ML) passed through at 0035 with 6E56 Ravenscraig-Thrislington ore hoppers followed by 252+075 again on freightliner at 0050. Also seen were 353(TI) at 0125 & 0505; 370+379 at 0207 as above; 065(TI) & 013(TI). At Bescot on 9.12.88 were 428(CF), 520(TE) and 015(TI) - all on southbound freights whilst the depot held 355(TI). On 17/12 37031(TI) was at Bescot, 167(CF) at Saltley, 352(TI) at Derby and the following at Toton - 501+502(TE/TE), 375(CF), 376(CF), 162(CF). An example of what can be seen at Chesterfield is provided by the following report for 13.12.88: 1035, 504(TE) LD northbound; 1040, 203(IM) southbound steel; 1115, 241(IM) steel north; 1230, 514+517(TE/TE) northbound Corby-Lackenby empty steel; 1256, 015(TI) empty carrics south; 676+687(TI/TI) at 1330, 6M15 Washwood Heath-Peak Forest empty stone north; 1343, 083(IM) empty steel north; 1402, 513+520(TE/TE) 6M47 Lackenby-Corby loaded steel south and at 1415, 258(IM) loaded steel south; not bad! A similar report for 5.1.89 is just as good. Back to Carlisle, and noted on 7.1.89 were 507(TE) stabled with 100+116(SF) storming about the station around midnight.

SCOTLAND: Loco's out of service at Eastfield on 12.12.88 were 403 (engine), 408 (fire protection equipment) and 425 (B-exam) whilst Grangemouth held 035 (low power), 245 (A-exam) and 359 (derailment inspection). On Christmas eve Eastfield had 113 (cooling fans), 245 (bogies & underframes), 403 (still), 404 (earth fault relay tripped), and 413 (cylinder heads). All are Eastfield allocated as is 245 which was seen passing light diesel through Edinburgh Waverley on 8/12. Stabled at Grangemouth over Xmas were 035/080/184/188/191/232 & 359 (all ED FPGE) - seen on 26/12. A number of recent visits to Motherwell have found the following: 29/12 - 013(TI)/040/051/057(SF)/062(TI)/092/098(TI)/209(SF)/311/320/324/325/326; 8/1/89 - 010/025(ED)/040/055(SF)/092/107(SF)/201/311/313/320/321/324/373; 14/1/89 - 010/025(ED)/040/049/310/320/324/325/353(TI) & 358(SF); - all are Motherwell allocated unless stated otherwise. On 30th December 004+104(SF/SF) were seen near Mossend while 097(ED) was on ECS duties at Glasgow Queen Street with 170 doing likewise at Glasgow Central. On 7th January 37261(IS) headed south with the 6B84 0040 Craiginchies to Oxwellmains (near Dunbar) cement instead of the usual 47/0, whilst on Sunday 8th 229(ED) - engineers train and 402(ED) - ballast were noted near Westerton. West Highland freights on 9/1 were in the hands of 425 with 6 oil tanks, heading south at Crianlarich at 1200, and 423 with a southbound speedlink at Spean Bridge at 1345. On 10/1, 262 was noted light diesel at Dingwall at 1205 while 260 was on the Inverness-Lairg tanks. On 12/1 025 was at Stirling at midnight with sister 023(ED) at Perth at 0100. The afternoon of 13/1 produced 153(IS) at Elgin East Goods yard at 1600 whilst on the 14th Stratford's 047 was seen at Polmadie. Also on the 14th, 190+092(ML/ML) were seen passing Polmadie at 1215 with a loaded Hunterston to Ravenscraig working.

SOUTHERN: An unidentified 37 was seen passing through Dorking on the Redhill-Guildford line at 0825 on 14.12.88. This is the first recorded sighting of a syphon by our local correspondent on this particular line; the syphon was heading west. On December 24th another 37 was seen, this time at Redhill stabling point. 37892(SF) was on eastbound tanks at Basingstoke on 21/1, seen about 1000.

WESTERN: Noted at Newport on 22.12.88 were the following: 264/278/293/692/901 (stabled 133/158/174/207/212/254/263/372/375/689/695/714 & 715 on unidentified freights, 221+350 eastbound oil tanks, 514+517(TE/TE) Cardiff Tidal-Tees Yard steel, 713+895 - Port Talbot-Llanwern ore hoppers, 798 Ellesmere-Coedbach, and 901 with a coach and HST power car 43130 eastbound to Bristol. 426 & 430 were noted in charge of Cardiff to Liverpool passenger trains and 352(TI) arrived onto the stabling point. Two days later on Christmas eve at Newport the following were seen: 174/207/263/278/293/692/694/689/704/800/886/896/898 & 901. 133 was on westbound sandite duties whilst 235+308+376 were light diesel towards Cardiff. Still at Newport, and finally the 30th, 174/263/293/692/694/800/889/896/898 & 701 were seen, with 426, 429 & 430 on passenger work. Observations of Canton were as follows: 22/12 - 220/096(TI)/426/429/796/800/885 & 901; 23/12 - 217/220/254/431/212/691/796/884 & 897; 24/12 - 212/217/096(TI)/142/244/308/429/376/703/799/802/883/894/897 & 691. Finally on 31/12 - 096(TI)/139/217/220/235/244/264/350/371/374/308/426/431/690/698/703/704/712/713/715/803/884/887/904 & 905. Further north at Cheltenham, the following were active on 15/12; 501+502, northbound steel at 1327; 712, steel south at 1335; 278, steel south at 1412; 377, steel south at 1419; 065, freight south at 1425 and 906 steel north at 1513. Same location on 21.12.88, 515+516(TE/TE), northbound steel at 1302; 101(TI), freight south at 1504 and 101 returning north light diesel with 711(CF) at 1607. On 5.1.89, 146(CF) at 1318 and 667+668 (TE/TE) at 1404 all light diesel north with 242(TI) on southbound freight at 1419 and 054(IM) on southbound steel at 1526. A week later on 12/1 it was the turn of: 513+505(TE/TE), steel north and 203(IM) and 714(CF) on southbound steel at 1430 and 1521 respectively. There were 3 37's at Hereford on Saturday 14th January, and 3 liveries; 372 in red-stripe railfreight, 696 in the first railfreight grey and 886 in the new duotone (or triple tone if you prefer) style. Bristol Bath Road weighed in with 071 (scruffy old blue) and 215 (immaculate duotone petroleum sector) on Friday the 13th January whilst 212 & 376 (both CF) were found at Didcot on 21/1. A visit to Pirton Crossing, near Worcester on 9/1 located 278(CF) on a northbound steel train at 1535, whilst the same place and the same train on 13/1 was 197(CF). Much further south at Plymouth, 671(LA) recently released from Crewe after its long period of exile was noted passing through the station on 20th January at around 2340.



This months cover shows three West Highland line destinations that have seen the last of class 37 hauled passenger services, except excursions.

FRONT COVER: 37408 stands at Oban waiting to depart with the final loco. hauled service, the 1830 Oban-Queen Street on Sunday 22nd January 1989.

THIS PAGE TOP: 37423 at Mallaig on 11th January 1989. It has just arrived with the 1005 from Fort William.

THIS PAGE BOTTOM: 37422+424 on Sunday 22nd January with the last scheduled West Highland line train to enter Glasgow Queen Street class 37 hauled. This was the 1810 from Fort William which will go on to Euston.

All Photo's - Alan Pulford.

