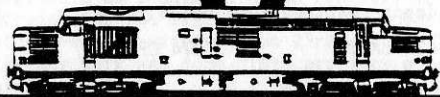


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THE CLASS 37 GROUP

SYPHON EXTRA

THE CLASS 37 GROUP

NUMBER 9 - MARCH 1989

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EDITORIAL: This month starts with a sombre note. As you will see overleaf, the first 37's have been selected for withdrawal as life expired. If there is a positive side to this event it is that it proves the fact that it is not too early to be collecting money in the Preservation Fund. My thanks to those who have already made donations, please keep the money coming in.

This year we will be at Ilford open day, other appearances are in the pipeline. Along with your news-sheet this month you will find a couple of group membership forms. On more than one occasion I have been asked for these by members, and I am sure that many of you know fellow class 37 enthusiasts who would be interested in joining our Group. If anybody wants more forms to distribute, please write to the Editor at the above address.

SALES: The last few months have seen me compiling a 24 page book detailing all known preserved British Rail diesel and electric locomotives, including a listing suitable for underlining etc. This is available from the Editor for £1 + postage (14p or 19p) with all profit going to the Class 37 Group.

PRESERVATION FUND: Donations during the last month have come from: Mr J.R.Tilbury(£1); Mr R.E.Allsopp (£10); Michael Gibson (£25); Michael Millward (£5); £12 from the February Open Meeting, and £8:75 from Mark Aldous & Martin Reeve from the sale of photographs. Also £5 from Mr R.Willis, this gives us a grand total of £776:98.

WELCOME / THANKS to the following who have either joined us or renewed their membership in the last month: N.Radley, Neil Murphy, Jonathon Bagge, D.Bentham, D.Clarkson, H.Davies, N.Kington, Sharon Millward, M.Riddleston & A.Barham.

DIARY

- 25.3.89 Easter Saturday. Open Meeting, Station Hotel, Ipswich (lounge bar). 1400-1700. Should the football fixture list be changed and Ipswich Town play at home this day then this meeting will be cancelled.
- 1.5.89 'Power to the Tower' railtour - The Class 20 Group.
- 6.5.89 'Glamorgan Growler' railtour - The Growler Group. I am assured by the Growler Group this tour is definitely on. The £20 fare of course applies from Newport & Cardiff. Phone 0633 63310 between 10am & 10pm
- 13.5.89 NENTA traintours, Lowestoft to York via the East Suffolk line (0692 406152)
- 20.5.89 Ilford depot Open Day - we will be here with the trade stand.
- 21.5.89 Inter City Diesel Day. 2x37 booked to work. Tickets must be bought in advance.

NEWSDESK

The sector recoding exercise has continued with most codes now changed. This is reflected below and accounts for the large number of changes this month. These reallocations are updated to 25.2.89., with depot reallocations shown first.

37354 SF-CF	37412 IS-LA	37421 LA-IS	37374 CF-ED
37411 CF-TI			
37003 FGWB-FGET	37096 FGWB-FGET	37242 FGWB-FGET	37406 FGXX-FGTE
37004 LNRA-FGDS	37098 FGWB-FGET	37245 FPGE-FPAE	37409 FGXX-FGTE
37009 FGWB-FGET	37100 LNRA-FGDS	37248 FPLW-FPEK	37410 FGXX-FGTE
37012 LNRA-FGDS	37101 FGWB-FGET	37250 FMYT-FMTY	37411 FAWK-FABT
37013 FGWB-FGET	37104 LNRA-FGDS	37251 FGWB-FGET	37412 PISA-FGUV
37015 FGWB-FGET	37107 LNRA-FGDS	37252 LNRA-FGDS	FGUV-FJLL
37019 LNRA-FGDS	37109 FGXX-FGUV	37254 FMCA-FMAK	37413 FGXX-FGTE
37029 FGWB-FGET	37110 FGXX-FGUV	37260 FGXX-FGUV	37414 DCHA-FGUV
37031 FGWB-FGET	37113 FPGE-FPAE	37271 FGWB-FGET	37415 PISA-FGUV
37035 FPGE-FPAE	37114 FGXX-FGUV	37272 FGWB-FGET	37416 PISA-FGUV
37038 LNRA-FGDS	37116 LNRA-FGDS	37273 FPLW-FPEK	37417 PISA-FGUV
37046 FMYT-FMTY	37128 LNRA-FGDS	37278 FMCA-FMAK	37418 PISA-FGUV
37047 LNRA-FGDS	37153 FGXX-FGUV	37280 FPLW-FPEK	37419 PISA-FGUV
37053 LNRA-FGDS	37154 LNRA-FGDS	37285 FGWB-FGET	37420 PISA-FGUV
37055 LNRA-FGDS	37178 LNRA-FGDS	37293 FMCA-FMAK	37421 FJLL-FGUV
37057 LNRA-FGDS	37184 FPGE-FPAE	37294 FPLW-FPEK	37423 FGXX-FGTE
37059 FGWB-FGET	37185 FGWB-FGET	37298 FGWB-FGET	37424 FGXX-FGTE
37062 FGWB-FGET	37188 FPGE-FPAE	37350 FPLW-FPEK	37501-521 FMYT-FMTY
37063 FGWB-FGET	37191 FPGE-FPAE	37352 FGWB-FGET	37667-668 FMYT-FMTY
37065 FGWB-FGET	37194 FGWB-FGET	37353 FGWB-FGET	37701-704 FEAK-FEKK
37066 FGWB-FGET	37196 FGXX-FGUV	37354 FAGS-FAWK	37705-709 FPLX-FPFS
37069 FMYT-FMTY	37197 FMCA-FMAK	37355 FGWB-FGET	37710-719 FMCH-FMHK
37070 FGXX-FGUV	37198 FGWB-FGET	37356 FGWB-FGET	37796-803 FEAK-FEKK
37071 FGWB-FGET	37209 LNRA-FGDS	37357 FGWB-FGET	37883-886 FMCH-FMHK
37072 FGWB-FGET	37215 FPLW-FPEK	37358 LNRA-FGDS	37887 FEAK-FEKK
37073 FGWB-FGET	37220 FPLW-DCHA	37359 FPGE-FPAE	37888 FPLX-FPFS
37074 LNRA-FGDS	DCHA-FPEK	37371 FPLW-FPEK	37889 FEAK-FEKK
37075 LNRA-FGDS	37221 FPLW-FPEK	37378 FGWB-FGET	37890-893 FPLX-FPFS
37077 LNRA-FGDS	37227 FMYT-FMTY	37401 FGXX-FGTE	37894-899 FEAK-FEKK
37078 FPLW-FPEK	37230 FQCK-FMAK	37402 FGXX-FGTE	37901-906 FMCC-FMCK
37080 FPGE-FPAE	37232 FPGE-FPAE	37403 FGXX-FGTE	
37087 LNRA-FGDS	37238 LNRA-FGDS	37404 FGXX-FGTE	
37095 FGWB-FGET	37240 FMYT-FMTY	37405 FGXX-FGTE	

Next month I shall print a list of which 37's are allocated to the new sectors and what the codes mean.

The very bad news is that BR have decided which should be the first 4 syphons to be withdrawn. First to go is scheduled to be 37096(TI), with the other three in no particular order being 37074(SF), 37178(SF) and 37184(ED). This decision has been taken by looking in particular at body condition, the state of these 4 being the worst. No dates are known, but one would assume the next major (or minor) failure could seal the fate of any one of these machines.

Other news, briefly, is as follows. 37165 has been renumbered back to 37374. 37306 & 308 have now both been renumbered to 37273 & 37274 respectively. 37421's transfer to Laira has understandably been cancelled, 37412 taking its place. 37670 has had its release date from Crewe put back to 3rd March, and should therefore finally be out by now. 37350 does retain its Stratford embellishments of painted data panel, sparrows etc, all Cardiff have done is stick a 'CF' sticker over the word Stratford. Situation on the Radio front for East Suffolk workings on 15/2 was that 37138/216 & 219 were fully fitted, 140 had radio's but no aerials and 144 had nothing. There were rumours that either 211 or 218 were about to be fitted, but nothing has happened as yet. Latest repaints into duotone (triple grey) livery include 37080(Construction), 37101 (Speedlink), 37198 (Speedlink), 37248, and 37271 (Speedlink).

REGIONAL VIEW

ANGLIA: 37071(TI) did the Lowestoft freight trip on 30/1/89, a working of some significance as 2 days later on February 1st the Lowestoft pilot (08936) was returned to Norwich for the last time, leaving Lowestoft carriage sidings at 1220. This duty should have been withdrawn on 23rd January but hung on for a few extra days, although hardly any work was done. This provides a sequel to last months feature "The Lowestoft Trials".

37038+104 failed at Ipswich on 27/1 while working 4L79 - 1800(26/1) Stockton-Felixstowe. After standing from 0226 to 0414 the train eventually left with 47229 on a reduced load and a special 4G79 needed for the remainder. On 1st February 37100+074 failed on the Felixstowe branch with 4M73, 2245 Felixstowe to Trafford Park. After limping into Ipswich 37100 was declared a total failure with electrical faults and sent light diesel to Stratford for repairs. Continuing with a catalogue of failures concerning 37194(TI), it was stopped at Cambridge with loss of power while working 6L97 Mossend to Ripple Lane on 6th February. The same day 37707(ex 001) was derailed all wheels on one bogie at Ripple Lane at 2000, being rerailed by the Stratford BRUFF at 0030 (7th). Later on 7th, 37012+074 were reported losing power from Willesden while working 4L82 Trafford Park to Felixstowe and were replaced at Temple Mills by 37038+128. Strangers at Ipswich on Friday 10th February were 37271 (ex 303)(TI) with 6E87/6S96, Millerhill to Parkeston Quay, and 37214(CF) on 6L25/6M09, the Toton to Hythe coal. 37012+074 worked up to Norwich on 11th with oil tanks, returning south around dinner time on Monday 13th, while radio pair 216 and 219 were at Ipswich, also on the 11th. Stabled at Ipswich on 25th February for the duration of our open meeting were 271(TI) and 216. Stratford DRS contained the following on 14/2: 087 - main generator flashover, release date 1/3; 158 & 796(CF/CF) - generator, release date 30/4; 178 - axleboxes, release 20/2; 799(CF) - collision repairs, release 19/2; 888 - electronic equipment, awaiting materials, release 30/4. Some lengthy casualties there. Also out of service at Stratford TMD with various defects were 37019/077/100/107 & 154 (all SF/FGDS).

EASTERN: Starting with Doncaster on 24/1, 352(TI) visited the TMD from 1008 until 1108 with 378 (TI) passing through southbound light diesel at 1121. Moving across to Treeton Junction (Tinsley) in the afternoon, 519+505 (ex 027+028!) were on 6M47 Lackenby to Corby at 1349, 066(TI) light engine at 1401, and 202(IM) northbound empty steel at 1406. On Monday 30th, 048(IM) headed a loaded steel train southbound through Doncaster at 1602. On 31st, 504+511 (TE/TE ex 039+103) were in trouble on the ECML at Tollerton with 6Z43, Corby to Lackenby. 37227(TE) was dispatched from Thornaby to assist. 37194 (TI) was in trouble later the same day when its engine shut down at Doncaster due to loss of water while working 6L81. 31309 was sent to assist after the train had stood from 2308 to 0126. The next day 194 was in trouble again with hot water while working 6E16, 1430 Duxford to Tees. 56104 was sent from Doncaster to assist after the train had stood from 2059 to 2150. What might have been on 2nd February the 0923 Penzance to Edinburgh HST (1S35) was stopped near Sheffield where the driver requested assistance. 37106(IM) was arranged but unfortunately there was not a crew with route knowledge. 43 minutes later the HST was restarted after being battered by fitters but severe delays to other services were caused and 1S35 was capped at Sheffield. The rest of this report is for the Doncaster area. On 6/2 015(TI) headed a northbound speedlink into Belmont Yard at 1258, and then light diesel to the depot at 1317. On 8/2 013(TI) hauled a northbound speedlink including dead 47270 at 1100, 891(SF) was northbound LD at 1128, probably for Kilnhurst to Ripple Lane tanks, 198(TI), resplendent in duotone livery with speedlink markings and mini-ploughs was northbound LD at 1354 and 203(IM) entered Belmont Yard at 1356. On 15/2, 140(SF) was an unusual visitor, heading north at 1320 after waiting in platform 1. Also seen were 686(TI), 378(TI), 198(TI) and 202(IM). Loco's to have passed through Doncaster Works in the last month have included: 137(ML) which has actually recieved an Intermediate, 190(ML) - generator, 051(ML) - Intermediate.

MIDLAND: Reallocated ETH machines 408+422 were seen moving south through Carlisle on 26/1, with 425 making a similar movement on 27th, all now being CF. 002 & 255 (both IM) were seen at Chesterfield on 26/1 between 1400 & 1500, while 354 was derailed in Willesden holding sidings waiting to work 4L82 with 038. As 038 was blocked in the train had to be worked forward by 47114, the date was February 6th.

SCOTLAND: Disaster struck the Far North lines at about 0830 on Tuesday 7th February when heavy flood waters washed away the central piers of the Waterloo Bridge at Inverness. Stranded on the northern side are 37414-417/419 & 421 - 421 having its move to Laira cancelled. This was about the worst (or best?) time it could have happened as there was a train going either way on each of the Kyle & Far North lines, one on the Lairg tanks and one as Georgemas pilot. Fort William was host to a large number of 37's on Sunday 22nd January, these being 403/406/412/422 & 424. 37403 was completely derailed at Fort William Junction on 13/2 at 1630 and spent the night in the mud and ballast before being rerailed the next day. Syphons present at Fort William on 19/2 were 403/406/424. Since sprinterisation there are 4 workings booked for 37/4 to Fort William, one passenger and three freight.

SOUTHERN: On 14/2 37891(SF) was seen working through Redhill to the nearby Earlswood siding at 1105 with a rake of 100 tonne tanks. 15 minutes later 37139(CF) appeared with a long haul of HEA coal hoppers and Russells containers, almost drawing alongside 891 before departing towards Hove after its train had been split. In previous weeks 239 & 244 (both CF) had been observed in the Redhill area in connection with driver training. Redhill is not the only place on the Southern that now sees class 37 activity as crew training has been taking place in the Eastleigh area aswell. A 'splitbox' example was noted on the stabling point here on 18/2, thought to be 37013(TI).

WESTERN: Ex Scottish 37407 has been noted a number of times on passenger workings around its new territory including 4/2 - 0550 Cardiff-Manchester etc, 10/2 - 1714 Liv' to Cardiff, 11/2 - 1120 Liverpool-Cardiff, and 15/2 - 0915 Liverpool-Cardiff. Up to the 15/2 at least it still retained "Loch Long" nameplates and Scottie dog. Also well used recently has been 427 "Bont Y Bermo", noted on the 7th February with 0915 Liverpool to Cardiff and the 1000 Manchester-Cardiff on 15/2. Recent reports indeed confirm the use of 37's on the 0550 Cardiff-Manchester and 1000 return. First report of 717 is at Newport on 7/2, while on the 16/2 a brand new 718 was seen passing through Newport with 50021. A visitor to the South Wales area on Sunday 12th February located no fewer than 58 syphons by visiting Newport, Cardiff and Margam! These included both 273 & 274, carrying their new numbers, 350(at Margam), 716 and 717. On 18/2 350 was seen in tandem with 371 at Slough heading towards Reading with tanks. Reading itself would appear a good place to see 37's, a brief visit on a Saturday (11/2) producing 078+280(CF/CF) at 1225 on westbound bogie tanks, 214 on 4 westbound hoppers at 1257 and 707(SF) on eastbound tanks at 1315.

PASSENGER INFORMATION

30.11.88	37072	1A62	1945 Liverpool St.-Harwich PQ (Gidea Park-Harwich PQ)
6.2.89	37219	1P42	1230 Liverpool St.-Norwich (Ipswich-Norwich)
9.2.89	37680	1E30	0924 Bristol-Darlington (Sheffield-Leeds)
11.2.89	37374	1H11	1135 Edinburgh-Inverness (?-Inverness)
11.2.89	37418	1H35	1755 Aberdeen-Inverness
27.2.89	37138+218	1H08	0935 Liverpool St.-Cambridge (Harlow Mill-Bishops Stortford)

Previously unreported was the use of 37072 on 30th November last. 86260 failed and 072 was removed from 6F84, Temple Mills to Parkeston speedlink to take over. On 6/2, 86244 was stopped and declared a total failure at Manningtree on 1P42. 47150 assisted to Ipswich, leaving Manningtree 32 minutes late, where both engines were removed in favour of 37219 which arrived in Norwich 53 minutes late at 1517. Being an 86 short, Norwich played shunt releasing for the rest of the day instead of sending 219 back. 37680 was used on 1E30 on 9/2 after 47663 failed at Sheffield station, causing a delay of 34 mins. On the 11th, 1H11 arrived 40 minutes late at Inverness after 37374 had taken over from 47630, which had failed on route. Finally, on the 27th, 138+218 rescued 1H08, taking the train to Bishops Stortford where it was capped, the engines returning south light diesel.

ANGLIA LATE NEWS: On the night of Sunday 26th February 37219 made two trips over the East Suffolk line to Lowestoft to get empty stock to Norwich for Monday morning. The mainline from Ipswich to Norwich had been shut for bridge rebuilding all weekend. 219 left Ipswich at 2240 and again at 0325, with 47346 working between Lowestoft and Norwich. On 1/3 there were two 37's in the yard at Norwich, 37211 and 37216 - this now being most unusual. Also on the 1st March, Tinsley pair 003+356 were seen at Ipswich with 4M53, the 2140 Felixstowe-Trafford Park.