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THE CLASS 37 GROUP

SYPHON EXTRA

THE CLASS 37 GROUP

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Welcome to this edition of the Newsheet. The main news for this month as far as the group is concerned must be the initiation of our Preservation Fund. This event occurred at 1430 on Sunday June 26th at the Midland Railway Centres Swanwick Junction site. Ceremonial handovers were made of two cheques to our Treasurer, one of £250 by Mr Kevin Green - our 'Midlands' area Representative, and one of £100 from our Secretary Mr Martin Reeve. Photographs were taken with 37668 providing an appropriate backdrop. With the Fund now started, a running total will be reported in each issue of the magazine with full details of donations made during the relevant period. To date a further £81 has been invested, £65 from the Summer Draw, £13 donated from Michael Millward from sales of his Class 37 Renumbering List and £3 from members choosing to purchase additional membership numbers. Therefore, we currently have a grand total of £431.

To compliment the groups infrastructure I am pleased to be able to report the appointment of Andrew Donald as a Class 37 Group Representative for our Scottish members. He will in due course be writing to those within this area to introduce himself who are cordially invited to communicate with Andrew at the address shown above

The Summer Draw was a great success with £65 being raised for the Preservation Fund. Many thanks to those of you who brought and sold tickets for the group. The lucky winners were:

1st - Anita Bell, 2nd - Kerry Wallace, 3rd - David Banyard.

It is planned to run another Draw for Christmas with more prizes, therefore, more chances to win! If any member would like to donate any prizes or money for the group to purchase prizes we would be most grateful. Please communicate with the Editor.

Included in the diary overleaf are the dates of the next Open Meetings. These are a great way of getting to know people and I strongly advise members to attend anywhere if at all possible. Amongst other things you can meet our Representatives, find out more about the group, swap photos and generally discuss 37's. I would love to see the unmentionable record attendance at the last Ipswich meeting beaten.

Diary

- 21.7.88 Open Meeting, Station Hotel, Ipswich 2000 hours.
21.7.88 Open Meeting, Queens Hotel, Nottingham 2000 hours. Turn left outside the station and its about 50 yards down the road. Hosted by Kevin Green
2.8.88 Open Meeting, Station Hotel, Ipswich 2000 hours. Please note this is a TUESDAY
3.8.88 Open Meeting, 'Three Magpies Hotel', Brinsworth, Sheffield 2000 hours. Just look in any depot directory and follow the directions for Tinsley TMD. Hosted by Kevin Green.
17.8.88 Open Meeting, Aston Court Hotel (Tudor Bar), Derby 2000 hours. Cross the road outside the station and the Hotel is on the right. Hosted by Kevin Green.
10.9.88 'Pathfinder Railtours Tynesider' to the Newcastle area from Reading (0408!), Bristol etc. 37350 requested. Write to Pathfinder Tours, Stag House, Gydynap Lane, Inchbrook, Woodchester, Gloucestershire GL5 5EZ or phone (045383) 5414.
24.9.88 Winchfield 150 - we will be there with the Trade Stand (also 25.9.88)
22.10.88 NENTA Traintours Lowestoft (0730) to Portsmouth via East Suffolk with class 37 almost certain over this section. Write to NENTA Traintours, 36 Lighthouse Close, Happisburgh, Norwich NR12 0QE or phone (0692) 650715.
12.11.88 AGM - Nottingham. Venue to be decided - keep this date free!

Finally in relation to group news, may I extend a warm welcome to the following who have either joined the group or renewed their membership during the last month.

Nigel Paine, Craig Nicholson, James Thurkettle, Robert Gooding, Howard Blackie, Colin Wilks, J Tilbury, Brian Turney, M Game, Christopher Burton, Brian Green, Stuart Petre, John Dickerson, Maurice Barber, D Morris, James Powell(R), Malcolm Hicks(R) Stephen Hamley(R), Brian Darling(R), D Bratt(R).

NEWSDESK

Turning now to the Class 37 fleet, the following events have occurred during the last month. Possibly the most interesting concerns that old campaigner 37116. After spending over a year dodging the call to Works for overhaul she finally succumbed to Doncaster Works for 'toned down' intermediate, being stopped on 19.5.88., 380 hours overdue her next major exam. With an OK date set for 24.6.88 it gradually became apparent that she would be released to traffic physically unchanged, and this duly happened on 23.6.88 when she worked 1120 Tyne Yard - Doncaster test train. She then returned to Works for minor rectification and was released to traffic at 1800 hours the same day, arriving back at her regular stomping ground of Ipswich by the evening of 24.6.88. Full front end skirting, glass headcode panels and doors etc are retained with no headlight. Livery is standard large logo blue, akin to the 37/4's. It is a remarkable achievement that this engine has retained so many of its original features, something that will be highlighted in a forthcoming feature.

At the other end of the scale, 37011 has made what will probably be her last journey, being moved from Crewe Works to Doncaster Works for scrapping. She was noted stabled at Derby on 26.6.88 and was moved to Doncaster as train reporting code 9X45 on 28.6.88. due to be scrapped on 3.8.88. A sad end for a once great loco.; for the record her last classified was on 17.12.82. It is small consolation that she donated her power unit to 37428, and so part of her lives on.

37688 has been named GREAT ROCKS, date unknown but thought to be some time in June. Great Rocks is the name of an ICI quarry in the Peak Forest, and the loco. also carries an ICI crest, duotone livery and Construction sector motifs. Whilst on the subject of namings, Sir Murray Morrison (as in 37423) was the pioneer of the British Alluminium industry, whose front - British Alcan have just signed a 10 year contract to move 100,000 tonnes of alluminium per year from Blyth to Kinlochleven and Lochabar on the

West Highland which has effectively secured the future of this line.

37711 had a release date from Crewe Works of 24.6.88, has anybody seen it yet?

Those of you who felt that the renumbering situation was complicated a year ago obviously could not foresee the current situation where along with the refurbished and renumbered examples for Railfreight we now have the CP7 bogie fitted 37/3's being renumbered, the bogies having actually been in situ for some time, and the British Steel Corporation dedicated 37/3's reverting to their original numbers. The situation is indeed complicated and it could get worse yet! During the last month the following renumberings are known to have been actually executed:

| | | | |
|----------------|----------------|----------------|----------------|
| 37008 to 37352 | 37032 to 37353 | 37043 to 37354 | 37045 to 37355 |
| 37079 to 37357 | 37259 to 37380 | 37322 to 37026 | |

Latest changes on the livery front are as follows:

| | | |
|-----------------------|---|---|
| Duotone Railfreight | : | 37049,37075,37104(General sector markings),37354(Construction) 37380(Construction),37667(Metals),37688(Construction) |
| Redstripe Railfreight | : | 37353,37357 |
| Large Logo Blue | : | 37116,37128 |

37107 and 37218 have been repainted into the normal corporate blue livery. Both locos are allocated to LNRA (Stratford Freightliner Class 37 Pool) therefore it would appear that 37358's repaint was for now a one off.

PASSENGER INFORMATION

The following is a list of 'gen' as regards class 37's on passenger workings since the last list was printed in the April magazine. Please send details of any workings to the Editor.

The following codes will be used for the 4 main Saturday diagrams throughout:

| | |
|------------------|---|
| NB 1 - 1J18 0620 | Birmingham New Street-Aberystwyth |
| 1A44 1010 | Aberystwyth-Wolverhampton (1010 Aberystwyth-Euston) |
| NB 2 - 1J19 1048 | Shrewsbury-Pwllheli (0740 Euston-Pwllheli) |
| 1A34 1505 | Pwllheli-Wolverhampton (1505 Pwllheli-Euston) |
| NB 3 - 1L93 1202 | Norwich-Yarmouth (0750 Birmingham New Street-Yarmouth) |
| 1M34 1340 | Yarmouth-Norwich (1340 Yarmouth-Birmingham New Street) |
| NB 4 - 1L95 1355 | Norwich-Yarmouth (0722 Newcastle-Yarmouth) |
| 1E94 1530 | Yarmouth-Norwich (1530 Yarmouth-Newcastle) |
| 11.4.88 37054 | 1H27 1505 Cambridge-Liverpool Street |
| 16.4.88 37214 | Nottingham-Sheffield Footex |
| 20.4.88 37708 | 1E87 1527 Manchester Picc.-Harwich PQ (March-Harwich PQ) |
| 1.5.88 37013 | 1H08 0935 Liverpool Street-Kings Lynn (Liv. St.-Cambridge) |
| 13.5.88 37212 | 1E85 1045 Liverpool Lime Street-Yarmouth (Nottingham-Norwich) |
| 14.5.88 37212 | 1M31 0805 Yarmouth-Liverpool Lime Street (Norwich-Sheffield) |
| | 1M38 1722 Sheffield-Lime Street |
| | 1E54 2145 Lime Street-Sheffield |
| 37892 | 1E85 1045 Lime Street-Yarmouth (Norwich-Yarmouth) |
| 19.5.88 37691 | 1M68 0550 Cardiff-Manchester Piccadilly (from Newport) |
| | 1V09 1000 Manchester Piccadilly-Cardiff |
| 20.5.88 37218 | 1P42 1230 Liverpool Street-Norwich (Colchester-Ipswich) |

21.5.88 NB1=37682/683 NB2=37158/298 NB3=37216
 24.5.88 37263 2P62 1930 Manchester Victoria-Blackpool North
 2J52 2110 Blackpool North-Manchester Victoria
 28.5.88 NB1=37682/683 NB2=37008/095 NB3=37140
 37177/427 1J33 1540 Euston-Aberystwyth (37177 Shrewsbury-Machynlleth)
 37213 0703 Doncaster-Peterborough
 1044 Peterborough-Cambridge/1158 Cambridge-Peterborough
 3.6.88 37294 2C34 1625 Bristol TM-Taunton
 2C81 1742 Taunton-Bristol TM
 4.6.88 NB1=37678/684 NB2=37008/197 NB4=37029
 37009 Derby-Skegness/Skegness-Derby
 5.6.88 37350 1Z26 0855 Euston-Coalville 'Coalville Cobbler'
 1Z26 1627 Coalville-Euston 'Coalville Cobbler'
 10.6.88 37046 Inverness-Aberdeen
 11.6.88 NB1=37681/686 NB2=37079/197
 37062 1E47 0636 Sheffield-Skegness/1E48 Skegness-Sheffield
 37255/428 1J33 1540 Euston-Aberystwyth (Shrewsbury-Aberystwyth)
 37703 1V17 1714 Liverpool Lime St.-Cardiff (Crewe-Cardiff)
 12.6.88 37047 1M56 1610 Glasgow Central-Euston (Glasgow Central-Carlisle)
 1S88 2015 Carlisle-Glasgow Central
 13.6.88 37214 1302 York-Birmingham New St. (From Derby)
 1540 Birmingham New St.-York
 16.6.88 37035 1E09 0634 Carlisle-Leeds
 1M43 1045 Leeds-Carlisle
 18.6.88 NB1=37680/682 NB2=37133/146 NB3=37221 NB4=37357
 37101 1T20 1010 Inverness-Glasgow Queen Street
 37175 1A46 0828 Inverness-Aberdeen
 19.6.88 37357 Burton-Yarmouth Charter (Norwich-Yarmouth)
 Yarmouth-Burton Charter (Yarmouth-Norwich)
 22.6.88 37668 1S50 0805 Carlisle-Glasgow Central
 1M03 1313 Glasgow Central-Carlisle
 25.6.88 37380/688 1J18 0620 Birmingham New Street-Aberystwyth (To Machynlleth only)
 1A44 1010 Aberystwyth-Euston (Machynlleth-Wolverhampton)
 NB2=37029/215 NB3 & NB4=37144
 37009 1M07 0907 Glasgow Central-Carlisle
 1S37 1400 Carlisle-Glasgow Central
 37015 1D17 0920 Sheffield-Skegness/1J26 1310 Skegness-Sheffield
 27.6.88 37009/033 1M15 2050 Inverness-Euston (Perth-Stirling banking 47546)
 37033 1M15 2050 Inverness-Euston (Stirling-Mossend Yard)
 1.7.88 37512 1M56 1730 Glasgow Central-Carlisle
 2.7.88 NB1=37013/676 NB2=37185/215 NB3=37009
 37009 0908 Liverpool Lime Street-Yarmouth (Norwich-Yarmouth)
 3.7.88 37009 1P14 0830 Liverpool Street-Yarmouth (Norwich-Yarmouth)
 1P45 1715 Yarmouth-Liverpool Street (Yarmouth-Norwich)
 37144 1Z37 'The Suffolkman' Railtour (Ipswich-Lowestoft-Norwich)
 6.7.88 37071 1S07 2020 Euston-Inverness (Carlisle-York via Settle & Carlisle)
 7.7.88 37193 1E23 0924 Bristol TM-York (Birmingham New St.-York)
 9.7.88 NB1=37380/680 NB2=37185/215 NB3=37144
 37144 0908 Liverpool Lime Street-Yarmouth (Norwich-Yarmouth)
 37304 1D95 1000 Yarmouth-Leeds (Norwich-Leeds)

All change! As we went to press it appears that a lot is about to change. NB1 is expected to become either ETH 37 or even Sprinter operated from 16.7.88, the contract for Buxton to supply 37's having ceased. More 37 workings are 1000 Yarmouth-Leeds additional forward from Norwich (1053), the loco working down Friday night on 6L81 Doncaster-Parkstone Quay, and 0908 Liverpool-Yarmouth worked forward from Norwich by the loco off NB3 - this is formerly the 0955 Manchester to Yarmouth DMU. Lots & lots more news next month. Can I please have all info in by about 27.7.88 - Thankyou

10.7.88

Andy Garten - Editor

Andrew Garten