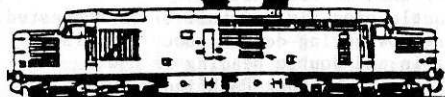


# 37



## THE CLASS 37 GROUP

SYPHON EXTRA

THE CLASS 37 GROUP

VOLUME 1 NUMBER 3 SEPTEMBER 1988

### COMMITTEE

Chairman : Mr R.Saunders, 86 Church Rd,Shoeburyness,Essex SS3 9EX  
Treasurer : Mr N.Murphy, 3 Shelton Place,Beccles,Suffolk NR34 9YB  
Secretary : Mr M.Reeve, 49 Croft Street,Ipswich,Suffolk IP2 8EF  
Membership: Mr M.Aldous, 8 Wallers Grove,Ipswich,Suffolk IP2 OLN  
Sales : Mr M.Millward, 14 Speedwell Close,Lowestoft,Suffolk NR33 7DU  
Editor : Mr A.Garten, 16 Pheasant Close,Mulbarton,Norwich, NR14 8BL

### REPRESENTATIVES

Technical : Mr K.Fransham, 79 Shipstone Road,Norwich,Norfolk NR3 1JZ  
Scotland : Mr A.Donald, 'The Tower',664 Stirling Rd,Luggiebank,Cumbernauld G67 4AB  
Anglia : Mr J.Dickinson, 7 Pine View Rd,Ipswich,Suffolk IP1 4HS

### GROUP NEWS

Sadly I have to begin by reporting the resignation of Kevin Green, our Representative for the Midlands/Yorkshire area. The Committee especially would like to thank Kevin for the hard work that he has put in for the group during the last few months in this capacity. It is not intended to appoint a replacement unless there is anybody in the Yorkshire/Midlands area willing to take on a role of liaising between the Committee and members within this area, including arranging occasional Open Meetings. Write to the Secretary - Martin Reeve at the above address for further details.

AGM: The second AGM of the Class 37 Group will be held on November 12th 1988. In line with this groups Constitution, anybody who wishes to stand for a Committee post must send a written nomination, proposed and seconded, to the Secretary, to be recieved no later than 14 days before the date of the AGM. All Committee members are expected to attend monthly Committee meetings and make occasional financial contributions towards the running of the group.

The Committee posts are: Chairman, Treasurer, Secretary, Membership Secretary, Sales/Publicity Officer and finally Editor.

Please note that the Technical post currently held by Keith Fransham is NOT a Committee post, however, if we have any members with in-depth working knowledge of the Class who would like to spread their knowledge this post is open for expansion. All the present Committee will be restanding.

SALES: Newly available are Class 37 Group pens of a more sturdy design than the last batch. These are priced at 30p each (+15p postage & packing). Also available are Sweatshirts in all sizes ie Medium, Large, Extra Large at £12 (+£1.50 P & P) and Teeshirts at £5:49 (+ £1 P & P) in large and Extra Large sizes. These and all the usual sales items are available from Mike Millward at the address shown above.

PRESERVATION FUND: This currently stands at £513:02. An update of where the money has come from will appear in the October 'Syphon'.

NEW MEMBERS: A big welcome to the following who have joined the Group within the last month:

M.Green, Mr A.M.Crunden, R.K.Upton, D.Aislabie, A.Koolman, J.Randall

## DIARY

- 9.9.88 Open Meeting, EDINBURGH. This will be at the public bar on Waverley Station adjacent to platforms 1 & 19. Kick off will be about 1930.
- 10.9.88 Pathfinder Raitours Reading to Newcastle area via Bristol. 37350 requested. It appears that the Western Region are now having doubts about the wisdom of sending a single syphon on this train and double heading is now a possibility or at least banking up 'Lickey'. Contact Pathfinder by telephone on (045383) 5414.
- 10.9.88 'Double Scotch' Railtour. Crewe to Helensburgh and return to Ayr (class 81) then 37/5 Ayr to Crewe via Kilmarnock, Dumfries, Carlisle & Shap. Fare £23. Contact 'Train Tours' by telephone on 061 832 3389.
- 24/5.9.88 Winchfield 150 - we will be present at this event with the Trade Stand.
- 15/6.10.88 Trip to the Severn Valley Railway Diesel Hydraulic weekend. As a guide pickup's will be from the Norwich & Ipswich area's with a stop at St. Neots to connect with the East Coast Mainline. £30 to the Editor as soon as possible covers the cost of travel to and from the SVR and overnight accommodation in the area on the Saturday night. All profits to the Preservation Fund.
- 22.10.88 NENTA Traintours Lowestoft (0730) to Portsmouth via the East Suffolk Line. The organisers have been told by BR that a class 37 is a certainty between Lowestoft and Ipswich with a class 31 probably coupled inside to provide train heat. Contact NENTA Traintours at 36 Lighthouse Close, Happisburgh, Norwich NR12 0QE or telephone (0692) 620715.

When writing or 'phoning for any of the above trips/events, a mention that the details were obtained via the Class 37 Group would not go amiss. Finally, on the subject of visits, group member Michael Gibson is hoping to organise visits to the following Scottish depots with details as shown:

Inverness - 0900 on Saturday 3.12.88  
Eastfield - 1500 on Saturday 3.12.88  
Motherwell - 1000 on Sunday 4.12.88  
Millerhill - 1500 on Sunday 4.12.88

All times are provisional and are spaced out so that it is possible to travel between depots by either public or private means of transport. Would-be participants can visit either one, all or a selection of the depots shown at a cost of £3 per depot - the standard Scottish Region fee. If interested, write to Michael at:- Eden Grange, Little Corby, Carlisle, Cumbria CA4 8QQ.

## NEWSDESK

We now have a further livery variation to add to our list with the appearance of 37401 'Mary Queen of Scots' in Inter-City guise. It was seen on 27th August and from its condition is thought to have been only one week out of paintshops. Design is light grey lower bodysides, dark grey upper bodysides with red band and full yellow nose ends. Inter-City motifs had yet to be applied.

Still on the subject of liveries, 37902, 903, 904 & 906 are all now in Railfreight duotone livery, 903 & 906 at least having their Metals sector markings applied.

37057 has emerged from its G-exam (intermediate) and has lost its skirts that were carried at one end only. With 37183 in Crewe to become 37884 this leaves 37116 as the only remaining syphon to carry any skirts at all.

It is reported that 37423 'Sir Murray Morrison' carries a plaque of the said gentleman on the bulkhead of the cab of number one end.

Finally, we wondered last month how long 37033 would retain its highland stag's, having been transferred down to Cardiff Canton. Well it has already lost them.

# PASSENGER INFORMATION

This months 'gen' of non ETH fitted 37's on passenger workings is as follows:

To re-cap, the following codes will be used for the 4 main Saturday diagrams.

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)  
1L68 1450 Norwich-Yarmouth (0908 Liverpool Lime Street-Yarmouth)  
1615 Yarmouth-Norwich

NB 4 - 1L95 1355 Norwich-Yarmouth (0722 Newcastle-Yarmouth)  
1E94 1530 Yarmouth-Norwich (1530 Yarmouth-Newcastle)

30.7.88 37357 1135 Derby-Skegness/1447 Skegness-Matlock (skegness-Derby)

1.8.88 37196 1J16 0655 Dundee-Edinburgh

2.8.88 37196 1L31 1603 Glasgow Queen Street-Arbroath  
2Y02 1924 Arbroath-Dundee

5.8.88 37353 1S19 2105 Plymouth-Glasgow Central (Gloucester-Birmingham New St)  
37185/278 Banking assistance for the above train, Bromsgrove-Blackwell

6.8.88 NB1=37682/684 NB2=37185/278  
37101 1L95 0722 Newcastle-Yarmouth (Norwich-Berney Arms (Milepost 16½))  
37114 2H63 1135 Inverness-Wick  
37176/428 1J24 0940 Euston-Aberystwyth (Shrewsbury-Aberystwyth)  
1A74 1525 Aberystwyth-Euston (Aberystwyth-Shrewsbury)

8.8.88 37077/252 1P43 1100 Norwich-Liverpool Street (Colchester-Liverpool Street)  
37109 1A75 1710 Aberdeen-Huntly  
1A56 1825 Huntly-Aberdeen  
1H37 2055 Aberdeen-Inverness  
37114 'Thurso Pilot'  
37260 1A50 1200 Inverness-Aberdeen  
37357 2A80 1740 Aberdeen-Montrose  
2A76 1838 Montrose-Aberdeen

9.8.88 37114 'Thurso Pilot'

10.8.88 37114 2H70 0600 Thurso-Georgemas Junction  
2H61 1034 Georgemas Junction-Wick  
2H62 1212 Wick-Inverness  
37260 2H65 1735 Inverness-Wick  
37354 1P43 1100 Norwich-Liverpool Street (Norwich-Ipswich)  
37699 1F38 1515 Paddington-Oxford (Paddington-Reading)

11.8.88 37104/241 1P37 1000 Norwich-Liverpool Street (Ipswich-Liverpool Street)  
37260 2H60 0558 Wick-Inverness

13.8.88 NB1=37677/684 NB2=37158/254 NB4=37353  
37110 1T20 1010 Inverness-Glasgow Queen Street  
37114 2H87 1110 Inverness-Kyle of L./2H86 1505 Kyle of L.-Inverness

19.8.88 37903 1M78 1400 Cardiff-Manchester Piccadilly (Shrewsbury-Manchester P.)  
1V18 1817 Manchester Piccadilly-Cardiff (Manchester P.-Crewe)

20.8.88 NB1=37676/688 NB2=37101/254 NB3=37144  
37009 1H05 0710 Edinburgh-Inverness  
37114 'Thurso Pilot'

27.8.88 NB1=37677/684 NB2=37197/254 NB3=37144 NB=37031  
37084 0810 Cardiff-Manchester Piccadilly  
1212 Manchester Piccadilly-Cardiff  
37372 1M78 1400 Cardiff-Manchester Piccadilly  
1V18 1817 Manchester Piccadilly-Cardiff

29.8.88 37109 1J16 0655 Dundee-Edinburgh  
1L31 1603 Glasgow Queen St.-Arbroath/2Y02 1924 Arbroath-Dundee

## RAILTOURING

Andrew Donald (37004)

The Caledonian (Pathfinder Tours) 10-12.6.88

1908 Reading - Inverness then Wick & Thurso or Dufftown

This tour, depending on your point of view, proved either that railtour operators ask too much from the motive power department, or that BR can't or won't meet all but the simplest of motive power requests. Requested power North of Mossend had been a pair of 26's, however, in the event this was to prove to be to the syphon bashers benefit.

Crewe, where I joined the tour behind a reasonable 85010, was left 2 minutes down at 0124. Stock for the trip was provided by Network South East whose rake of Mark 1 SKs, Mark 2 FKs and an RBR, total load 12, was ideal for the trip. The usual route via the West Coast Main Line was taken to Carlisle (arr 0326, dep 0343) and then via Motherwell, where 37003, 37049 'Imperial', 37226 & 37303 were visible, to Mossend where arrival was 16 minutes late at 0513. 37312 'Clyde Iron' and 37325 'Lanarkshire Steel' were present. At this stage sector FPGE provided the motive power in the form of 37035 & 37245 which sported repairs to the nose ends which had been duly painted alone to provide a rather patchy appearance to the livery. Departure from Mossend was 17 late at 0524 and the route taken via Coatbridge Central, Cumbernauld, Greenhill & Larbert to Stirling, then via Dunblane and Gleneagles to Perth, arriving at 0634 - now 4 minutes early. After viewing 47564 'Colossus' departure was right time at 0640 and the Highland Main Line taken to Inverness.

An on time arrival at Inverness was prevented by a hold up at Millburn Junction, possibly to allow the station pilot to position itself for the next move which was to have involved splitting the train at Welshes Bridge Junction with the Dufftown portion heading straight into the South & East platforms behind the 37's, and the Far North portion shunted round the avoiding line into the Far North platforms. However, the whole tour sailed straight into platform 2 which resulted in 08753 drawing the Far North portion back out to Welshes Bridge Junction allowing 08717 to haul it round to platform 5. Visible in the station and shed areas were 37262 'Downreay', 37416 & 37421. At 1102 the Far North section set off, now 22 minutes late, behind 37416, leaving the Dufftown section to await its power which appeared in the shape of 37261 'Caithness'. Our departure was a mere 2 minutes late at 1123. 37072 & 37110 were now visible in the freight yards having arrived with 6H25, the 0345 'Speedlink' from Millerhill.

A non stop run through Nairn, Forres and Elgin followed with arrival at Keith Junction 6 minutes late. 'Caithness' then ran round the tour and, still 6 minutes late set off for Dufftown. We eventually arrived at the said destination at 1314 to visit the delights of the local distillery, the details of which escape me for some reason. However I do recall the operators trying to set the tour off to Inverness 6 minutes early at 1519. This was to avoid a 27 minute wait for a path at Keith which would have been appreciated by nobody. We actually arrived at Inverness 2 minutes late at 1731. This allowed enough time to take 37420 'The Scottish Hosteller' to Dingwall on the 1735 service train for Wick. A twiddling of thumbs followed before 37419 drew in 3 minutes late on the 1710 ex Kyle of Lochalsh on which I returned to Inverness. 37418 'An Comunn Gaidhealach' was now on view, and 37421 arrived 2 minutes early with the 1812 ex Wick/Thurso at 2215. At 2256, 37416 arrived 3 minutes early and re-attached its portion to the Dufftown portion waiting in platform 2. Departure was scheduled for 0100, however, 37035 & 37245 reappeared at 2350 to join the stock. Departure was on time and we retraced our route to Perth from where we turned left at Hilton Junction to Ladybank and thence via Thornton Junction, Cardenden, Dunfermline, Inverkeithing and the Forth Bridge to Edinburgh where we arrived on time at 0524 and where I parted company with the tour, which left for Polmadie on time at 0810.

As you will have read last month, 37059 took over this tour at Polmadie for the run down to Carlisle.

Thats all for this month. Can I please have all information for the October 'Syphon' by 24th September - thank you to all those of you who have already sent in information.

29.8.88

Andrew Garten - Editor