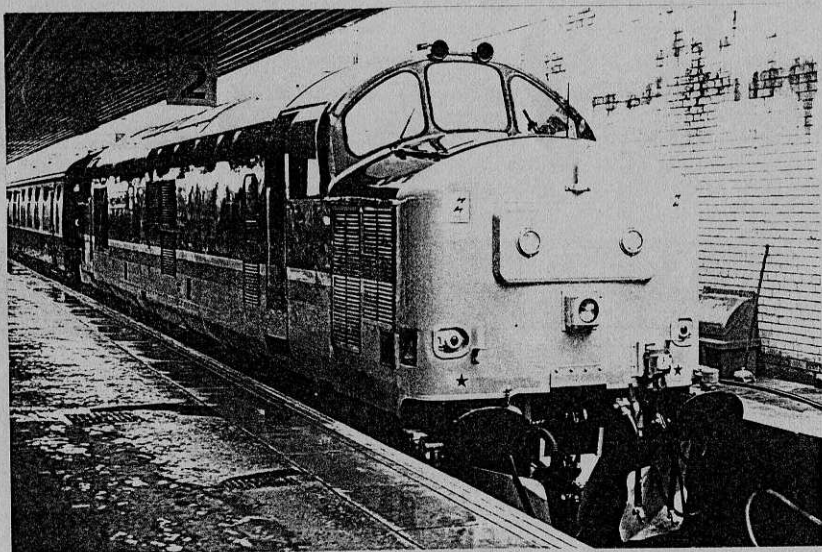


# SYPHON!

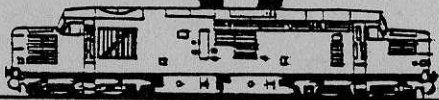
THE CLASS 37 GROUP

OCT 1988



THIS MONTH — FAR NORTH

# 37



## THE CLASS 37 GROUP

SYPHON

THE CLASS 37 GROUP

VOLUME 1 NUMBER 4 OCTOBER 1988

### COMMITTEE

Chairman : Mr R.Saunders, 86 Church Road,Shoeburyness,Essex SS3 9EX  
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 Secretary : Mr M.Reeve, 49 Croft Street,Ipswich,Suffolk IP2 8EF  
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### REPRESENTATIVES

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 Anglia : Mr J.Dickinson, 7 Pine View Road,Ipswich,Suffolk IP1 4HS

### EDITORIAL

Greetings, and welcome to your October 'Syphon'. This month we take on a Scottish theme where possible, with a first look at 37401 in its new Inter City livery and a route description of the Far North line from Inverness to Wick and Thurso. There are also reports on the first sightings of 37712, 37713 and 37714, a look at the Winter 1988 passenger timetable and another naming.

During the last month a notable event has occurred concerning our sales officer, Mike Millward. Within the space of two weeks, and with a rare stroke of spontaneity(!) not only did he announce the date of his wedding to fiancée Sharon, but actually performed the act aswell. This caught all around him off guard, however, there was an anonymous tip-off made to the group enabling us to make alternative arrangements for the distribution of sales material. The degree of speed which was needed for this high society event of '88 was premeditated by Mike's decision to take on a new challenge workwise in Bristol, where once settled he will fully regain the duties of sales officer for the group. In the meantime this function will be undertaken by the Committee with the Chairman, Rod Saunders having possession of the sales material. There are many people within this group who have got to know Mike well during the last few years and I am sure that they will join me in wishing Mike and Sharon the very best of luck in the years to come. As it says in a certain 'video nasty' seen only by a very elite few, "I'll get you for this ... one day" - and I have!!!

AGM: As announced in last months Newsheet the second Annual General Meeting of The Class 37 Group will be held on Saturday November 12th 1988. This will be at the City Suite of The Albert Hall, Wellington Circus, Nottingham and will commence at 1400. All the Committee and Representatives should be present, and there is the possibility of a slide show afterwards. The best directions from the Railway Station are to aim for Maid Marion Way by proceeding via Broad Marsh Bus Station and Collin Street and then walking to the far end of Maid Marion Way. The Albert Hall is in the same complex as the Nottingham Playhouse. The room is booked from 1200 until 6pm and we shall be there as close to 12 noon as possible. Please come along as it is your chance to find out more about your group and have a say in some decisions. We have tried to choose somewhere as central as possible for the greatest number of members.

All the Committee are restanding, however, anybody who wishes to stand for the position of: Chairman, Treasurer, Secretary, Membership Secretary, Sales/Publicity Officer or Editor must send a written nomination, proposed and seconded to the Secretary to be recieved no later than October 30th 1988. Likewise, any points to be included on the Agenda must be recieved by the Secretary no later than this date.

Please come along, but remember only Class 37 Group members can attend. Should you wish to bring a wife, husband, son, girlfriend etc, somebody at the same address as yourself can become a group member for the ghastly sum of 50p. Finally, we shall have all the sales goodies present.

### SALES

Until further notice, please address all sales enquiries to the Chairman, Mr R.Saunders at 86, Church Road, Shoeburyness, Essex SS3 9EX.

### PRESERVATION FUND

A further £5 has been forthcoming, donated by Mr Keith Fransham on behalf of 'The Crown Point Ballast Fund'. The total therefore stands at £518:02. Further events are planned for the coming months which will hopefully boost this total, however, donations are always welcomed from any source. Please send cheques/postal orders made payable to 'The Class 37 Group' to the Treasurer, stating that the money is for the preservation Fund.

### NEW MEMBERS

Welcome in to the following who have joined our happy band during the last month: Mr A.Louth, D.Hughes, Mr S.Marshall, Mr N.Hull, Mr M.Powis, Mr J.Elliott, Mr M.Randell, Mr P.Brooks, Mr D.Coles, Mr D.warner, Miss S.J.Barnes.

### DIARY

- 15/16.10.88 Trip to Severn Valley Railway Diesel Weekend.  
22.10.88 NENTA Traintours Portsmouth Invader. Depart Lowestoft at 0734 then East Suffolk line to Portsmouth. This train will not now run into Brighton but will set down at Hove. A class 37 (RETB) is certain between Lowestoft and Ipswich & return, probably on its own. Mention 'The Class 37 Group' when booking and you should get a seat in the front carriage! This tour deserves to succeed and I hope that as many of our members as possible are able to give their support. To book ring NENTA on (0692) 620715, or after October 14th - North Walsham 406152. Write to NENTA Traintours, 36 Lighthouse Close, Happisburgh, Norwich NR12 0QE.  
26.10.88 Open Meeting, Station Hotel, Ipswich (lounge side)  
12.11.88 AGM. City Suite, Albert Hall, Wellington Circus, NOTTINGHAM. Commence 1400.

As mentioned last month, group member Michael Gibson is organising a trip encompassing visits to Inverness, Eastfield, Motherwell and Millerhill TMD's on the weekend of 3rd and 4th December. Could anybody interested in this trip write to Michael for further details as he would like all bookings by October 21st at the latest.

### PHOTO'S

The selection of 7" x 5" colour, card framed prints available from our Membership Secretary has now widened, with the following being available:  
37412, 37116+241, 37350, 37285+012, 37427, 37405, 37144+31108+47590, 37057, 37036 and finally 37263.  
They are priced at £1:75 each + 19p for postage. Please address all orders or enquiries with cheques made payable to 'Mark Aldous' to:  
Mr M.Aldous, 8 Wallers Grove, Ipswich IP2 0LN. Mark donates all profit to the Preservation Fund.

THANKYOU to the following for their contributions to this months magazine:

Colin Wilks, Kevin Green, Jim Ramsay, Andrew Donald, E.A.Spencer, Michael Gibson, Tom Schofield, Steve Squires, Kieth Fransham, S.Evans & many others

# NEWSDESK

STOCK CHANGES to 14.9.88 by Douggie

37211 CF	37218 CF	37229 ED	37240 ED	37250 ED	37320 ML	37324 ML
37325 ML	37326 ML	37374 CF	37714 CF	37715 CF	37883 CF	37884 CF
37885 CF						

37176 to become 37883

At mid-September, CP7 bogie fitted 37002,37118,37147 & 37193 still retained their original numbers. These should become 37351,37359,37371 & 37375 in due course, and indeed may have done by the time you read this.

The following have been reallocated by Sector since May 1988.

37033 FMCH	37040 FMGM	37050 FMCH	37051 FMGM	37092 FMGM	37094 FMCH
37144 FALG	37153 DCHA	37201 FMGM	37211 FAWC	37218 FAWC	37219 FALG
37229 FEGA	37232 FPGE	37240 FEGA	37245 FPGE	37250 FEGA	37255 FMYI
37258 FMYI	37260 FGXX	37262 DCHA	37275 FMYI	37320 FMGM	37324 FMGM
37325 FMGM	37326 FMGM	37374 FQLC	37377 FMYI	37381 FMYI	37401 IWCA
37409 ICHA	37414 PXXA	37424 ICHA	37670 FTLL	37671 FTLL	37714 FMCH
37715 FMCH	37883 FMCH	37884 FMCH	37885 FMCH		

37320 remains as such and has not returned to its previous number of 37026.

## LIVERY LINE-UP:

Newly reported livery changes are:

Duotone Railfreight : 37059(Speedlink),37070(Speedlink),37138(Construction),37689,  
37902,37903(Metals),37904,37906(Metals).

Red-Stripe Railfreight:37370

Inter City : 37401

The full list now reads as follows:

BR BLUE: 37003/009/010/013/015/019/023/029/031/033/038/040/042/046/047/048/053/054  
055/057/058/062/063/065/066/071/072/073/074/077/078/080/083/084/087/092/095  
096/097/098/100/101/106/107/109/110/113/131/133/139/140/141/142/144/153/154/158/162  
170/174/178/184/185/194/197/198/201/202/203/207/209/211/212/213/214/215/216/217/218  
219/220/221/222/223/225/227/229/230/232/238/239/240/241/242/244/245/248/251/252/254  
258/263/275/280/293/294/298/303/304/306/312/313/314/320/321/323/324/325/358

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

RAILFREIGHT GREY: 37503/504/508/509/510/512/513/690-699/701/702/703/704/796/797/798  
799/800/801/802/803/894/895/896/897/898/899/901/905

RED-STRIPED GREY: 37002/118/147/193/196/250/255/352/353/355/356/357/370/372/373/374  
376/377/378/379/502/505/506/514/515/516/517/518/519/520/669/670  
671/672/674/675/676/677/678/679/680/681/682/683/684/685/686/687

DUOTONE: Coal: 37049/167/235/308

Construction : 37138/354/688

General : 37104

Metals : 37381/423/507/511/521/667/668/903/906

None applied : 37075/285/380/902/904

Petroleum : 37705/706/707/708/709/710/887/888/889/890/891/892/893

Speedlink : 37059/070/673

Unknown : 37069/278/689/711/712/713/886

## OTHERS:

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

## NAMING

37698 (CF) has been named 'Coedbach', being noted in this condition during the month of September. Details of any ceremony are not known, however, a repaint into duotone livery with Coal sector markings has been executed. 37698 was of course the first refurbished railfreight example to be released from Crewe Works in early 1986. Coedbach is the name of a colliery situated near Kidwelly in South Wales. While 698 was gaining a name, 37326 (ML) has lost one. The former 'Glengarnock' was noted minus its name plates at Motherwell TMD during June.

## WELSH SUMMER FINALE

On the last weekday of the Summer timetable for 1988, Saturday October 1st, the CF based 37/4's did the following: 426 - Liverpool sprinter replacement diagram, 427 - 0800 Pwllheli to Euston diagram, 428 - out of service at Hereford, 429 - 0204 Crewe to Cardiff, 430 - 0714 Aberystwyth to Euston diagram, and finally 431 was on the Manchester sprinter replacement diagram. Quite impressive! 427 is now fully RETB fitted along with 428, thus they can now be regarded as 'xethr'.

## BR WINTER TIMETABLE 1988/89

Those of you who have already purchased a copy of this dreadful item will have seen the desecration that occurs in Scotland on January 23rd next year. I am of course referring to the sprinterisation of the Far North (including Kyle of Lochalsh) and West Highland Lines. From this date the only locomotive hauled train timetabled to use either line will be the overnight Euston to Fort William and return sleeper. It is understood that the syphon will be attached at Carstairs instead of Mossend. The message is clear. Travel on these lines while it is still safe to do so. As well as for the Scottish services, one ETH 37 will still be required to work the Cambrian Coast Express from Shrewsbury to Aberystwyth, but the train to watch could be the 1530 Derby-St Pancras and return 1820 St Pancras-Derby, both Fridays only. This diagram is thought to be a 37/4, however, whether it is fact or fiction will probably be known by the time you read this.

## LIVERIES

The following have been newly reported since I typed the list.

37057, 37153, 37209 - all now in large logo blue

37069, 37689, 37698 - all now duotone Railfreight. 689 and 698 carry Coal sector markings while 069 remains in a state of anonymity.

## WORKS VIEW

CREWE:- The following should either be at Crewe for HGO and conversion or recently outshopped.

021(715), 183(884), 177(885), 176(883). The most recent additions have been 37050 and 37094. As 050 entered Works first it is expected to become 716, with 094 taking the number 717. This should complete the current refurbishment programme for 'split headcode' 37's, however, several unrefurbished examples still remain at CF, ie 033, 078 and 084.

DONCASTER:- Locomotives present at the BRML establishment on 20.8.88 were:

049 - Main generator repairs; 059 - rectification; 133 - generator flashover; 138 - Intermediate (G exam); 202 - G exam; 209 - on test; 314 - G exam; 426 - Engine repairs.

By the 10th September, 049, 059, 138 and 209 had disappeared with the following new arrivals: 063 - G exam; 167 - Fire damage.

Finally, a week later the only change was that 426 had disappeared, and so on 17th September the following were present: 063, 133, 167, 202 & 314.



## Regional View

ANGLIA: Nothing of great interest has happened in Anglia during August & September although 37216(SF) almost caused trouble on 13.8.88 by taking a nuclear flask wagon down the Great Eastern mainline to Norwich. This was then taken on to Lowestoft where a flask of foreign waste was loaded for transportation to the recycling plant at Sellafeld. There was widespread coverage of this event in the local press, this being the first time that such traffic had been moved from Lowestoft, and predictably the locals were not amused. Other news is as follows:

On 30.7.88 37053+055 were on the Coatbridge-Felixstowe 'liner, seen passing through Ely at 0845. In the evening Ipswich held 100+104, 128+178 and 144, with Colchester being the proud possessors of 37098(TI). 37353(TI) was at Norwich on Sunday 14th August, it having worked to Yarmouth on passenger work the previous day. On the 19th 37154 was at Ipswich with a fuel leak, 37144 spare and 37048+104 on another 'liner. On Saturday 20th, 37222(CF) was on the Hythe(Colchester) to Toton coal train and 37154+294 (SF/CF) on the Coatbridge-Felixstowe 'liner. This pairing is most interesting as it is very rare to get anything other than an LNRA pair on a 'liner. 37065(TI) paid a visit to Cambridge on Friday 26th. Moving onto September, green 37350 has made a few appearances up the top half of the region in recent times. On 2.9.88 it was at Ipswich along with 144 and 216, at Norwich on 14th with 219, and it was on the North Walsham to Harwich PQ tanks on both the 22nd and 23rd. Still at Norwich, 37356(TI) was on ballast duty on 20.9.88. Seen at Ipswich recently have been: 100+154, 038+358, 128, 107+252 & 144 (17.8), 107+074 (20.8), 128+116, 095(TI), 144, 140, 055, 178, 107+074, 054+047, 075, 077+252, 053+154 (14.9), 012+075, 104+238, 077+252, 057+209, 116+128, 019+038 (16.9). Please assume all loco's in the Anglia round up to be allocated to Stratford unless stated otherwise.

EASTERN: A lot of this months activity centres around Doncaster, and why not? As the following shows it is frequented by a good variety of Syphons. On Monday 25th July 37372(CF) was stabled at the TMD while on Friday 29th 37167(CF) was observed at 1111 with 17 FPA's (Russells containers) on a Belmont Yard to Healey Mills trip. 095(TI) headed south at 1243 with a mixed speedlink while 139(CF) was stabled outside the Crimpsall shops within the confines of BRML Doncaster. A week later in the Depot area on 5.8.88 37706(SF) headed south at 1515 with the Kilnhurst-Ripple Lane tanks loaded to 21 TTA's, 298(TI) entered Belmont Yard at 1552 with 22 empty steel wagons, leaving at 1716 loaded to 36 and 37154(SF)+047(SF) were on a northbound 'liner, obtaining the road to leave at 1654. An interesting sighting was that of 101(TI), seen emerging from the depot SERVICING shed and then fuelled. This was the day before it failed at Berney Arms with the 0722 Newcastle-Yarmouth - 101 we shall not let you forget this! On Friday 12th, a morning stint produced 37285(TI) at 1039 with the massive load of 1 ferrywagon, while 193(CF) was on a Belmont Yard to Healey Mills trip at 1242. 37893(SF) was stabled at DR on 3.9.88., 37352(TI) noted passing through LD at 1358 on 7th. On 8th, 251(TI) at 1834 and 178(SF) at 2002 headed through with Speedlinks in opposite directions, 178 having its West Highland headlight in operation! On Sunday 11th, 426(CF) and 072(TI) were outside DR, while finally on 20th September 202(IM) and 194(TI) were visible within the BRML establishment. Elsewhere around the region a visit to Tinsley on Sunday 7.8.88 produced: 071(TI), 073(TI), 202(IM) stabled, 072(TI) repairs, 098(TI) D exam, 242(TI) repairs, 298(TI) B exam and 303(TI) C exam. On 3.9.88 37518(TE) was at York dressed up smartly in its red stripe Railfreight coat, large white numbers and snowploughs. 37227(CF) was seen departing northwards from Peterborough at 0937 on 24.9.88 with a lengthy train of 14 HDA's, 4 PBA's and 18 PGA's - loads a noise! Noted recently at Rotherham Masboro' have been: 27.7.88 37684+677(TI/TI) - empty stone at 1744, 2.8.88 37275(IM) at 0733, 520(TE) at 0842, 513+507(TE+TE) at 0933 and 510+518(TE+TE) at 1656 on steel bars not coil. 4.8.88 667+668(TE+TE) at 1135, 073(TI) LD at 1136, 892(SF) LD 1150 and at 1440 with Kilnhurst-Ripple Lane tanks. 37890(SF), 003(TI) & 521(TE) - 13.8.88. 505+514 & 517+519 all TE, 707(SF) - 16.8.88. 501+502, 667+668 & 517 - all TE on 1.9.88. 513+509 & 519+517 again all TE on 19.9.88.

MIDLAND: Some interesting sightings at the end of July included 37021(ML) waiting at CD to enter Crewe Works on 19.7., 049+320(ML/ML) on a northbound speedlink coal at Warrington BQ mid afternoon on 20th and 37116(SF) stabled at Manchester Victoria on Friday 22nd. It was later to work the 1710 Manchester to Blackpool North service. On 26.7 37212(CF) was at work near Leicester towing 45001/004/048. On 6.8.88 37176 (CF) worked from Crewe to Shrewsbury towing 20105/047/141/006, arriving at 1015, whilst on the same day 37285(TI) & 520(TE) were stabled at Derby. It is reported that 285 subsequently worked to Nottingham several times the following week with the McIntyres scrap metal. That evening 222(CF) arrived at Nottingham LD about 1930. On 10th, 37503+504 were seen at Derby, with 071,303 & 378 - all TI and 518(TE) present on 13.8.88. Still on 13th, 095(TI) & 185(TI) were viewed at Bescot with 37710 at Shrewsbury on steel coils about 0745. At Toton, Thornaby's 507,513,667 & 668 were in company with Cardiff's 222,230 & 213. News from the Carlisle area is as follows. Motherwells 37370/373/379 are dedicated to the Clitheroe - Gunnie Clyde cement train. Although timed to pass Carlisle at 1830 it runs 3 hours early whenever possible to avoid BR having to pay compensation for late running. The Over & Wharton (you can look that one up!) rock salt trains produced 37118(ED),188(ED),049(ML) & 320(ML) at the end of July, however, 232 & 245(ED&ED) worked the train solidly during August. Another class 25 clear out witnessed 37520(TE) move 25901/213/903/178/325 from Kingmoor to Upperby on 9.8.88. On 14.9.88 37035 was on the Grangemouth-Dalston tanks albeit 6 hours late, while 37080+118 (still not renumbered to 359) finally broke the monopoly of 232+245 on the rock salts. An overnight session at Carlisle on 24/25 August witnessed 12 syphons amongst 86 loco's, those seen being 188(ED) towing 47322 (2157),194(TI) at 2207, 075+055(SF/SF) at 2235, 353(TI) arr 2326, dep 0104, 378(TI) arr 2359 dep 0406, 373+370(ML/ML) 0123, 520(TE) at 0201, 238+241(SF+SF) at 0505 and finally 098(TI) at 0528. A week earlier 352(TI), 198(TI), 092(ML) and 058(TI) were seen around Carlisle with 370+373 at Preston on Gunnie-Clitheroe cement and 37101(TI) and 906(CF) at Crewe Diesel - the date being August 17th. Just to wrap things up, a couple of sightings for August, 509(TE) and 188(ED) at Carlisle on Friday 9th, and 37106 was at Derby on 2.9.88. Thankyou to those people who have sent in reports of visits to the Buxton and Peak Forest areas, especially the recommendation for the 'Midland' pub at Peakdale!

SCOTLAND: At the end of July, 37's observed on the 6M64 1320 Aberdeen Craiginchies - Willesden to Mossend included 37352(TI) on the 20th, 37013(TI) on 21st, 37059(TI) on 22nd, and surprisingly 37403(ED) on 26th. On 30.7.88 232+245 headed an Inverness to Over & Warton rocksalt empties while 37097 was on a Stranraer to Glasgow Central passenger train. On Monday 1st August, 37196(IS) was employed on 1C89 1540 Aberdeen to Carstairs postal while 37424 was on the 0725 Glasgow to Aberdeen passenger service! It is reported that 37009(TI) assisted failed DMU's on Dundee to Arbroath services on at least two occasions around this time. 37188+232(ED/ED) were on Rocksalt duty on 6.8.88., noted through Stirling at 0001. A visitor to Motherwell depot found the following on 20.6.88 (ML unless shown): 023,051,055(SF),201,252(SF),310,311,312,313, 321,323,324,325,326,373 & 379.

There was what must be a rare occurrence on 27.8.88., no less than 4 syphons together at Oban. These were 401 on the 'West Highlander', 410 on a 'NENTA' excursion from North Walsham and 408 and 404. On 3.9.88 232(ED) was at Craigentinny while on 5th 098(TI) was noted on a short freight northbound at Dyce. 'ETH' 37's around Edinburgh have included 419(IS) on 31.8.88, possibly for tyre turning which is done on the Portobello lathe, 425(ED) on 6.9.88 working the Royal Scotsman charter departing at 1115, and 412(ED) on 9.9.88 with the Scotrail observation saloon. Other Syphons seen in Scotland during the w/c 5.9.88 were 353(TI) at Haymarket on oil tanks, 304(TI) and 059(TI) at Bathgate and 080+118(ED/ED) at Bishopbriggs - all 6.9.88, 031(TI) at Haymarket on 7th with 139(CF) at the same place on 9th. On 8th 37355(TI) was seen at Perth hard at work with a lengthy 1320 Aberdeen-Willesden speedlink, while on 11th 080(ED) and 191(ED) were at Larbert with Sunday engineering trains. Inverness seems to have become a collection point for 37's, with the following at least present on Saturday 10th September, 070,114,196,260,261,262,418 & 419 (all IS), and 229 & 240 from Eastfield. It is interesting that although reallocated to Eastfield 229 retains its Cardiff Rod Mill plates - for how long?

**SOUTHERN:** A correspondent reports a working that regularly takes 37's deep into the heart of the Southern as being from Didcot to Totton (Powell Dufferyn) near Southampton. This is a coal trip and has utilised 33's, 58's and since March, 37's, 131(CF) and 229(CF) being particular examples noted. It runs down in the evening but as a consequence of losing its path amongst the numerous commuter trains often does not arrive at Totton until around midnight.

37888(SF) was hauling demonstration freight trains at the recent Winchfield 150 event, commencing from Basingstoke and running past the site at regular intervals. It is interesting that this is the kind of job for which 37350 was repainted green.

**WESTERN:** Anybody near the South West part of the country may wish to note the 6P43 1535 St.Blaizey to Gloucester speedlink. This is usually a pair of Laira 37/6's or 50149. A report for 20.8.88 showed the following out of service: 37669 (at Laira for B exam), 37250(CF) (at Exeter with cylinder problems), and 37248(CF) (at Newton Abbot with fire damage). 37372(CF), 672, 673, 674 & 675 were all available for service at St.Blaizey. Cardiff's 698 & 699 were noted together at Reading depot on 25.7.88. News from the 'Hereford, Worcester & Gloucester triangle' includes the first sightings of 37712, 713 & 714. Starting with 712 (ex 102), this was seen at Worcester (26.8) on southbound steel empties. 713 (ex 052) was stabled on Gloucester depot on 8.9.88 whilst 714 (ex 024) was at Newport on 26.9.88 along with 695, 133, 214 & 56022. Other sightings in this area are as follows, starting with Worcester, 19.7 - 37711 (north bound steel at 1601); What would appear the same working had the same loco on 25.8, 220(CF) on 26th, 710(CF) on 31st, 278(CF) on 1.9, 083(IM) on 2nd, 712(CF) on 6th, 197(CF) on 19th and 254(CF) on 20th September. At Norton Junction on 8.9.88 were 174(CF) at 1334, 515+516(TE/TE) at 1338, 225(IM) at 1405 and 096(TI) at 1452. 37902 passed the same location at 1116 on 20.9 with a train of southbound steel empties. At Hereford there is usually at least two syphons stabled over the weekend to act as standby and for engineering work. Recently observed have been: 033 (13.8), 142,797 (20.8), 903,904 (27.8), 142,894 (3.9), 263,694,713 (17.9) and 033 & 894 on 24.9. On the 17th August 37689(CF) was busy shunting a rake of HAA's in Hereford yard at 1800 while on 1st September 37905 was required to take over a Glasgow-Pengam freightliner due to the failure of the 56 on this train. Further to some information given in the August 'syphon', anybody in the Cheltenham and Gloucester area who would like to photo some Thornaby 5's is advised to turn out for the northbound Lackenby steel train. This is booked to depart from Gloucester at 1255 daily, loco's employed recently being 515 & 516 on 2.8, and 8.9, 501 & 502 on 2.9 & 6.9, and 667 & 668 on 7.9.88. 505 & 514 were paired on 23.8.88.

## SALES

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

GROUP TEESHIRTS with split & centre headcode 37 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

VIDEOS - Modern Traction Videos, available for the following classes:

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

(1) 47's (2) 50's (3) 27's £22:50

All are 60 mins except class 27 which is 45 mins. please state VHS or Beta

Locomaster Profiles: - Class 37 (30 mins) £9:95 OR Diesel Misc.Vol 1 (1 hr) £14:95

Please include the following for postage:

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

Teeshirts, Sweatshirts or Videos - £1 PER ITEM

Please make all cheques payable to THE CLASS 37 GROUP and send to THE CHAIRMAN.



# ELECTRIC THEMES

37426 has finally left Doncaster! After being stopped on 11.6.88 it was noted at Doncaster TMD on 11th September, at last being ready for dispatch back to Cardiff. It was released from Doncaster BRML on Friday 9th having been out of service for 3 months. Other casualties out of service for some time have been 37420 - stopped from 21.7.88 to 12.9.88., and 37428 - stopped from 15.8.88 to 12.9.88.; both requiring engine repairs.

The RETB (Radio Electronic Token Block working) on the Cambrian lines from Shrewsbury to Aberystwyth and Pwllheli was due to be switched on from 29th September from which date we assume that only 37/4's fitted with the requisite equipment will be allowed down the line. On Sunday 25th September the situation with the CF examples was: 427 - no equipment fitted although at CF on exam, 428 - fully fitted with RETB equipment, aerials and radios, 429 - aerials and radio brackets but no radios, 431 had blanking plates or something similar on top of the nose ends with no RETB equipment fitted. The condition of 426 & 430 was unknown but they were not believed to have any equipment installed. On Wednesday 28th, the day before RETB was due to commence, 428 & 429 were thought to be the only two in a position to traverse the line.

The two Sprinter replacement diagrams from Cardiff to Manchester & Liverpool have continued to the end of the summer timetable. On 13.8.88 they were entrusted to 429 and 430, on 12.9.88 427 was on the Liverpool diagram and 431 on the Manchester, with 426 and 431 performing solidly from 17th to 24th September. On Saturday 17th September, 428 & 430 combined to form the 1300 Shrewsbury to Aberystwyth (0940 ex Euston) and 1525 return.

In Scotland, a spotcheck on 14th September at 1530 revealed the following on passenger work: Eastfield 404 (1250 Oban-Glasgow QS), 412 (allocated 0347 Mossend-Fort William) 422 (1445 Fort William-Glasgow QS), 423 (1015 Glasgow QS-Fort William), 425 (1204 Glasgow QS-Oban): Inverness, 414 (1128 Kyle-Inverness), 415 (1212 Wick-Inverness), 417 (1015 Inverness-Kyle), 418 (1135 Inverness-Wick), 419 (Thurso pilot), 421 (1505 Kyle-Inverness). The status report is for Sunday 11th September at 1715.

37401 ED Fort William. Allocated 1210  
37402 ED Eastfield TMD. Out of service - E exam  
37403 ED Eastfield TMD. Allocated 1D15 1815 Fort Will.-Euston(QS-Mossend)  
37404 ED Eastfield TMD  
37405 ED Eastfield TMD. Out of service - brake system faults  
37406 ED Fort William  
37407 ED Glasgow QS. Allocated to Eastfield TMD for A exam  
37408 ED Eastfield TMD. Out of service  
37409 ED Oban. Allocated 2Y92 1840 Oban-Crianlarich & 2Y91 return to Oban  
37410 ED Eastfield TMD. Out of service - electrical power & control equipment  
37411 ED Fort William. Allocated 1D15 1810 Fort William-Euston (to Glasgow QS)  
37412 ED Mallaig. Allocated 2Y52 0700 to Fort William on Monday  
37413 ED Fort William  
37414 IS Inverness. Arrived with 1120 ex Wick  
37415 IS En route 2H64 1450 Wick-Inverness  
37416 IS Inverness. Arrived with 1405 ex Kyle of Lochalsh  
37417 IS En route 2H65 1600 Inverness-Wick  
37418 IS Kyle of Lochalsh  
37419 IS Kyle of Lochalsh 1209 Charter  
37420 IS Glasgow Works. Out of service - engine repairs  
37421 IS Inverness TMD  
37422 ED Eastfield TMD. Allocated 1Y29 1806 Glasgow QS-Fort William  
37423 ED Kilmarnock (Open Day)  
37424 ED Eastfield TMD. Out of service - wheelslip control problems  
37425 ED En route 1Y19 1506 Glasgow QS-Oban  
37426 CF Doncaster TMD  
37427 CF Cardiff Canton TMD. B exam  
37428 CF Cardiff Canton TMD. Out of service - camshaft problems  
37429 CF Shrewsbury. Assigned to Canton TMD for B exam  
37430 CF En route 1A33 1520 Aberystwyth-Euston (to Wolverhampton)  
37431 CF Cardiff Canton TMD

# The Far North Line

What follows is a description of the Far North line from Inverness to Wick & Thurso and will hopefully be of some interest to anybody who wishes to journey over the line during the final months of locomotive working. Numbers in brackets denote miles from Inverness to the nearest quarter and the plan that runs alongside shows both open stations in capital letters and closed stations in lower case. Passing points are denoted by an X.

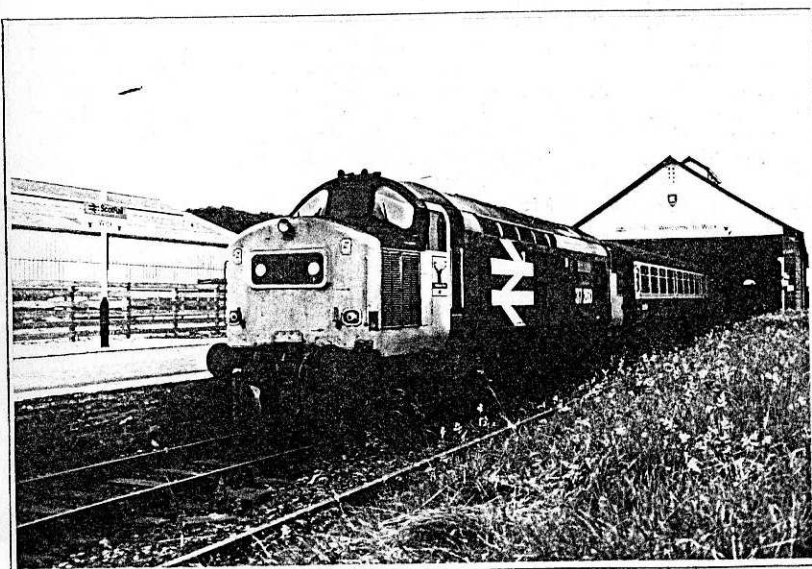
We start our journey at Inverness, storming away from the Far North platforms (5-7) and crossing the River Ness before quickly slowing to negotiate the rickety bridge which crosses the Caledonian Canal. The Canal was built by Thomas Telford to connect Lochs Ness, Oich, Lochy and Linnhe and provide a bypass for early seafarers who did not wish to traverse the choppy waters around the Northern side of Scotland. After running alongside the Beaully Firth on the right we arrive at Muir of Ord (13), a station that was reopened in 1976. The line is of course operated only by locomotives fitted with RETB equipment and this is soon very evident as empty signal posts stand as a relic of the semaphore days. Another burst of speed and Dingwall (18½) is reached, a town of about 4,000 inhabitants and the administrative HQ of the Ross & Cromarty district. Shortly after leaving Dingwall the Kyle of Lochalsh line veers away to the left and we head North along the Cromarty Firth which is on the right. For the next few miles will be seen several oil rig platforms and related accessories that are either in for repair or laid up, depending on the state of the economy. By this time a few myths will already have been dispensed with. Firstly the line is fairly tightly timed, with little recovery time allowed. Secondly, far from being a neglected backwater, line speeds are fairly good along the whole line, with 50-60 mph between stations the norm. Furthermore, it is not until after leaving Golspie (84½ miles out) that the line finally opens out, pulling away from the distilleries & oil rigs, villages & hamlets that litter its path. After stopping at Alness (28½) and Invergordon (31½) where the oil industry has been a real boost to the line we arrive at Fearn (40½). Like many stations on BR, Fearn is actually some way from the village of which it takes the name. Next comes Tain (44½) which marks the start of the Dornoch Firth, currently the subject of a debate overshadowed possibly only by the closure of the Settle & Carlisle line. The Dornoch Firth can be seen to the right and marks the start of a lengthy detour inland. We now have the longest stretch of line between Inverness and Georgemas without a station, the 13½ miles between Tain and Ardgay (57½). Here the A9 road which follows us for much of the journey turns away Eastward as we continue to head inland to Culrain (61). Upon leaving the station Carbisdale Castle can be seen up on a hill to the left and after a short sprint we reach Invershin (61½). For riot value this as about as good a place as any in this direction as we climb away at 1 in 70 to Lairg summit before descending down into Lairg itself (67) and then turning Eastwards back towards the coast. Upon leaving Rogart (77) it is a sign of the circuitous nature of the line that we actually head South East before rejoining the coast at Golspie (84½). We are now just over halfway to Wick and it is interesting to note that the same journey can be traversed by road in something like 56 miles, and this is without the Dornoch bridge. Upon leaving Golspie we have just the bleak North Sea for company on the right and 2 miles on 37114 would no doubt acknowledge her namesake - Dunrobin Castle is to the right on the coast. Next station is Brora (90½), and it is here or at Lairg where a crew change can be expected. We continue along the coast to Helmsdale (101½) and here we once again

+	INVERNESS
+	Bunchrew
+	Lentran
+	Clunes
+	Beaully
X	MUIR OF ORD
+	Conon
X	DINGWALL
+	Foulis
+	Evanton
+	ALNESS
+	INVERGORDON
+	Delny
+	Kildary
+	Nigg
+	FEARN
X	TAIN
+	Meikle Ferry
+	Edderton
X	ARDGAY
+	CULRAIN
+	INVERSHIN
X	LAIRG
+	ROGART
+	The Mound
+	GOLSPIE
+	Dunrobin
X	BRORA
+	Loth
X	HELMESDALE

turn inland. It is now that things get really bleak as we cross desolate moorland plains suspended between the Highland mountain ranges. This for me is what the Far North is all about; barren wastelands devoid of nearly any sign of habitation and the solid beat of a syphon (or two!) up front. Stations are passed at Kildonan (111) and Kinbrace (118½) to reach Forsinard (125½). This is the only passing point on the 46 mile stretch between Helmsdale and Georgemas. Upon leaving Forsinard there is a 4 mile climb to County March summit where a sign to the left marks the summit at 708 feet. It is also the county border where we pass from Highland into Caithness and enter the final leg of our journey. Altnabreac Station (134) is about as isolated as anywhere could be, with the nearest road of any size over 5 miles away. To the left on the down platform can be seen a water tower from the days of steam. On we head passing Scots Calder (143) before arriving at Georgemas Junction (147½) where we leave the isolated moorland scenery and rejoin the more fertile farm and grazing lands. Here the train will split, with the front portion and the main train locomotive from Inverness going forward to Wick (161½). The Thurso branch pilot will drop onto the back and take that portion to Thurso, at 154 miles from Inverness and 735 miles from Kings Cross the Northern most extremity of the British Rail network. Thurso has now overtaken Wick as the larger of the two centres, the populations being about 9000 and 8000 respectively. Wick probably possesses the larger of the two stations, perhaps due to the fact that it used to be the larger of the two towns and also that a branch used to strike out southwards along the coastline to Lybster. It is perhaps a reflection of the remoteness of the line that there have only ever been two other branch lines feed onto the Far North, from The Mound to Dornoch and from Muir of Ord to Fortrose.

Should one wish to 'bash' both lines in one trip this is possible as there is a bus service that operates between Wick and Thurso. There are also bus services from Thurso to John O'Groats - the most Northerly point on the British mainland.

+	Salzcraggie
+	KILDONAN
+	Borrobol
+	KINBRACE
X	FORSINARD
+	ALTNABREAC
+	SCOTSCALDER
+	Halkirk
X	GEORGEMAS JTN.
X	GEORGEMAS JTN.
+	Bower
+	Watten
+	Bilbster
+	WICK
X	GEORGEMAS JTN.
+	Hoy
+	THURSO



Journeys end at Wick for 37260 as it lays over on 16.7.87 before returning to Inverness with the 1800 service. Only two coaches go forward to Wick where the station structure is of the same design as that at Thurso.

(A.Pulford)

# Passenger Information

Here goes for this months look at what's been where on passenger work during the month of September.

Diagram codes used are as follows:

NB1 = 1J18 0620 Birmingham New Street-Aberystwyth  
 1A44 1010 Aberystwyth-Wolverhampton (1010 Aberystwyth-Euston)  
 NB2 = 1J19 1048 Shrewsbury-Pwllheli (0740 Euston-Pwllheli)  
 1A34 1505 Pwllheli-Wolverhampton (1505 Pwllheli-Euston)  
 NB3 = 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)  
 2P75 1615 Yarmouth-Norwich  
 NB4 = 1L95 1355 Norwich-Yarmouth (0722 Newcastle-Yarmouth)  
 1E94 1530 Yarmouth-Norwich (1530 Yarmouth-Newcastle)

29.8.88	37097	1B29 1315 Brighton-Edinburgh (2216 Carstairs-Edinburgh)
30.8.88	37070	2B52 0706 Perth-Edinburgh
	37097	1B29 1315 Brighton-Edinburgh (2216 Carstairs-Edinburgh)
	37217	1J16 0655 Dundee-Edinburgh
31.8.88	37355	2A80 1740 Aberdeen-Montrose/2A76 1838 Montrose-Aberdeen
1.9.88	37113	2072 1714 Glasgow QS-Edinburgh (Falkirk-Edinburgh)
	37175	2A80 1740 Aberdeen-Montrose/2A76 1838 Montrose-Aberdeen
	37514	1027 1300 Edinburgh-Glasgow QS
3.9.88	NB1=37380/683	NB2=37096/372 NB3=37216
	37046	1T20 1010 Inverness-Glasgow QS
		1L31 1603 Glasgow QS-Arbroath
		2Y02 1924 Arbroath-Dundee (extended to Perth)
4.9.88	37294	1A05 0748 Wolverhampton-Euston (Birmingham New St.-Nuneaton)
		1G24 0800 Euston-Wolverhampton (Nuneaton-Birmingham New St.)
		1A09 1028 Wolverhampton-Euston (Birmingham New St.-Nuneaton)
		1A20 1348 Wolverhampton-Euston (Birmingham New St.-Nuneaton)
5.9.88	37046	1J16 0655 Dundee-Edinburgh
	37065	1A01 0823 Glasgow C.-Stranraer
	37144	2W15 1350 Ipswich-Cambridge/2W18 1625 Cambridge-Ipswich
6.9.88	37035	1H11 1135 Edinburgh-Inverness (Polmont-Perth)
	37046	1H11 1135 Edinburgh-Inverness (Perth-Inverness)
		1B36 1815 Inverness-Edinburgh
	37184	1T30 1230 Inverness-Glasgow QS (Kingussie-Glasgow QS)
	37217	Huddersfield-Sheffield
7.9.88	37250	1T30 1230 Inverness-Glasgow QS (Aviemore-Glasgow QS)
	37303	2A72 0648 Aberdeen-Inverurie/2A78 0738 Inverurie-Aberdeen
	37373	1M03 1313 Glasgow Central-Carlisle
	37376	1028 Cowdenbeath-Edinburgh
8.9.88	37046	2B52 0706 Perth-Edinburgh
	37098	1H05 0710 Edinburgh-Inverness
		1B34 1415 Inverness-Edinburgh
	37198	2A72 0648 Aberdeen-Inverurie/2A78 0738 Inverurie-Aberdeen
	37261	1330 Inverness-Aberdeen
9.9.88	37084/430	1805 Cardiff-Liverpool Lime Street (Cardiff-Shrewsbury)
	37084	1805 Cardiff-Liverpool Lime Street (Shrewsbury-Liverpool)
10.9.88	NB1=37679/686	NB2=37101/174 NB4=37213
	37114/260	2H63 1135 Inverness-Wick (Inverness-Georgemas Junction)
	37114	2H73 1535 Georgemas Junction-Thurso/2H74 1814 Thurso-Georgemas J.
	37138	2K11 0703 Doncaster-Peterborough
	37144	Norwich-Yarmouth/ 1830 Yarmouth-Norwich 'Abbot Ale Splc.'
	37213	Bury St.Edmunds-Norwich 'Abbot Ale Special'
	37260	2H63 1534 Georgemas Junction-Wick/2H64 1812 Wick-Inverness
	37298	1L82 0650 Manchester P.-Yarmouth (Norwich-Yarmouth)
		1M08 1400 Yarmouth-Manchester P. (Yarmouth-Norwich)

10.9.88	37350			'The Tynesider' throughout
	37514			'The Double Scotch' Ayr-Crewe
11.9.88	37140	1P72	2330	Liverpool St.-Norwich (Liverpool St.-Shenfield)
	37298	1P14	0830	Liverpool St.-Yarmouth (Norwich-Yarmouth)
		1P45	1715	Yarmouth-Liverpool St. (Yarmouth-Norwich)
13.9.88	37280+238	1C45	1302	Paddington-Plymouth (Reading-Exeter)
14.9.88	37070	2A70	0510	Aberdeen-Huntly/1A42 0620 Huntly-Aberdeen
17.9.88	NB1=37677+684	NB2=37101+174	NB3=37242	NB4=37019+038
	37072	1D17	0920	Sheffield-Skegness/1J26 1310 Skegness-Sheffield
	37510			1303 Leeds-Carlisle
18.9.88	37010	1P72	2330	Liverpool St.-Norwich (Liverpool St.-Shenfield)
19.9.88	37003	2A80	1740	Aberdeen-Montrose/2A76 1838 Montrose-Aberdeen
20.9.88	37196	2A80	1740	Aberdeen-Montrose/2A76 1838 Montrose-Aberdeen
21.9.88	37069	2A80	1740	Aberdeen-Montrose/2A76 1838 Montrose-Aberdeen
23.9.88	37051+240	1T20	1010	Inverness-Glasgow QS (Inverness-Perth)
	37051	1T20	1010	Inverness-Glasgow QS (Perth-Glasgow QS)
24.9.88	NB1=37676+688	NB2=37015+174	NB3=37144	NB4=37075
	37029	1E82	0939	Derby-Skegness/1M40 1254 Skegness-Derby
25.9.88	37260	2H73	1414	Georgemas J.-Thurso/2H74 1452 Thurso-Georgemas J.
	37260+421	2H64	1450	Wick-Inverness (Georgemas J.-Inverness)
26.9.88	37046	1B25	1844	Carstairs-Edinburgh (0720 Penzance-Edinburgh)
	37109	1B29	2216	Carstairs-Edinburgh (1315 Brighton-Edinburgh)
	37303	1M03	1313	Glasgow Central-Carlisle ( ?-Carlisle)
27.9.88	37097	1M47	1744	Edinburgh-Birmingham (Edinburgh-Carstairs)
		1B25	1844	Carstairs-Edinburgh (0720 Penzance-Edinburgh)
	37261	2A80	1740	Aberdeen-Montrose/2A76 1838 Montrose-Aberdeen
28.9.88	37069	1M47	1744	Edinburgh-Birmingham (Edinburgh-Carstairs)
		1B25	1844	Carstairs-Edinburgh (0720 Penzance-Edinburgh)
	37070	1B21	1858	Carstairs-Edinburgh (1545 Manchester V.-Edinburgh)
	37245	2B52	0706	Perth-Edinburgh (?-Haymarket)
1.10.88	NB1=37680+684	NB2=37142+198	NB3=37144	(Birmingham portion only)



37688 (Great Rocks) and 37380 at Shrewsbury on 25.6.88 with the 0620 Birm.NS to Aberystwyth service. Both loco's are in Railfreight duotone livery (M.Gibson)



The general consensus seems to be that this summer has been a lot better than last for 37 hauled passenger trains, but then that would not be difficult. With the possible exception of weekends, the best area for syphon bashing has been Scotland. We can only guess as to the reasons why so many have worked but it seems to be a combination of being two 47/7's short for much of the summer (47702/713), numerous failures of other 47's and the inability to recruit suitably qualified maintenance staff. This linked with the abundance of 37's in Scotland and it is not long before one is bound to work. There have been many more workings than shown in the 'gen' lists, however, without details of specific trains I am unable to report them. The following gives a few more details on certain interesting workings that have occurred during August and September.

Starting with Saturday 6th August, there was big trouble on both sides of the country. The Cambrian was in total pieces where it seems an AC electric brought the wires down in the vicinity of Wolverhampton and there are also reports of signalling and track problems - this being during the signalling technicians dispute and overtime ban. The 1010 Aberystwyth-Euston is believed to have arrived at Wolve's some 4½ hours late, still running through to Euston. The same day 37176 double headed with 37428 on what should be the ETH pair (1300 Shrewsbury-Aberystwyth etc), almost certainly its last duty before entering works to become 37883, indeed it is thought to have been commandeered from the Works siding at Crewe Diesel to work the train. Over on the Eastern seaboard 37101 disgraced itself by failing just beyond Berney Arms station with the outward leg of the Newcastle-Yarmouth. This was possibly the worst place in Anglia it could have failed, being in the middle of a tokenless single line section without signalling. There was no option but to wait for the driver to walk the 4 miles down the line to Yarmouth and summon assistance. This appeared in the form of 47256, which had already replaced 31421 earlier in the afternoon. After dragging the train to Yarmouth we finally arrived about 90 minutes late. The return working was cancelled, Newcastle passengers travelling on the Leeds train and changing along the journey. As for 101, it was dumped at Yarmouth, still being there on Sunday evening. The failure was caused by a faulty radiator fan which caused the coolant to boil and expand. As the coolant started to leave the locomotive this led to low water pressure which shut the engine down. After stopping, 101 then proceeded to bath the surrounding track with the remainder of its supply.

Monday 8th was the start of a good week on the Norwich-Liverpool Street services, 37077+252 double heading the 1100 service taking over at Colchester before running back via Ipswich and Cambridge to Liverpool Street. This was because of a fractured gas main in the Witham area - closing the main line. On Wednesday 10th 37354 was on the same train, 31431 taking over from Ipswich. The 1000 on Thursday had 37104+241 in charge from Ipswich after the failure of 86253. Despite the date everything ran normally on Saturday 13th with 677+684 and 185+254 putting in good service on the Cambrian, although the 6's seemed to be running badly out of sequence. On Saturday 27th 37084 ran an additional Sprinter replacement to Manchester because of major engineering work on the Cardiff-Crewe route. 37372 became the second NB syphon to appear at Manchester the same day, working the 1400 ex Cardiff & 1817 return services having taken over from an ETH 37 at Cardiff. Another event worth a mention for the 27th was the sight of two syphon's crossing at Reedham where 37144 on the late running 0908 ex Liverpool portion was waiting for 37031 on the Newcastle portion to clear the single line section through Berney Arms. By this time 144 was about 40 minutes late.

An example of the problems being experienced in Scotland can be seen by looking at the 6th & 7th of September. On the 6th both the 1135 Edinburgh-Inverness (47714) and 1230 Inverness-Glasgow Queen Street failed en route, whilst on the 7th the 1230 Inverness-Glasgow failed again. It was not to be a third day running, however, as 47630 actually managed to make it to Glasgow with 37098 following on the 1415 Inverness-Edinburgh. On Sunday August 28th 37066 took a trip down the old Glasgow & South Western main line from Glasgow to Carlisle with a Euston working. Back to September and Friday 9th, 37084+430 worked the 1805 Cardiff-Manchester Sprinter to Shrewsbury where 430 was detached for Cambrian duties and 084 carried on alone.

On the 10th 37114+260 became what may well be the last pair of ex Anglian boilers to work up the Far North line. It all came about with 37419 failing on the 0558 Wick Inverness. 37418, alias the Thurso branch pilot came to the rescue and dragged the syphon and train to Inverness where it eventually arrived 169 minutes late. With no spare ETH 37's at Inverness 114 & 260 were summoned to work the 1135 back up the Far North to Wick & Thurso leaving exactly 90 minutes late. After lots of noise from the 3500 hp available Wick was reached in a nett time of 211 minutes 32 seconds, an average speed of 45.8 mph for the 161½ miles. Despite the extra power available, a 20 minute delay at Lairg to pass the 1212 Wick-Inverness and longer than usual at Georgemas where 114 was detached to become Thurso pilot resulted in an arrival at Wick 99 minutes late where a certain person became the envy of Anglia by having a mere 40 minutes to kill at the said destination. Also out this day was 37262 on the 'Royal Scotsman' charter to Kyle of Lochalsh. 37350 worked Pathfinders 'Tynesider' railtour throughout and without banking assistance up Lickey. It also performed the trip around Newcastle and up to Morpeth where it was expected an additional loco. would appear, and arrived back about 1 hour late.

From Sunday 11th September a new phenomenon has appeared - the Great Eastern drags. As a consequence of the redevelopment of Liverpool Street station all electric services commence from Stratford with the exception of Norwich services which are dragged out of 'the Street' to Shenfield. The 2330 is a fresh engine off Stratford and has so far produced 37140 (11th), 37010 (18th) and 47256 (25th). Whilst on the subject of 37140, a remarkable repeat of June 25th witnessed it again fail shortly before working the Newcastle portion from Norwich to Yarmouth; this time with brake problems. It was, however, to provide a real bonus as 37019+038, at Norwich for ballast work, were summoned to power the train. This is believed to be the first pair at Great Yarmouth on passenger work since 1979 when 37036+109 are thought to have worked. This was also the second Saturday running that three syphons had worked into Yarmouth on passenger trains! On the 24th September 37144 completed its tenth round trip of the summer to Yarmouth while an anonymous 37075 worked the Newcastle portion. Although in the new Railfreight duotone livery, it has no sector markings, no BR insignia and no numerals on one side despite having been out of the paintshops for around 4 months. It is worth noting that a round trip could easily have been enjoyed on both syphons as the 1340 Yarmouth-Norwich easily connected with the 1355 Norwich-Yarmouth which eventually left Norwich around 30 minutes late.



37261 'Caithness' stands at Dufftown at 1450 on 11.6.88 waiting to return to Inverness with the Caledonian Railtour run by Pathfinder Tours. This journey was reviewed in last months Newsheet (A.Donald)



FRONT COVER: 37401 (ED) 'Mary Queen of Scots' stands proudly at Fort William on 30th August 1988. She is of course displaying her newly acquired coat of Inter City paint (Malcolm Barker)

THIS PAGE TOP: 37352(TI), the former 37008 passes through Cumbernauld at 1734 on 20th July 1988 with the 6M64 1320 Aberdeen Craiginchies to Willesden 'Speedlink'. Livery is red stripe Railfreight. (Andrew Donald)

THIS PAGE BOTTOM: Another view of 37401 up against the stops at Fort William. This angle probably shows the livery application to better effect including the numerals applied near the foot of the cab door. (Malcolm Barker)

