

# 37



## THE CLASS 37 GROUP

SYPHON EXTRA

THE CLASS 37 GROUP

VOLUME 1 NUMBER 5 NOVEMBER 1988

### COMMITTEE

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### GROUP NEWS

AGM: A final reminder that the second Annual General Meeting of The Class 37 Group will be held on Saturday November 12th 1988 at the City Suite of The Albert Hall, Wellington Circus, Nottingham and will commence at 1400. Depending on the length of the meeting there maybe a slide show afterwards. Directions from the Railway Station are to turn left outside the station and proceed via Broad Marsh Bus Station and then Collin Street to Maid Marion Way. Go to the far end of Maid Marion Way and the Nottingham Playhouse will appear on the left. The entrance to The Albert Hall is actually through the Playhouse. The room is booked from 12 noon until 6pm and we would like to see as many of our members present as possible.

If you are not able to attend but would still like to be able to vote, you can appoint a proxy to vote on your behalf. This can be another group member who will be attending or any of the Committee members but should be somebody who has a good idea of how you would cast your vote. Proxy nominations must be received by the Secretary no later than second post on Thursday 10th November 1988.

CHRISTMAS STORY WRITING COMPETITION: It has become a tradition for the Christmas edition of the magazine to contain a story based on the Class 37's. This year I would like to give our members the opportunity to put their imagination to work and compose a suitable masterpiece for publication in the December issue. It can be fact or fiction and should be about one side of A4 in length. Please send entries to the Editor to be received by me no later than 25th November. No prizes are planned but the best two should appear in print.

CHRISTMAS MESSAGES: For the extortionate sum of 1p you can insert a festive message in the December magazine. Amongst other things, this will enable our members to beg forgiveness for all those days spent out searching for your favourite locomotives, money spent on rolls of films and train fares etc to members of ones family, or to send a message to friends etc. The message does not have to be festive, but must be CLEAN! Money collected will be used to subsidise a larger than usual edition of 'Syphon' for Christmas, with any profit going straight into the Preservation Fund. As for the stories, please send all messages to the Editor by November 25th.

BESCOT TMD OPEN DAY: Apologies to any of our members who expected to see us at this event. Our non appearance was not through lack of trying as a number of letters were sent to the organisers requesting a pitch, however, not one reply was received. It seems we were not the only group 'discriminated' against as a number of other groups, including some of the well known larger ones did not get replies.

PRESERVATION FUND: As I write, the total stands at £529:57. Recent additions have come from Mike Millward (£6:70), Mark Aldous and Martin Reeve (£3:60) - these being the profits from their own sales items, and Michael Gibson. Any donations should be sent to the Treasurer marked for the Preservation Fund.

NEW MEMBERS: Many thanks to the following who have either joined or renewed their membership during the last month:

G.Sansom, Mr P.Rice, M.Aldous, I.Martin, A.Henly, Mr I.Sharman, N.Benshew, Mr R.Hodge and Mr R.Page.

#### DIARY

12.11.88 AGM. City Suite, Albert Hall, Wellington Circus, NOTTINGHAM. Commence 1400.  
23.11.88 Open Meeting, Station Hotel, Ipswich (lounge side).

#### PASSENGER INFORMATION

Previously unreported are the following non ETH 37's on passenger workings:

12.9.88	37046	1C62	0744	Edinburgh-Carstairs
	37071+196	1A54	1502	Inverness-Aberdeen (?-Aberdeen)
	37071	1H35	1755	Aberdeen-Inverness/1A60 2100 Inverness-Aberdeen
	37114	2H72	1214	Thurso-Georgemas/2H62 1212 Wick-Inverness (ex Georgemas)
	37196	1A54	1502	Inverness-Aberdeen (Inverness-?)
	37261		1330	Inverness-Aberdeen
		1A75	1710	Aberdeen-Huntly/1A56 1825 Huntly-Aberdeen
13.9.88	37070	2A80	1740	Aberdeen-Montrose/2A76 1838 Montrose-Aberdeen
	37097	1A09	0933	Glasgow QS-Inverness/1T46 1635 Inverness-Glasgow QS
	37260	1A54	1502	Inverness-Aberdeen/1H35 1755 Aberdeen-Inverness
	37261	1A77	0435	Aberdeen-Elgin/1H23 0657 Elgin-Inverness
14.9.88	37196	1H35	1755	Aberdeen-Inverness
16.9.88	37046	2A72	0648	Aberdeen-Inverurie/2A78 0738 Inverurie-Aberdeen
	37353	2B52	0706	Perth-Edinburgh
2.10.88	37140	1P72	2330	Liverpool St.-Norwich (Liverpool St.-Shenfield)
	37357		1710	Harwich PQ-Liverpool St.
	37705	1P54	1810	Liverpool St.-Norwich (Liverpool St.-Shenfield)
9.10.88	37230	1A12	1148	Wolverhampton-Euston (Birmingham NS-Nuneaton)
12.10.88	37140	1P25	0800	Norwich-Liverpool St. (Ipswich-Liverpool St.)
22.10.88	37144+31421	1Z41	0734	Lowestoft-Portsmouth Charter (Lowestoft-Ipswich)
		2Y15	0845	Saxmundham-Ipswich
		1Z41	1800	Portsmouth-Lowestoft Charter (Ipswich-Lowestoft)

On September 19th 37211 was employed to tow a failed 31419 on a Paddington to Plymouth working. The 31 had failed at Pewsey and both loco's were replaced at Exeter St. Davids. On October 7th 37144 was used to drag a dead DMU from Bury St. Edmunds to Cambridge, 31224 being used to return the unit to Ipswich. On Sunday 9th October 37214 and 37244 were both used on Football Specials from Nuneaton to Witton. The trains had originated from Manchester, bringing United supporters to the match at Villa Park, Aston. The 2216 Carstairs to Edinburgh portion has still been producing an amazing catalogue of NB loco's in October, including 37070, 37073 and 37507. Finally 37705+888 were used to assist an ailing passenger train between Hayes & Marlinton and Reading on October 19th.

## NEWSDESK

The following Depot and Sector reallocations have occurred to 23.10.88.

37010 SF-ML LNRA-FMGM	37203 SF-IM LNRA-FMYI	37430	PXIA-FAWC
37046 IS-TE FGXX-FMYT	37221 SF-CF ICAA-FQLC	37431	PXIA-FAWC
37048 SF-IM LNRA-FMYI	37241 SF-IM LNRA-FMYI	37716 CF	FMCH
37054 SF-IM LNRA-FMYI	37414	PXAA-DCHA	37717 CF FMCH
37153 DCHA-FGXX	37426	PXAA-FAWC	37718 CF FMCH

Of the CP7 bogie fitted 37's, 37002, 118 & 147 have still to be renumbered to 37351, 359 & 371 respectively, however 37193 is now 37375.  
37314 has reverted to its original TOPS identity of 37190 upon departure from BRML Doncaster after a G-exam (intermediate). Likewise, 37324 which has just entered Doncaster is expected to appear as 37099. It is good to see this example getting some attention as its recent appearance and condition has been described as appalling. Somewhat surprising was the entry into Crewe for refurbishment of 37084 during October as it was thought the programme finished with 37094. 084 should emerge as 718.

NAMINGS: 37059 has been named 'Port of Tilbury'. This is thought to have happened at a port 'open day' held around the beginning of October. Also named are 37667 - 'Wensleydale' and 37668 'Leyburn'. These two names were previously carried by 20173 and 20070. 667 & 668 do not currently have Slow Speed Control gear, the only Thornaby examples to possess this equipment being 37514-517.

The full list of 37's with Slow Speed Control equipment is as follows: 514-517, 672, 675, 689-694, 696-698, 701-704, 796-803, 887, 889, 894-899, 905 and 906.

Tavistock accident victims 37670 & 37671 were still at Crewe Works on 23rd October. It was 25th November 1987 that they came to grief and are therefore getting close to celebrating a whole year out of service.

The idea of Stratford having four Radio fitted 37's sometimes seems quite a farce, the week commencing Monday October 17th being a prime example, the situation being:

- 138 - Loco stopped at Stratford. Thought to be without radios.
- 144 - Loco and Radios OK
- 216 - Loco at BRML Doncaster for G exam. Radios OK
- 219 - Loco OK, radios defective.

The result of this being that only 1 out of the 4 was in position to traverse the East Suffolk. It is thought that 138's radios are to be removed and put in 140, which has the relevant brackets but with the possible exception of a few weeks in 1984 has never been radio fitted.

CAPITAL SYPHONS: As predicted in the October 'Syphon', 37/4's broke new ground with the advent of the 1988/89 Winter timetable when 37429 'Eisteddfod Genedlsethol' worked the Fridays only 1530 Derby-St. Pancras and 1820 return on October 7th. This is the first time that 37/4's have been diagrammed to work down the Midland main line into St. Pancras, indeed the first time that they have been diagrammed to work into London. A Derby driver is provided throughout and the load for the journey is six. October 14th should have seen 37428 on the train, however, it was failed with brake defects and 31438 did the train instead, 428 did manage the job on the 21st. There is a strong possibility that the reign of Syphons on this train could be rather brief as there are some stock changes looming which will take effect from Monday 28th November. It is expected that 37's will be replaced, however, they may well appear elsewhere - more about this next month.

# ANGLIAN SUMMER '88

The following list shows what happened during the Summer of this year. Codes used are:

- A - 1355 Norwich-Yarmouth/1530 Yarmouth-Norwich
- B - 1202 Norwich-Yarmouth/1340 Yarmouth-Norwich
- C - 1202 Norwich-Yarmouth/1340 Yarmouth-Norwich/1450 Norwich-Yarmouth/1615 Yarmouth-Nch
- D - 1150 Norwich-Yarmouth/1400 Yarmouth-Norwich
- E - 1053 Norwich-Leeds
- F - 0913 Yarmouth-Norwich/1053 Norwich-Leeds
- G - 1100 Norwich-Yarmouth/1715 Yarmouth-Norwich

A - F are Saturdays only while G is Sundays only.

21.5.88	37216 - B	
28.5.88	37140 - B	
4.6.88	37029 - A	
18.6.88	37357 - A	37221 - B
25.6.88	37144 - A & B	
2.7.88	37009 - C	
3.7.88	37009 - G	
9.7.88	37144 - C	37304 - E
16.7.88	37198 - D	37689 - F
23.7.88	37285 - A	37350 - C
24.7.88	37350 - G	
30.7.88	37356 - A	
6.8.88	37101 - A (Norwich-Berney Arms only)	
13.8.88	37353 - A	
20.8.88	37144 - C	
27.8.88	37031 - A	37144 - C
3.9.88	37216 - C	
10.9.88	37213 - A	37298 - D
11.9.88	37298 - G	
17.9.88	37242 - C	37019/038 - A
24.9.88	37144 - C	
1.10.88	37144 - B	



The highlight of the Summer for many people as 37038 & 019 stand at Yarmouth on 17th September with the return Newcastle portion. This unusual working came about due to the failure of 37140 at Norwich Crown Point.

(Alan Pulford)