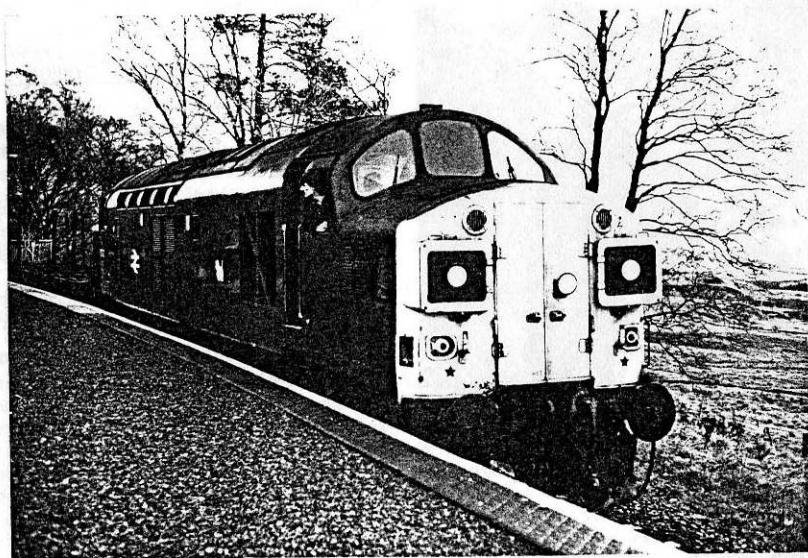


SYPHON!

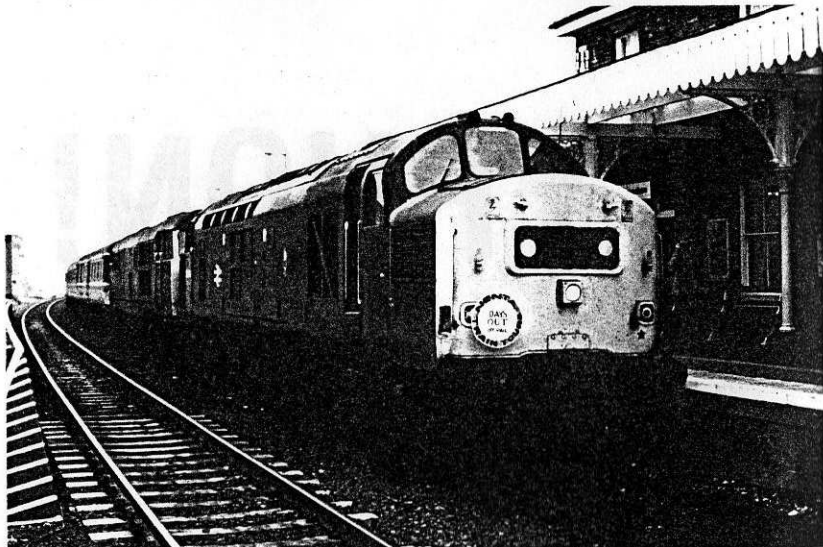
THE CLASS 37 GROUP

DEC 1988



THIS MONTH

XMAS!



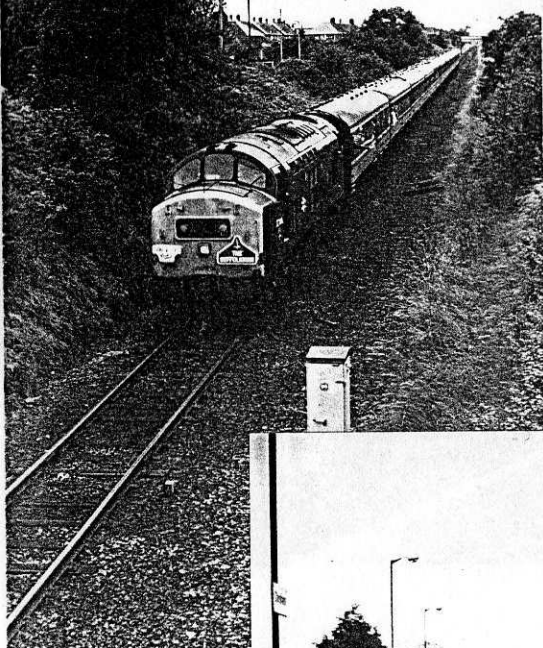
37144 - EAST SUFFOLK SYPHON - 1988.

2 Locomotive hauled passenger trains traversed the East Suffolk between Ipswich & Lowestoft in 1988, both hauled by 37144.

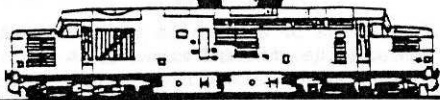
TOP 144+31421 at Saxmundham on NENTA traintours 'Portsmouth Invader' 22/10. At this point the special became 2Y15 0845 to Ipswich service train as this was the only way to obtain a path.

BOTTOM - the same train at Darsham.

MIDDLE Pathfinders 'Suffolkman' tour passing Beccles - 3/7/88.



37



THE CLASS 37 GROUP

SYPHON

THE CLASS 37 GROUP

VOLUME 1 NUMBER 6 - DECEMBER 1988

COMMITTEE

Chairman : Mr R.Saunders, 86 Church Road,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
 Editor : Mr A.Garten, 16 Pheasant Close,Mulbarton,Norfolk NR14 8BL
 Sales : Please order via the Chairman.

REPRESENTATIVES

Technical : Mr K.Fransham, 79 Shipstone Road,Norwich,Norfolk NR3 1JZ
 Scotland : Mr A.Donald,'The Tower',664 Stirling Road,Luggiebank,Cumbernauld G67 4AB
 Anglia : Mr J.Dickinson, 7 Pine View Road,Ipswich,Suffolk IP1 4HS
 South West: Mr M.Millward, 16 Southey Court,Kingswood,Bristol

EDITORIAL: - Welcome to the December 'Syphon' which, as its Christmas I haveld tried to make even better than usual. On the festive side we have 4 extra pages, stories, a crossword, word puzzle and a Christmas message column. There are the usual features and all the latest news on namings, reallocations, passenger workings etc. Since I took over as Editor 6 months ago the magazine has remained largely unchanged. Two particular things I have tried to do is provide more information on passenger workings, and to make the regional round up more 'readable'. I must thank all the people who have contributed news, photo's, articles etc during this time - keep up the good work. Finally, may I take this opportunity on behalf of the Committee to wish ALL our members a very happy Christmas and prosperous new year. The A.G.M. for 1988 has passed and was a very successful affair, with some good suggestions coming from our members. We have had a good year which is proven by our membership total, financial account and Preservation Fund. This Group seriously believes that it will one day be the owner of a Class 37 Diesel locomotive and so has to be businesslike and profitable where at all possible. I therefore believe that although unpopular with some, the decision to abolish the separte rate for Juvenile members is a step in the right direction. I will be sending a letter individually to each of the members that are affected by this decision, which has also enabled us to peg the adult rate at £5 for the time being. Hopefully this will be an incentive to all of you to rejoin our fine Group when your membership expires. Merry Christmas!

PRESERVATION FUND - During the last month the total has swelled to £592:18. This increase is thanks to the following: £51:29 collected at the A.G.M.; £4:35 from the November Open Meeting at Ipswich; Donation of £5:97 from J.R.Tilbury and £1 profit from private sales. Obviously we are always on the look out for more money and any donations should be sent to the Treasurer.

NEW MEMBERS - I am pleased to welcome the following into the Group and those that have rejoined during the last month. These are: Mr P.J.Howes, P.Shrimpton, N.Turner, Jim Ramsay, G.Harvey, C.Clarke, H.Freyne, J & R Southgate, A. West, Mr C.Broadhurst and C.R.Edwards. A big thankyou to you all - I hope you enjoy the next year.

DIARY

14.12.88 Open Meeting, Station Hotel, Ipswich (lounge bar) commencing approx 2000.
 Please note this meeting is the 14th not the 21st as provisionally set.
 This is the same night as our Committee Meeting and our last event before Christmas, so please come along if you can.

AGM - 88

The following is a review of the 2nd A.G.M. of the Class 37 Group held in Nottingham on 12th November 1988. Please note that these are not the official minutes but cover most of what happened and was discussed.

Item 1 - Chairmans address.

This commenced after the minutes for the first A.G.M. had been agreed as correct. The Chairman thanked everybody present for attending and then ran through the events for the past year, although pointed out that he had only been Chairman since June 1988. This was due to the resignations of Steve Potter and Steve Squires who were both thanked for their service to the Group. March saw the decision to hold Committee Meetings on a monthly basis to enable the Committee to function more efficiently. March also saw the first Open Meeting where members could meet the Committee, pass on suggestions etc. April saw the decision to introduce Area Rep's to give the Group a more national image. May was a disappointing month with both membership and finances taking a downward turn. To counter this our advertising campaign was stepped up and in June major changes were made to the Committee to spread the increasing workload more evenly. This resulted in a vacant post which was filled by Mark Aldous who became Membership Secretary. Other changes were made to the membership system, magazine & newsheet and organisation of sales material, all with the aim of making the Group more professional and businesslike. These changes appear to have been justified as membership and Group funds have both since risen, we have had communication with several other Preservation Societies about swapping information and a letter from the Friends of the West Highland advising us of their latest video release. A notable milestone in the Groups history occurred on 26th June with the commencement of our Preservation Fund. The Chairman finished by saying we now had a national foothold but the coming year would be a proving time for the Group, especially now that the last 37 for refurbishment has been called to Works. The countdown to withdrawal has now surely started and we must work even harder to achieve our aim of preserving at least one Class 37 in full working order.

Item 2 - Treasurers report.

I have summarised the Treasurers account sheet as follows. General Fund:
Income: Subscriptions £478; Sales £690.04; Interest £2.36; Misc. £15; Total £1185.40
Expenditure: Printing costs £282.47; Sales stock £492.76; Open day costs £39.60;
Postage £133.01; Stationery £16.83; Advertising £32.20; Repayment of
interest free loan to Mr M.Millward £130.75; Total £1127.62.
Surplus for year 1986/7 - £217.17; Additional surplus from year 1987/8 - £57.78.
Total Surplus - £274.95.

Preservation Fund:

Income: Donations £457.32; Interest £0.25; Membership No. changes £5; Lottery £67
Total - £529.57.

There has been no expenditure from this account.

The present Treasurer explained that he took over the financial reins from Jason Hawkins in April. Our current financial situation is good especially the Preservation Fund, started on June 26th at the Midland Railway Centre's Diesel spectacular and already containing well over £500. The Treasurer hoped that the amount in this Fund would continue to rise and thanked everybody who had contributed especially Kevin & Harold Green and Martin Reeve.

Item 3 - Membership Secretarys report

The Membership Secretary also explained that he took up this position in June 1988. At the last A.G.M. the membership total was 77. It then rose but slumped back to 77 in May. By July we had 100 members for the first time in the Group's history and currently the total stands at 123, although there are a number of renewals outstanding. He then described the 3 letters that are used in relation to Group membership. There is a letter sent thanking members for joining; a renewal letter

and a reminder letter.

Item 4 - Sales Officers Report.

The Sales Officer stated that during the last twelve months we have attended events at Stewarts Lane, Colchester, Butterley and Winchfield. As well as an opportunity to sell Group merchandise these have enabled us to get to know other railway Societies and Preservation groups, Winchfield especially. Comments were invited about possible future sales items. Stickers and car stickers were suggested as well as copies of slides. It was also suggested that we supply copies of particular 37's that members may want a photo of - a sort of 'made to order'. The Membership Secretary replied that we have recently received a list of photos available from Norman Preedy. Another run of mugs may be produced but with a different supplier than before. Advertising has been undertaken in Rail, Railway World, Motive Power Monthly and Scottish Rail Digest. The Chairman is to investigate the possibility of us getting a mention of future videos produced relating to the Class 37 fleet.

Item 5 - Editors report.

The Editor explained that he took over from Mike Millward in the Committee reshuffle and has kept the magazine in roughly the same format. This has proven successful but changes will be made where necessary. The Editor then displayed some previous editions of the magazine to show how far the Group had progressed. Our costs for printing have been reduced, however, further reduction is unlikely. The use of a commercial printer will be retained as purchase of the Groups own equipment would be exorbitant. The Editor explained that it was his main priority to get the Magazine or Newsheet out to the members on time at the beginning of each month. A breakdown of production costs was provided.

Item 6 - Election of Executive Committee.

With the exception of the Sales Officer all the Committee stood and were re-elected unopposed. The Sales Officer - Mike Millward has stood down temporarily due to heavy personal commitments at the present time and will assume a role as Area Representative for the Group covering the South-East of England. In the meantime the duties of Sales Officer will be carried out by the Committee.

Item 7 - Proposals.

- a. The Editor, on behalf of the Committee proposed the abolition of the Junior Membership rate as this makes a large loss and is not subsidised to any degree by the adult membership. A majority of members present voted in acceptance.
- b. Michael Gibson proposed transferring the Preservation Fund to a high Interest Post Office account. The Treasurer replied that the Fund was already in a high Interest account but the proposal will be investigated. Further to this proposal it was suggested interest earned by the General Fund be transferred to the Preservation Fund. This will be done.

Item 8 - Other Business.

- a. Mr Henley suggested a donation sheet be put in the magazine at regular intervals.
- b. Mr Fransham suggested the terms and conditions of the Preservation Fund be ratified legally.
- c. Mr Gibson suggested we have a collection box at events such as Open Days and meetings whereby members/people can donate money to the Preservation Fund.
- d. Mr Gibson also suggested a system be introduced whereby members can make regular donations into the Group's Preservation account.
- e. It was decided that monies collected in the Preservation Fund can only be used to purchase a Locomotive when the Class are withdrawn, not spares beforehand etc.
- f. In order to apply for charitable status, the Committee presented the Constitution for ratification. After amendment of a couple of points this was duly done.

Christmas Storytime

BLAZING INTO GLORY.

J.Dickinson

As the trains arrived and left the capital, the excited and emotional throng of bashers on Liverpool Street grew and grew. The night closed in then a shrill 'parp' of a 37's horn cut through the icy, emotional air and the tripods bearing cameras were erected like a forest. The station tannoy sounded out a message for the passengers on platform 9 to stand clear as their train was now reversing into the platform. A flickering red tail lamp attached to the rear of a MkII(a) brake neared the expectant crowds, 3, 4, 5, 6, 7, 8, 9 coaches eased themselves to a standstill, quite a taxing load for the locomotive which sat on the train throbbing purposefully to itself and sounding as good as the day it left Vulcan Foundry to join its sister English Electric Type 3's. 37116, still retaining full skirting, round buffers and glass headcode panels and bearing the legend D6816 on the bodyside was about to make the most famous and illustrious run of its career, and its final run in British Rail service on a 1545 Liverpool Street to Norwich additional. The train was not advertised but the famous 'gricevine' had done its job in the week before the train when Stratford depot had decided to use a 37 for it.

Upon arrival at Norwich the 37 was to run light engine to Stratford to be switched off ready for preservation, leaving just 37350/D6700 for a programme of special farewell tours. It was evident from the turnout of people that this was to be the real Class 37 farewell and prior to departure two headboards were affixed, one declaring 'The Syphon Farewell' and the other 'The End'. Also on hand was the wreath which had appeared on all of the farewell tours. At the appointed hour the whistle blew and it was all heads out of the windows in the first 4 or 5 vehicles with barely standing room in the first 3! As the brakes were released a basher yelled for the driver to give the old girl one final fling. Then with a cheeky smile the Stratford man up front asked if the participants of the first coach, particularly those with audio machines, were ready. An almighty roar shattered the peace of this horrible electric environment as 116 stormed through the tunnels and out into the open of London's East End and we headed for her home depot on the slow lines. At Stratford we were routed out through the back platform, number 10, where the depot staff, who had worked so hard to keep the 37's running in their final days with a remarkable availability figure of 83%, saluted the train as it passed - and with it the end of an era.

The train fairly hurried through the Essex suburban stations and then gracefully glided over the summit of the potentially lethal Brentwood bank and through Shenfield. As we slowed for our stop at Colchester it became clear that all trains were being held outside to allow the packed platforms to photograph us. The start from the Down road platform at Colchester was spectacular to say the least, with sparks accompanying the tremendous cacophony of sound. The entire coach seemed subdued, stunned, wondering how BR could withdraw these fine machines, but at the same time wondering why a handful of 37/0's had outlasted all the refurbished examples by months. Before we knew it we were inside Ipswich tunnel, and the twilight of the day and also that of 37116's career fast approached. Ipswich station was a mass of people and as the train stopped in platform 3 we found a photostop had been arranged by the Duty Supervisor there. With everyone on board we prepared to leave the town in our wake, and we dumbfounded the entire station with an amazing series of overloads; but the grand old lady was performing well and by Sproughton we were really blazing into glory. On we sped past Needham Market, Stowmarket and Diss and then received a signal check just by Crown Point depot at Norwich to await entry into a platform. As the peg came off 116 erupted into life, making a bee-line for the crowds who had turned out to witness this piece of history. As we accelerated I wished that this moment would last forever, but it was not to be and we came to a stand in platform 2, nicely positioned for photo's. The engine was shut down and then as it was fired up again 500 voices cheered in unison. A little spot of 'engine only' had the crowds so enthralled that they didn't notice the stock disappearing to Crown Point. With horn blaring and people in tears 116 set off light diesel to Stratford, leaving most people with just memories but some of us in the cab, as we went with 116 to give her a welcome into preservation. The date - 20th December, 1996.

Locals say that on a still Winter night when the moon is full the 'Goonbarrow Ghost' can sometimes be seen wailing across the heathland. It was first seen on a clear December evening in 1985 by Charlie Trevithick who was staggering along midway between pub and home. Charlie said he heard a loud noise coming closer and on looking up saw an eye then a ghostly white 'vision' which rushed past him and disappeared into the night.

For days after the event locals waited for the next appearance of 'the ghost' but in vain. By then the story was in the local paper and the 'Goonbarrow Ghost' became a celebrity in the area and was often talked about by all except the Traffic Controller at St Blazey depot who realised what the 'ghost' really was. On the evening when Charlie first saw the 'ghost' a special trip had been requested by the Goonbarrow Clay Works and the Controller had sent 37196 "Tre Pol and Pen" to carry out the duty. The loco, in Railfreight grey, had spent that day on normal China clay duties but had been involved in a slight accident with a loader at the Moorswater dries and was covered in more than the usual amount of white clay dust. What Charlie saw as a 'ghost' was the result of 37196's speed blowing off dust which in the moonlight gave it its ghostly look. Did the Controller tell his secret - not to this day. But they do say that when the moon is full the 'Goonbarrow Ghost' can still be heard wailing across the desolate "moonscape" of the Cornish China Clay region.

As Bob says, this tale is a tribute to those hard working and mostly forgotten 37's at work in Cornwall.

"By Tre Pol and Pen shall ye know Cornish men!"

PUZZLE

This puzzle was kindly provided by Michael Gibson. Each horizontal clue is a Class 37 name, and if each one is filled in correctly another Class 37 name will appear in the vertical column down the middle. To show there is no bias, every sub-class is mentioned as well as depots from all 4 regions where 37's are allocated.

The object is to work out which name reads vertically, and to make things a little more difficult, at least one denamed loco. has been included.

Motherwell 37/3

Cardiff 37/4

Stratford 37/7

Laira 37/5

Inverness 37/0

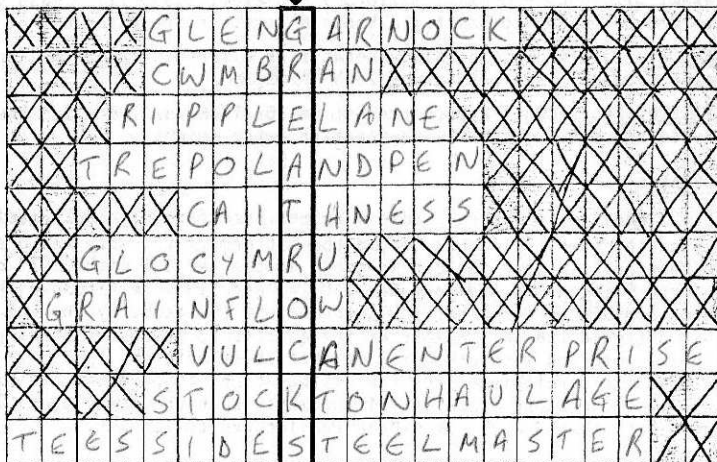
Cardiff 37/7

Tinsley 37/3

Cardiff 37/9

Thornaby 37/5

Thornaby 37/5



Some of the Names are more than one word. Answers next month.

NEWSDESK

The following depot and sector reallocations have occurred to 26.11.88.

37221	FQLC-FPLW	37426	FAWC-PXXA	37431	FAWC-PXXA
37350	SF-CF FPLX-FPLW	37430	FAWC-PXXA	37719	N/A-CF N/A-FMCH

At this time only 37002 of the CP7 bogied 37/0's had still to be renumbered. 37033 should be the last ever refurbished syphon (we shall see!), Cardiffs remaining splitbox examples being 078 which is on the list for 1989 G-exams (intermediate) and the recently reallocated 37350.

NAMINGS: The following activity has occurred during the last month.

<u>NAMED</u>	<u>DE-NAMED</u>
37403 - Glendarroch	37229 - Cardiff Rod Mill
37711 - Tremorfa Steelworks	37403 - Isle of Mull
37712 - Cardiff Rod Mill	37424 - Glendarroch

LIVERIES: The following have been newly reported during the last month.

37174, 37203, 37320 - now into large logo livery
37202, 37711 - now both in Railfreight duotone metals sector livery.

WORKS VIEW

CREWE: - As mentioned above 37033 has entered Crewe for refurbishment and will probably be the last 37/0 to receive this treatment. The full list of 37's at Crewe on 26th November was: 37716(ex 050); 37717 (ex 094); 37718 (ex 084); 37719 (ex 033); 37883 (ex 176); 37670 and 37671.

DONCASTER: - Present on 14th October was 37324 waiting for attention. This loco has not reverted to her previous guise as 37099. On 24th 37080 was noted waiting a G exam. Our correspondent reports very severe bodyside corrosion at solebar level on the bodyside. On November 16th, 37356 was stabled at the side of the Works in a very poor condition and had not been moved by the 18th by which time it had been joined by 37198 - also in very poor condition. There have been no sightings of 37011 - does anybody know if she has been cut up yet? A complete list of 37's present at the Works on 26.11.88 was: 37003(TI) - engine repairs; 37078(CF) - main generator; 37080 - reason unknown; 37106(IM) - G-exam; 37198(TI) - G-exam; 37201(ML) - G-exam; 37216(SF) - G-exam; 37356(TI) - main generator. With 080 belonging to Eastfield thats 6 depots represented out of 9 loco's.

GLASGOW: - 37314/324/415 (all generator or alternator problems) and 37407 (for engine repairs) were present on 26th November.

STRATFORD DRS: - Only syphon present on 26/11/88 was 708 which had been out of service since 8th October with traction motor defects.

GENERAL

Since I decided to run the Radio 4 column Stratford have definitely not been playing the game. 37140 has become the 5th member to carry radio's and traversed the East Suffolk line on 18th November double heading with 37219 on a cement train to Leiston. In mid November 140, 144 and 219 were fitted with 138 having no radios and 216 in Doncaster for Intermediate (G) exam. By the end of the month 140 had become the only member of the quintet to possess a working pair of radio's with 144 observed without radios or aerials at Norwich. One possible development from the amalgamation of Speedlink and Freightliners could be the concentration of all locomotives at the same depot. It is expected that Stratfords LNRA 37's would be reallocated to Tinsley.

Passenger Information

As would be expected, this months information about NB 37's on passenger work is somewhat less than in previous months due to the introduction of the Winter timetable (and Winter itself) and the continuing withdrawal of locomotive hauled trains. Anyhow, a few continue to work.

19.10.88	37888/705	1015	Paddington-Oxford (Hayes & Harlington-Reading)
22.10.88	37097	1H21	0835 Euston-Inverness (Edinburgh?-Perth)
2.11.88	37312	1B29	2216 Carstairs-Edinburgh
4.11.88	37513		0720 Penzance-Glasgow C.(Tebay-Carlisle)
	37350		1726 Ipswich-Cambridge
6.11.88	37087	1300	Glasgow C.-Kings Cross Additional (Glasgow C-Edinburgh via Shotts)
16.11.88	37175	1140	Aberdeen-Euston (Aberdeen-Edinburgh)
22.11.88	37219	1610	Ipswich-Cambridge /1755 Cambridge-Ipswich
26.11.88	37110	1935	Inverness-Euston (Inverness-Aviemore)
	37798	1323	Cardiff-Liverpool Lime St.(Hereford-Crewe)

Most of these workings occurred due to the failure of the booked motive power, as was the case with 37888+705 whose train was terminated at Reading. 37513 came to the rescue of a failed AC electric locomotive on the West Coast mainline, Tebay being between Oxenholme and Penrith about 5 miles South of Shap. On the 6th November 37087 worked an additional train which was required to convey Airline passengers from Scotland back to England. The London airports had been closed because of fog and flights were diverted to Prestwick, passengers being transferred to Glasgow courtesy of 9 car EMU's. 37350 and 37219 were both used to drag dead DMU's between Ipswich and Cambridge, strangely 350 worked one way only returning light diesel to Ipswich. This is the third time during the Winter timetable that 37's have been used to drag dead units along this line, 37144 doing the honours on October 7th. Finally on 26th November, it was no less than 37798 that came to the rescue of 31418, the 31 being removed at Hereford and 798 carrying on at least as far as Crewe. This was the day before locomotive hauled workings were reintroduced on this particular train.

After all the hype it would appear that 37's only made it to St.Pancras with the 1530 Fridays only from Derby on two occasions; 429 on 7/10 and 428 on 21/10. It is possible that another went down on 11th November (does anybody know?). Since the 28th October the train has been worked by 47/4's with the stock now coming from Manchester instead of Oxley.

To compensate, from November 28th (as hinted last month) a number of Sprinter diagrams have reverted to loco + stock for an indefinite period whilst door problems with the 155's are solved. The diagrams are (Monday-Saturday):-

1. 0507 Cardiff-Liverpool/0915 Liverpool-Cardiff.
1323 Cardiff-Liverpool/1714 Liverpool-Cardiff.
2. 0733 Swindon-Weston-super-Mare/0918 Weston-super-Mare-Bristol (Cardiff train)
1015 Bristol-Taunton/1131 Taunton-Bristol, then Light Diesel to Swindon.
3. 1318 Bristol-Taunton/1450 Taunton-Bristol
1625 Bristol-Taunton/1742 Taunton-Bristol

There is even a Sunday diagram thrown in for good measure!

4. 1350 Cardiff-Liverpool/1922 Liverpool-Cardiff.

In the first week diagram 1 has been syphon hauled for the most part, being 426 on Tuesday, Wednesday & Thursday (29/30 November & 1st December) and 430 on Friday 2nd. It is thought that syphons have also been on the Taunton diagrams but no details are known.

Turning to the situation in Scotland, as I write all services on the West Highland and Far North remain syphon hauled as can be seen by looking at the status report in Electric Themes. For how long this remains the case, we shall have to wait and see. One report quotes Scotrails Fort William Area Manager as saying Sprinters should be in full service on the Mallaig extension by the end of November, while another suggests Sprinters replacing locomotive hauled trains on a percentage of services that are to be converted, early in December.

Xmas Greetings!

In response to the offer in November's "Syphon Extra" I have received the following messages. It is the people who have sent these that are to be thanked for the additional 4 pages in this month's magazine.

Dear Karen
Best Wishes for Christmas,
and the coming New Year.
Love Robert XXX

Happy Christmas darling Diane and Nathan.
Thanks for putting up with all the troubles
caused by having a Chairman for your husband.

To the BRB, so much for sectorisation and thanks for a good year - Bill.

Happy Christmas 2 Mum & Dad + the Beccles & Yactus Clans!
And anybody else who knows me - Al.

To Jayweraywerenwereewerzelle,
I bet you wish you never taught me worzel language!
Happy Christmas - Neil

To Rod, Diane & Nathan,
Why save up for a house now you've got a Super Shed!?
Merry Christmas

To our special friend Uncle Neil, Happy Christmas,
love from Jasper, Mindy, Thomas, Polar, Charlie,
Nigbo, Slaphead, Rosie and "The Other One",
- oh yes and Jane too.

Jane, wishing you a Very happy Xmas and lots of Love for the New Year - Ed. XXX

SALES

GROUP SWEATSHIRTS with logo on breast. Grey, green, blue, red or white, Medium
Large or Extra Large. Please state size and if any colour preferences. £12:00
GROUP TEESHIRTS with split & centre headcode 37's 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
VIDEO'S - produced by Modern Traction Video's available for the following classes:
(1) Deltics (2) 37's (3) 45/46's (4) 40's £18:00
(5) 47's (6) 50's Volume 1 (7) NEW NEW 50's Volume 2 £22:50
All run for 60 minutes. Please state VHS or Beta

Locomaster Profiles: - Class 37 (30 mins) @ £9:95 or Diesel Misc. Vol 1 (1 hour) -
@ £14:95. Again please state VHS or Beta.

NEW - Class 37 audio tape (46 mins) see review opposite NEW NEW NEW ONLY £3:00

Please include the following for postage & packing:

Photostickers, Badges, Pens, Notepads, Renumbering list - 19p
Teeshirts, Sweatshirts & Video's - £1 per item.
Audio cassette - 50p

Please make all cheques/PO payable to THE CLASS 37 GROUP and send to the CHAIRMAN

Also available are the following 7"x 5" colour, card framed prints at £1:75 each.

37412, 37116+241, 37350, 37258+012, 37427, 37405, 37144+31108+47590, 37057, 37036, 37263.

All orders and enquiries to our Membership Secretary, Mark Aldous at 8 Wallers Grove,
Ipswich, IP2 0LN. Please include 19p for postage. All profits to the Pres. Fund.

review

LOCOMASTER PROFILES - CLASS 37

This video covers just about as much as is possible in 30 minutes with regard to the Class 37 fleet and is produced in the now standard Locomaster Profiles format. All footage is from 1986/7 and depicts the fleet at work region by region, including the Southern. Over 50 different examples of the class are shown at work, filmed from as many locations, and including every sub-class current at the time. All film is from the trackside and shows a series of 'run pasts' with the occasional standing start. Commentary is in the form of an information sheet so there is no disturbance to the audio aspect, although a series of credits flash up on the screen to tell you which items you are seeing. In the third clip 37100 is of course really 37064, and the unidentified pair in the fourth clip at Forden are 37293 & 37257, although I do not which one is leading. There are single, double and even a triple header included. With Scottish D-day (January 23rd) looming, the closing shot of 37423 at Rannoch setting off near dusk is particularly poignant. With such a large variety of syphons and locations on one film, there should be something for everyone here.

Running time = 30 minutes. Price £9.95. Available from the Class 37 Group Sales.

MODERN TRACTION VIDEOS - FIFTY 50's (Volume 1)

Times are changing for our big sisters the 50's, a fact that is reflected on this video. With most of the film coming from around 1986 a healthy future is portrayed for a class that had just been expensively refurbished. Basically, we take a journey starting from London and head South West, visiting various 50 haunts along the route including Reading, Exeter and the Cornish coast. Forays are also made to other locations where 50's are visitors, ie Bristol, Paignton. Most of the action is filmed from the station platform with some spectacular views obtained from the cliffs and seawall along the Cornish Riviera at Dawlish and Teignmouth. There is film of 50's on passenger work, 50's on freight and 50's light diesel.

Commentary is done orally on the video-tape instead of written on an information sheet, the commentator telling you where you are, what loco's you are going to see, and what trains they are on.

Running time = 1 hour. Price £22.50. Available from the Class 37 Group Sales.

Just released is Volume 2, also available from the Class 37 Group at £22.50

SYPHONS (The Class 37 Group Audio Tape)

Realising that there was a gap in the market as regards class 37 audio recordings we decided it would be a good idea to produce our own, and this has been kindly done for us by group member Dean Warner. It is both recorded and produced on professional equipment and the overall sound is one of quality with crisp, clear recordings. The tape is 45 minutes long and features 31 different tracks with both trackside and 'on the train' recordings. All are recorded around Ipswich (with the exception of the last track) an area that Dean knows well and was therefore able to select the best location. There is an information sheet that tells you what you are hearing, where, when and on what train. All the recordings are excellent, but a special mention must be made of track 9 on side 1 which is of 37144/087 climbing out of Felixstowe North Freightliner terminal. This is from the cab and lasts for almost 4 minutes as the pair fight their way up the steeply graded line, never once obtaining enough speed to divert - hear it and believe it!

Running time = 46 minutes. Price £3. Available from The Class 37 Group Sales.

Cambrian Summer '88

At the end of September 1988 Radio Electronic Token Block working equipment was switched on for the first trials on the Cambrian lines from Shrewsbury to Aberystwyth and Pwllheli. The indications are that next Summer only 37/4's will be able to traverse the lines, with Cardiff's compliment Radio fitted and an expected surplus from Scotland to boost the pool if needed. Could it be that we have seen the last non-ETH 37's on the Cambrian?

In this feature we look back at the Summer Saturday locomotive hauled trains and see what worked. The theory was that there would be one pair of 37/0's, one pair of 37/4's and one pair of 37/5's (or 6's if you prefer) required, and most weeks this theory was adhered to. The following table shows which syphons worked which trains and when.

Diagram codes used:

- A = 1J18 0620 Birmingham New Street-Aberystwyth
1A44 1010 Aberystwyth-Wolverhampton (1010 Aberystwyth-Euston)
- B = 1J19 1048 Shrewsbury-Pwllheli (0740 Euston-Pwllheli)
1A34 1505 Pwllheli-Wolverhampton (1505 Pwllheli-Euston)
- C = 1A31 0714 Aberystwyth-Shrewsbury (0714 Aberystwyth-Euston)
- D = 1A47 0800 Pwllheli-Shrewsbury (0800 Pwllheli-Euston)
- E = 1J24 1300 Shrewsbury-Aberystwyth (0940 Euston-Aberystwyth)
1A74 1525 Aberystwyth-Shrewsbury (1525 Aberystwyth-Euston)

	A	B	C	D	E
21.5.88	37682/683	37158/298			
28.5.88	37682/683	37008/095			
4.6.88	37678/684	37008/197	37428	37429	37428/429
11.6.88	37681/686	37079/197	37428	37429	37428/429
18.6.88	37680/682	37133/146	37429	37428	37428/429
25.6.88	37380/688(A)	37029/215	37427	37428	37427/428
2.7.88	37013/676	37185/215	37430	37429	37429/430
9.7.88	37380/680	37185/215	37428	37429	37428/429
16.7.88	37679/682	37062/215	37428	37429	37428/429
23.7.88	37683/685	37215/251			
30.7.88	37682/684	37185/278	37084	37430	37430/431
6.8.88	37682/684	37185/278	37428	37431	37176/428
13.8.88	37677/684	37158/254	DMU	37427	37427/431
20.8.88	37676/688	37101/254	37429	37430	37429/430
27.8.88	37677/684	37197/254			
3.9.88	37380/683	37096/372			
10.9.88	37679/686	37101/174			
17.9.88	37677/684	37101/174	37428	37430	37428/430
24.9.88	37676/688	37015/174			
1.10.88	37680/684	37142/198	37430	37427	37427/430

(A) - To and from Machynlleth only.

For diagram A locomotives were drawn from the Buxton stone dedicated fleet, Tinsley's pool FAMI (Freight Aggregates) Tinsley Pool). This comprises 37380 and 37676-688, and with the exception of 37687 all of them made at least one trip to Aberystwyth and back. The number of appearances made and accumulated mileages are as follows, with the most commonly used loco first:

37684 (7 trips, 1650½ miles); 682 (6, 1414½ miles); 683 (4, 943 miles);
676,677,680 (3, 707½ miles); 380,688 (3, 666½ miles); 679,686 (2, 471½ miles)
678,681,685 (1, 235½ miles). One trip was also made by 37013. Total - 14 loco's used.

Diagram B, where loco's worked off the Lickey Bank duty produced the following:
37215 (5 trips, 1335 miles); 185 (4, 1068 miles); 101,174,197,254 (3, 801 miles);
37008,158,278 (2, 534 miles); 015,029,062,079,095,096,133,142,146,198,251,298,372
(1 trip, 267 miles). Total - 22 loco's used.

Loco's used on the ETH diagrams have been included in the table where known,

The following reports are provided by Michael Gibson (37020) and relate to two different days spent bashing 37's on the Cambrian lines during the summer of 1988.

Cambrian Bash I - 25th June 1988

In early May, when I heard that pairs of non-ETH syphons would be working Summer Saturday passenger trains to Aberystwyth and Pwllheli this year, I decided that I must spend at least a day of bashing on this line. June 25th was the big day. I arrived at Carlisle station at 2330 the night before to take 1V32, the overnight Glasgow to Penzance sleeper to Birmingham. 37357 and 37517 were stabled in the station area and a look at the departure screen showed that 1V32 was $\frac{1}{2}$ hour late (as usual). This meant I was able to see 37040 roll into the station at 0015 with the Ravenscraig - Thrislington ore train. At last my train arrived, hauled by 86224. This departed at 0026 (-27) and apart from a 5 minute stop at Preston was probably the fastest timing that I have done from Carlisle to Birmingham. The entire journey may have been made without seeing a single syphon had it not been for a diversion via the "Bescot scenic route" where 37353 was seen. Arrival into New Street was at 0326 (+2), where I was faced with a 3 hour wait. Even at this unearthly hour the place was full of life, and certainly not syphonless either. At 0345, 37015 stormed through with a mixed freight, and then at 0545 37072+37215+37029 passed through light engine. The next pair of syphons to arrive had a warm welcome as they were 37380 and 37688 "Great Rocks" with the 0620 to Aberystwyth and also my first two for haulage that day. Departure from New Street was at 0625 and this late start was not helped by a red signal at Oxley Junction which held us up for a further five minutes. Arrival into Shrewsbury was at 0738 (-9). After watching 380+688 change ends and depart for Aberystwyth, I waited for my next syphon for haulage, 37431 on the 0550 Cardiff to Manchester as far as Crewe. Although we were 4 minutes down leaving Shrewsbury, a fairly steady 75mph was maintained, apart from a P.W. slack between Prees and Whitchurch. 37220 was noted stabled at Crewe diesel depot as we curved our way into the station and arrival at Crewe was one minute early. One hour and 25 minutes later, 37429 rolled in with the 0915 Liverpool to Cardiff to take me back to Salop. Apart from a signal stop at Wrenbury, this was another fairly high speed run although we were 4 minutes down on arrival at Shrewsbury. At the moment of arrival there was a grand total of SIX 37's present, these being 37901 + 37905 trying to hide behind a wall at the back of the station, 37429 (just arrived), 37215+37029 with the 1048 to Pwllheli and 37427 stabled. 215+029 were my next two syphons for haulage as far as Welshpool and departure was at 1049 (-1). There was a wait of about 8 minutes at Westbury loop as we waited for 37428 on the 0800 from Pwllheli. Arrival at Welshpool was at 1128 (-6) where about 200 to 300 enthusiasts descended onto the station for the 1010 from Aberystwyth back to Shrewsbury. This rolled into Welshpool at 1209 (-14), providing another haulage behind 37380+688 back to Salop. After watching 380+688 depart for Wolverhampton, 47471 arrived with the stock for my longest syphon haulage of the day - 37428+37427 to Aberystwyth. These two were both in good shape, and needed to be for the tortuous journey in front of them, up steep hills, round sharp bends etc. At Talerddig summit we passed 'sardine can' 150146 with a class 150/2 centre car, and arrival into Aberystwyth was at 1513 (-17). There was little to see at Aberystwyth apart from a miniature sized Permaquip track machine in the Vale of Rheidol line platform. Despite a quick turnaround, we were 5 minutes late leaving on the return working to Shrewsbury, although I only took them as far as Machynlleth. After an hour and three quarters at this run down 'tourist' town 37029+215 crawled in with the 1505 from Pwllheli. Departure from Machynlleth was at 1803 (-20), and soon after came the highlight of the day - the climb up to Talerddig summit. The syphons started struggling as we got up to the summit, by which time the speed was reduced to 20 mph. However, once over the top we were able to "free wheel" at high speed for the next few miles. At Westbury loop we passed 37428 with the 1900 Shrewsbury - Aberystwyth, and just before arrival at Shrewsbury, 37431 shot past with the 1817 Manchester to Cardiff. We arrived at 1943 (-33).

Once 37215+029 had departed for Wolverhampton, all that remained in Shrewsbury was a lonely looking 37427 stabled in the station waiting for its next turn of duty. With syphon bashing over for the day, I took 155334 to Crewe on the first leg of the journey back home, and after that 87009 to Warrington. This was so that I could visit Arpley stabling point which had 37063, 37352 and fifteen other locos present. After this I returned to Carlisle, hauled by 86402. This was an excellent day, and with eight syphons for haulage you can't complain!

Cambrian Bash II - 24th September 1988

As the summer timetable came to an end I decided to spend another day on the Cambrian, and travel to Aberystwyth and Pwllheli behind the two NB pairs of 37's. Again I was to travel on the overnight Glasgow/Edinburgh to Penzance (1V32) from Carlisle to Birmingham. Around 2350 (just before the train was supposed to arrive) came an announcement that services from Scotland were delayed "due to signalling problems in the Mid-Calder area" (wherever that is). Meanwhile 37009/049/096/251 and 505 were seen in the station area. At 0035, 1V32 finally arrived hauled by 86257. This departed at 0040 (-41), passing 37379 at Upperby. Thanks to two unscheduled lengthy stops at Preston and Crewe, arrival into Birmingham New Street was 85 late at 0453. Shortly after arriving, 37029 stormed through on a freight; this loco worked a Derby - Skegness later in the day. Not long after 0600, enthusiasts lined platform 8 waiting for the 0620 to Aberystwyth only to be told of a platform alteration and it was coming into number 6. As you can imagine, there was wild panic. Then at 0621, 37688+37676 arrived already a minute late. This departed at 0629 (-9), an excellent start to the morning. By this time it was starting to get light though the weather conditions were far from perfect. 37676 sounded to be somewhat ill, mis-firing occasionally, although this was compensated by the good internal condition of 37688. On arrival at Shrewsbury it was almost light enough to take photos. At 0754, 676+688 were away again but only got as far as Sutton Bridge Junction ($\frac{1}{2}$ mile out of Shrewsbury) before stopping at signals to allow 37431 past with the 0550 Cardiff - Manchester. Once onto the Cambrian line the 37's were losing time all the way to Aberystwyth, arriving at 1001(-29). At this point I got out to take some photos but still the rain came down. On departure from Aberystwyth we raced a steam loco out of the station on a Devils Bridge service - the 37's were winning but neither of them could produce as much smoke as the steam loco (or at least this pair couldn't). For some unknown reason we were held up for 12 minutes at Machynlleth. The 37's had very little difficulty tackling Talerddig summit. At Caersws I parted company with 688+676 and waited for my next pair of syphons, this time to Pwllheli. At around 12 noon they arrived, namely 37174+37015. Barely 30 seconds after leaving Caersws it became apparent that 37015 was able to produce as much smoke as the steam loco mentioned above; it repeatedly gave off clouds of smoke the same colour as the ace of spades. There was a 4 minute wait at Talerddig for a Sprinter unit to pass. More time was lost at Tywyn where we were held for 12 minutes (reason unknown). Arrival at Pwllheli was at 1500 (-21). But hang on - there was something different about this place - it wasn't raining! However, miracles don't last forever and just as the 37's started backing out of the station to run round the stock, that nasty wet stuff started falling out of the sky again. Departure from Pwllheli was at 1526 (still 21 late) though further delays along the Cambrian Coast were practically nil. This was reflected at Machynlleth when departure was at 1743, the only time during the day that the train I was on actually departed from a station on time! This pair of syphons had quite a struggle climbing to Talerddig summit, emphasizing the advantage of CP7's on the pair I had earlier. There was a 15 minute delay at Newtown caused by the late running of a Sprinter unit and shortly afterwards it began to get dark. Approaching Shrewsbury an unidentified 37 was seen at Sutton Bridge Junction with the 1540 Euston - Aberystwyth, and 37428 was stabled outside the station. After a quick turnaround at Shrewsbury came my final dose of syphon haulage for the day as 174+015 did a high speed run to Wolverhampton, though they didn't quite manage to make up all the lost time.

Michael did include full timings for both days - for a copy write to the Editor.

ELECTRIC THEMES

Despite the onset of the Winter timetable, and the only booked working being the Cambrian Coast Express portion from Shrewsbury to Aberystwyth, the Cardiff contingent have been finding plenty of work on passenger trains. On the first week-day - October 3rd - 37429 worked the 0733 Swindon to Weston-super-Mare; 0918 Weston-super-Mare to Cardiff and 1120 Cardiff to Penzance as far as Bristol where it was substituted for 47603. Another highly interesting working was on Wednesday October 26th when 37426 worked its way into Paddington with the 0831 from Cheltenham. It is reported to have arrived some 3 hours late due to a signal failure in the Reading/Maidenhead area! Aswell as these examples there has been indiscriminate use on services from Cardiff to Liverpool and Manchester with on one particular day no less than 4 different examples noted in use. As we enter December there are more workings likely but it would appear use on the Derby-St.Pancras diagram has ceased (see this months Newsdesk for more details).

Up in Scotland, a recent visitor to the Inverness area reported the following workings. On 26th October: 414 - 0558 Wick-Inverness & 1135 Inverness-Wick; 417 - 0635 Inverness-Wick; 418 - 0710 Kyle-Inverness; 420 - 0655 Inverness-Kyle. In addition 419 was seen on southbound oil tanks at Conon Bridge. The next day (27th) 419 was on the 0710 Kyle-Inverness with 420 on the 0558 Wick-Inverness, both seen passing Lentrán. Recent reports suggest that the Scottish 37/4's are being used on virtually any internal Scottish service including Glasgow-Inverness or Aberdeen and Aberdeen-Inverness.

One example that has not done much lately is 407 which has been out of service since 3rd October with engine damage. It was transferred to Glasgow Works on 25th October and was still there on the 26th November. Also out of service for a reasonable length of time on 26/11 were 415 since 2nd November (transferred to Glasgow Works on 7th) 430 since the 10th November. This months status report is for Saturday 26th November at 1720, and includes Sector allocations.

37401 IWCA ED	Oban. Arrived 25th with 7Y39
37402 DCHA ED	Fort William. Allocated 2Y55 1610 to Mallaig & 2Y58 1845 Return.
37403 PXXA ED	Glasgow Queen Street. Arrived with 1T18 - 0840 ex Fort William.
37404 FGXX ED	Eastfield TMD. Out of service. Expected OK 28/11.
37405 PXXA ED	On route, 1T34 1445 Fort William-Queen Street.
37406 FGXX ED	Eastfield TMD. Out of service, engine faults. Expected OK 29/11
37407 PXXA ED	Glasgow Works. Out of service, engine faults. Expected OK 25/11
37408 PXXA ED	On route, 1L37 1603 Queen St.-Arbroath (& 2Y02 Arbroath-Dundee)
37409 ICHA ED	Eastfield TMD. Out of service, fire extinguisher defects, OK 2/12
37410 FGXX ED	Queen Street. Arrived with 1T28 - 1250 ex Oban. Allocated 1834 to Oban
37411 PXXA ED	Fort William. Arrived 26th with 6Y35.
37412 PXXA ED	Eastfield TMD. Out of service, awaiting test run.
37413 FGXX ED	Oban. Allocated 1T44 - 1810 to Queen Street.
37414 DCHA IS	Thurso. Allocated 1814 to Georgemas - 'Thurso Pilot'.
37415 PXXA IS	Glasgow Works. Out of service, alternator defects. Expected OK 30/11
37416 PXXA IS	Inverness. Allocated 2H65 - 1735 to Wick.
37417 PXXA IS	Inverness. Allocated 2H85 - 1820 to Kyle of Lochalsh
37418 PXXA IS	Wick. Allocated 2H64 - 1812 to Inverness.
37419 PXXA IS	On route, 2H84 1640 Kyle of Lochalsh to Inverness.
37420 PXXA IS	Inverness. Out of service, bogie defects. Expected OK 27/11.
37421 PXXA IS	Inverness. Out of service, awaiting test run.
37422 DCHA ED	On route, 2Y53 - 1415 Fort William-Mallaig.
37423 FMGA ED	On route, 1Y23 - 1634 Queen St.-Fort William.
37424 ICHA ED	Fort William.
37425 PXXA ED	On route, 1Y23 - 1634 Queen St.-Fort William.
37426 PXXA CF	Cardiff Canton TMD.
37427 PXXA CF	Shrewsbury.
37428 PXXA CF	Shrewsbury. Allocated 1J33 - 1900 to Aberystwyth.
37429 PXXA CF	Shrewsbury. Out of service because engine shut down. Waiting transfer.
37430 PXXA CF	Cardiff Canton TMD. Out of service, sanding equipment problems.
37431 PXXA CF	Cardiff Canton TMD.

Regional View

ANGLIA: Shock news for the month is the withdrawal of 37's from the Harwich Parkeston to North Walsham condensate tanks from 21st November, for so long a preserve of the Class 37. This was one of the heaviest booked loadings in the country for a single syphon and is now entrusted to a pair of FPLI 31's. It was not long, however, before syphons returned to the train, the failure of 31223 in the pair leading to the use of 37144 on 23rd and 24th November. Towards the end 37350 stuck itself to this working, performing solidly on October 17-21, 27, 28, November 2-4, and 14-17th - these being the only days that the tanks were required. This now leaves the Tuesdays and Thursdays Ripple Lane to Norwich Charringtons tanks as the only Class 37 diagram into Norwich. Noted on this turn have been 37707 on 3rd & 15th November, 37888 'Petrolea' on 17th and 37705 on 23rd. On October 27th the inward working was entrusted to 37709 which was seen dragging a failed DMU onto Crown Point at 1310. 709 then languished at Crown Point until the following Monday (31st), misfiring quite badly when started. Other 37's noted at Norwich recently have been 37893 (19.10), 37185(TI) - 28.10., and 37144 - 2.11. 37140+219 arrived in a pair on Friday November 18th for weekend engineering work. Anybody who knows Lowestoft will be amused at 37140 taking a trip down Commercial Road on 19th October. This was due to the failure of the O8 stabled there, however, it is understood a ban was being placed on any further locomotives traversing this 'line' literally as the syphon was in motion. Another welcome visitor to Lowestoft was 37357(TI) on November 10th, working 6P81 (morning Whitemoor-Norwich), 6P86/7 (Lowestoft trip) and then back to March with the evening Whitemoor (6H95). Turning to the Southern part of the region, the reason for Stratford losing some of its 37's last month is thought to be a prelude to electric traction taking over on Ipswich to London freight turns. With Class 90 & 91's now being introduced, this cannot be far away. A visitor to Ipswich on 25th September found 37's 054+128, 221+354 and 144 stabled. 116+012 arrived at 1145 - 012 having been failed due to no lubricating oil, the pair were replaced by 010+209. Other observations at Ipswich have been 004/077/100/358/378(TI) on 9/10, 100+154, 128+238 & 144 on 12/10, 012+178/057+087/140 & 303(TI) on 22/10, and 012/053/075/104/107/128/144 & 350 on 29th October. On Sunday 9th October 37358+100 were at Chelmsford with an engineers train whilst 138+219 were in a pair at Liverpool Street with the same. Please assume all loco's to be Stratford allocated unless stated otherwise.

EASTERN: This should be the last magazine to contain any reports from Rotherham Masboro' as the station buildings were sealed off on 14.10.88. Final sightings at this location were: On 22/9 - 514 TE (0940) solo on 20 empty Tubeliners, 510 TE (0945), 225 IM (1105), 667+668 TE/TE (1228) and 275 IM (1447): On 10/10 - 096 TI (1112), 203 IM (1127), 048 IM (1154), 054 IM (1344) and 509+506 TE/TE at 1403. 048, 054 and 203 are very recently ex Stratford LNRA engines and it must have been quite unusual to see all 3 at the same location in such a short space of time. 203 was seen again, at Doncaster on 14/10 at 1524, while shortly before 073 TI passed through southbound with empty steel scrap. Other observations at Doncaster: 4/11 - 229 ED minus nameplates and badly oil stained entered the Works at 1525 behind 08647, 37106 IM +31458+31460 (all working) Southbound light diesel at 1527; 16/11 - 073 TI at 1529 on southbound speedlink with D6773 in white on the bodyside towards no. 1 end; 18/11 - 071 TI southbound loaded steel at 1511 hotly pursued by 083 IM at 1514, also on loaded steel. Staying in Yorkshire, a stint at the site of Parkgate & Rawmarsh station on 24/10 produced 511+518 & 510+501 (all TE) and 681+677 TI/TI between 1239 and 1408, whilst on 3/11 058 TI was seen heading a northbound loaded steel train at 1329. The same day at Mexborough, 202 IM now in duotone Railfreight with Metals subsector markings was noted Eastbound at 1515 with 892 SF 'Ripple Lane' following at 1603 on empty oil tanks. Healey Mills now, and on 9/11 294 & 375, both FQLC CF, were stabled, whilst on 10/11 it was the turn of 212 & 244, again both FQLC CF. 212 departed for Doncaster at 0755 with 6D57 'Russell Containers trip' to Belmont Yard, seen returning later through Fitzwilliam at 1318 with the return working loaded to 9xFPA and 8xHEA. Finally at Peterborough on 1/10, 706 SF stormed through on the up ECML at 1632 with 11 tanks in tow.

MIDLAND: Present at Bescot Open Day on 9th October were 37's 139 (CF), 298(TI), 353(TI), 892(SF) and 903(CF). Recent observations at Carlisle include 128+238 SF/SF light engine on 4/10 and 370+373 ML/ML on 7/10 heading north on a cement working. Remaining with 128, this loco was used for the mid afternoon Kingmoor to Hardendale limestone empties on 24th October. This is the first time since May 16th that anything other than a Thornaby FMYT 37 has been used, and would appear a somewhat strange duty for an LNRA loco. On the 1st November, 37902+903 CF/CF were used on a test train from Llanwern to Ravenscraig - any further information on this would be appreciated. The use of Stratford's LNRA fleet around Carlisle would seem not unusual, on 15/10 37019+055 were stabled at the head of a Ribble cement train from Middlesbrough with 116+075 on the same working on 12/11. It was the turn of 053+075 on 18/11, seen heading northbound with Grainflow wagons. Other loco's noted on the 12th November were 013 TI on a speedlink to Tyne Yard, 063 TI on 6S55 Tyne Yard to Stranraer speedlink and 503 TE stabled. Further South 521 TE was seen at Derby station with a southbound mixed freight, 185 & 298 both TI were stabled. Noted at Toton was 227 CF. A wierd sight at Loughborough on Saturday 19th November was that of 37667+668 (TE/TE) and 58022+050 arriving with all 4 engines working. The 37's were detached and returned North light diesel to Toton having worked down on 6M29 2300 Lackenby to Corby - the 58's taking the train forward. Our correspondent then travelled to Carlisle via the Settle & Carlisle passing 2x37/5 at Toton, 687+682 TI/TI at New Mills Central with an Eastbound empty stone train and viewed 053 SF stabled at Carlisle. Finally, not quite in the Midland but close, an interesting visit to Chesterfield on Wednesday 2nd November witnessed: 505+520 TE/TE - empty steel north at 1135; 203 IM - same at 1158; 667+668 TE/TE - yet another empty steel north at 1210; 519 - southbound loaded steel at 1433; 684+380 TI/TI - 6M15 Washwood Heath-Peak Forest empty stone at 1451; 686+688 TI/TI - 6M26 Earles sidings-Handsworth loaded cement (36xPCA) at 1546; and 512+507 TE/TE - 6M47 Lackenby-Corby loaded steel (22xBBA/BAA) at 1606.

SCOTLAND: Coal movements from the now disused Invergordon smelter on the Far North line have been producing trains on an almost daily basis. They are 37 hauled as far as Perth with Class 20's taking the wagons forward to various destinations. Examples of these workings are 37417+421 IS/IS heading south at Muir of Ord at 0645 on 1st October with a half set of loaded MGR hoppers, and 229+240 ED/ED North at Aviemore with empties on Tuesday 4th October. 37097 ED was resident at Perth from at least 1st-5th October out of service, other observations at this location being 110+196 IS/IS on 3rd ex Invergordon as above. Present at Inverness on 2nd were 046(IS), 196(IS), 229+240(ED/ED), 250(ED), 260(IS) and Inverness ETH examples 415, 416, 419, 420 & 421. 47614+37262(IS) were later seen near Carrbridge with a Northbound ballast in connection with the current heavy maintenance programme on the Highland Mainline. On Wednesday 5th 37175 and 37261, both IS, were noted at Aberdeen. A visitor to Grangemouth on Sunday 16th October found 035/097/113/118/184 and 409 - all Eastfield loco's. On Monday 17th, 37402 failed at Mallaig with 2T46 1555 Mallaig to Fort William. 37405 rescued the train, arriving 48 minutes late then ran round, picked up the sleepers and departed with 1T46 the 1810 to Queen Street on onto Euston, now only 25 minutes late. As for 402, the Fort William fitters were unable to repair it so it was sent to Eastfield on 18th as part of the 7D19 speedlink to Mossend. On Thursday 20th there were more problems on the West Highland with 37425+411 arriving at Fort William 175 minutes late with the overnight from London (1Y01 0550 ex Queen St.). On Saturday 22nd 37422(ED) was in charge of the 1105 Aberdeen to Glasgow QS vice 47/7 seen on time at Carnoustie. Back to the Far North, 250+229 were on MGR hoppers on 25th October, presumably ex-Invergordon and 37415 performed the 1820 Inverness-Kyle of Lochalsh. On 26th, 114/175/196/415 were all at Inverness with 37419 seen on Southbound oil tanks at Canon Bridge, whilst the following day 175 was noted heading for Inverness at Culloden on the Highland mainline on freight and 114 was observed light diesel at Nairn. Finally, returning to the West Highland, on 2nd November the 4 coach 1T18 0840 Fort William to Queen Street was hauled by 37425+423 while on the 3rd the late arrival of 425 on the 0550 ex Queen Street delayed the 1005 Mallaig until 1130!

First Sprinter to Mallaig was on 11th November on 2Y57 2045 Fort William to Mallaig. The Sprinter then provided a shuttle between Mallaig and Loch Eil Outward Bound as Banavie Bridge was shut for repair, passengers being bussed to and from Fort William. This is thought to have continued for a couple of days after which 37's returned to the line. On Thursday 17th November 37423 arrived 70 minutes late at Fort William with the 1634 ex Queen St. At 1115 on 18th, 37406 worked 7D19 speedlink to Mossend, 37409 was arriving having worked the 0550 ex Queen Street and 403 was idle on shed.

SOUTHERN: Further to the report in October's "Syphon" I am now able to print a complete list of 37's that have worked the Didcot-Totton coal trip since November 1987. These are: November '87 - 278; February '88 - 213,229; March - 165,131; April - 223,244; May - 230,428!; June - 699,894,800; July - 254,306; August - 212, 232,258,308; September - 202,705; October - 222; November - 214,308. Nearer the capital, an event of some significance occurred on 1st November when 37709 (SF) arrived at Redhill around 1300 with a short haul of tank wagons, thought to be from Ripple Lane. After depositing them in a siding, the syphon collected a rake of empties from the yard and departed. This was the first 37 seen at Redhill for some considerable time, and a week later on the 8th, 893 (SF) repeated the treatment, arriving around 1500 with a long haul of 100 tonne tanks, returning light diesel immediately. 37888 (SF) 'Petrolea' would appear to be the Southern regions 'exhibition syphon', having performed at the Winchfield celebrations it was also on display at a Waterloo Station Open Day on 1st October. It was later seen at Clapham Junction running light diesel with 73005 and 47102 - some procession!

WESTERN: This month we shall start somewhere different and survey the workings around the Exeter area. One solid syphon working would appear to be the 6B45 - 1453 Exmouth Junction to Radyr coal empties. Loco's observed on this have been: 21/9 - 131; 26/9 - 223; 3/10 - 212; 7/10 - 223; 10/10 - 376; 12/10 - 214; 14/10 - 376; 17/10 - 162; 21/10 - 374; 26/10 - 212; 28/10 - 294 and 31/10 - 167. All these loco's are allocated to CF sector FQLC. Another regular working is the 6B43 1455 St.Blaizey to Gloucester speedlink. This is probably the "6P43" that I reported last issue. It would appear a loco change occurs at Exeter with a Laira FTLL member being swapped for a Tinsley FGWB example. 675 was the item employed to Exeter on 21/9 and 29/9, with 298 on 4/10, 198 on 5/10 and 185 on 21/10 being examples going forward. Other observations around Exeter are as follows: 21/9 - 211(CF); 28/9 - 372(CF) 6V16 0305 Washwood Heath-Exmouth Junction coal; 376 (CF) as for 372 on 14/10; 218(CF) and 198(TI) on 26/10 and 675 on 27/10 forming a Heathfield to St Blaizey speedlink. Moving North to the stretch of line between Gloucester and Worcester. On the 5th October 142(CF),355(TI) and 242(TI) were present, whilst a visitor on 9th October observed 031,071 & 098 (all TI), 142,710 & 712 (all CF) - both these visits were to Gloucester. Further North at Cheltenham now, and the steel trains were in the hands of 517+519 (and 225 IM) on 28/9, 521+507 on 29/9, 667+668 on 5/10 and 515+667 on 19/9. 37015 (TI) was seen at Worcester Foregate Street on 3rd November with westbound hoppers whilst a stint at Norton Junction on the 4th produced: 198(TI) southbound freight at 1255; 141(CF) light diesel south at 1300; 667+668(TE/TE) northbound steel at 1340; 381(IM) southbound steel at 1400 and 293 again on northbound steel at 1535. The same location on 11th in a short space of time, 707(CF) light diesel south at 1530; 884 (first recorded sighting?) CF northbound steel at 1534 and 029(TI) northbound light diesel at 1546. We are used to reporting the first sightings of refurbished examples, perhaps these reports contain the last sightings of some of the victims, ie 033 on 19th October?

THANKYOU

My thanks to the following this month for their invaluable contributions.

Michael Gibson, Keith Fransham, Steve Squires, Jerry Dickinson, Mr D.Coles, Bob Upton, Maurice Barber, John Cameron, Kevin Green, Alan Pulford, Martin Reeve, Malcolm Collins, Jim Ramsay, Mr S.Evans, Mr D.Hughes, Colin Wilks & Jonathon Bagge.

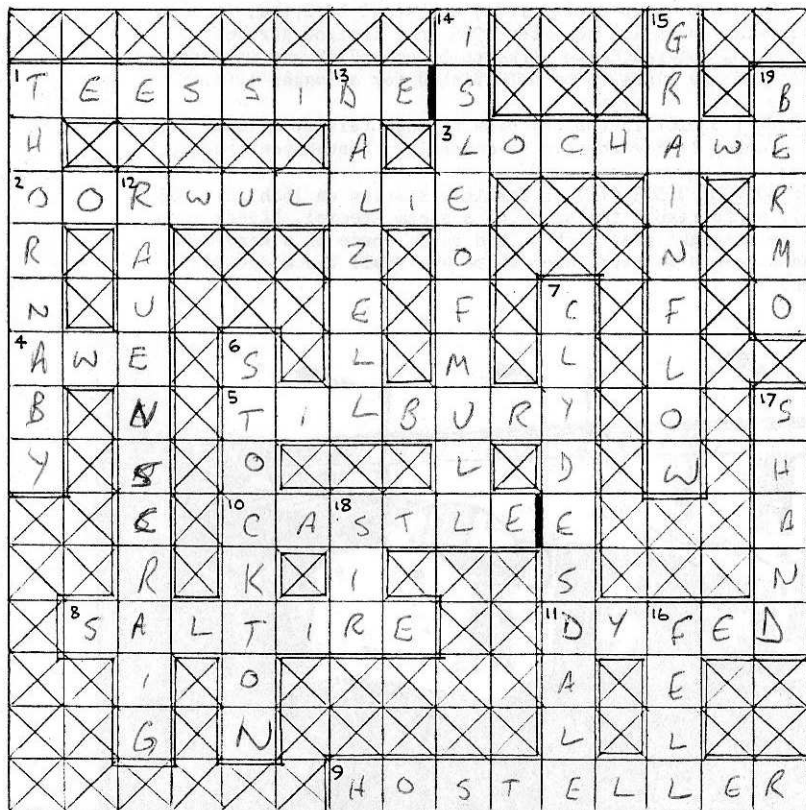
CROSSWORD

NAME THAT NAME - A Crossword using the names of Class 37's

J.Bagge

- Clues: Across
1. This Northern area appears on two different names (8)
 2. A Scottish cartoon character (3,6)
 - 3 & 4. The shortest of the 5 names will unlock this puzzle (4,3)(3)
 5. Fame at last for 37059 - named after a drink? (7)
 8. The only society to have a 37 named after it (7)
 9. 37420 (9)
 10. Inverness's only named 'splitbox', not where, but what is it? (6)
 11. It used to be 37061 and is a County in South Wales. Which one? (5)

- Down
1. The Demon engine (8)
 6. Many people go for haulage nowadays, but from where? (8)
 7. Not Iron, or Bridge but (10)
 12. One of the British Steel series of names (11)
 13. A Motherwell renumbered 37 has got this name (7)
 14. A plot of land off North West Scotland (4,2,4)
 15. Named at Ely after the movement of seeds (9)
 16. 'Shap' didn't fall (4)
 17. Jimmy who? (5)
 18. Welsh district addressed properly (3)
 19. Welsh bridging point (5)



Answers in next months Newsheet.



FRONT COVER: 37033, then of Eastfield and still boilered, is seen at Rannoch station on 1st November 1985 on a freight service. This 37 has now entered Crewe Works to become 37719 and will possibly be the last of the class to be refurbished for a longer life. (A.Pulford)

THIS PAGE TOP: 37320/313 (ML/ML) pass through Paisley Gilmour Street on 9th September 1988 with some Ravenscraig - Hunterston ore empties. (M.Gibson)

THIS PAGE BOTTOM: 37508 (TE) at Carlisle station on 16th July 1988. It is waiting to remove the stock of a steam special. Livery is the original Railfreight grey with no red band. There is a kingfisher motif and numerals in both large white and small black designs. (M.Gibson)

