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THE CLASS 37 GROUP

SYPHON EXTRA

THE CLASS 37 GROUP

VOLUME 2 NUMBER 1 - JANUARY 1989

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EDITORIAL: By the time that you receive this news-sheet it will be 1989, a new year that will no doubt provide new challenges for us all. As regards The Class 37 Group we look forward in particular to attending more Open Days, consolidating our membership and increasing the amount held in the Preservation Fund. The indications are that 1989 will prove to be another good year for the Class 37 with plenty of freight work available and a reprieve in Wales and Scotland for the ETH examples. However, as indicated before there are some storm clouds looming, in particular the premature end of the Heavy General Overhaul programme and the development of new types of diesel motive power. But enough of the gloomy stuff, lets look forward to an exciting and eventful year - best wishes and good health to you all!

I must clarify any misunderstanding caused by the AGM report in last months 'Syphon!' whereby under Item 6 I referred to Mike Millward as South-EAST Area Representative. Mike is of course Area Representative for the South-WEST as correctly stated in the Group Headings.

PUZZLE SOLUTIONS: Dealing firstly with the Puzzle set by Michael Gibson, the horizontal names are; Glengarnock, Cwmbran, Ripple Lane, Tre Pol and Pen, Caithness, Glo Cymru, Grainflow, Vulcan Enterprise, Stockton Haulage, Teesside Steelmaster. The de-named loco is Glengarnock and put together they reveal the name of Great Rocks in the vertical column.

The solution to the Crossword devised by Jonathon Bagge is as follows: Across, 1 - Teesside; 2 - Oor Wullie; 3 - Loch Awe; 4 - Awe; 5 - Tilbury; 8 - Saltire; 9 - Hosteller; 10 - Castle; 11 - Dyfed.
 Down, 1 - Thornaby; 6 - Stockton; 7 - Clydesdale; 12 - Ravenscraig; 13 - Dalzell; 14 - Isle of Mull; 15 - Grainflow; 16 - Fell; 17 - Shand; 18 - Sir; 19 - Bermo.

PRESERVATION FUND - Current total is £627:18 with the additional monies being £30 from Andrew Garten, this being the profits from the last Severn Valley Railway trip, and a £5 donation from Mike Millward.

NEW MEMBERS - many thanks to the following who have either joined or renewed their membership during the last month: M.King, Mark Wickstead, J.Woods, Andrew Garten, Jane Garten, Steve Squires, R.Allsopp, Alan Pulford, Michael Millward and Keith Fransham.

DIARY

- 25.1.89 Open Meeting, Station Hotel, Ipswich (lounge side). 2000 hrs approx start.
25.2.89 Open Meeting, Station Hotel, Ipswich (lounge side). Yes, this is a Saturday at the suggestion of one of our members and will commence about 1400 hrs continuing until late afternoon. Please note this date may have to be changed so be sure to check in next months magazine.
25.2.89 'Welsh Mountain Cobbler' railtour over the re-opened Central Wales line which should feature a 37 over this section. Contact Hertfordshire Railtours.

Other events which are scheduled to feature 37's are another NENTA trip via the East Suffolk Lowestoft-Ipswich line on May 13th, this time to the Keighly & Worth Valley. and the Hertfordshire Railtours Inter City diesel day on Sunday May 21st.

NEWSDESK

The only reallocations to report upto 17.12.88., and these only by sector were:

37215 DCWA-FPLW 37294 DCWA-FPLW

Coincidentally (?) these two were both at Laira TMD at the time, undergoing intermediate exams - this type of work now being entrusted to Laira. Also undergoing intermediate (G) exams, but at the more usual location of Doncaster were 37106 (IM) and 37198, 37303 & 37304 - all TI machines. Other events worth a mention are the entry into service of 37883 - formerly 176 - and the return to service of 671. The other Tavistock victim and more severely damaged of the two, 670, was still incumbent at Crewe. 37667 & 668, recently named Wensleydale & Leyburn respectively, have now received their Slow Speed control equipment.

LIVERIES: At least 37038, 37216 and 37263 have been repainted into plain corporate blue. 37047 is now in duotone speedlink sector livery and has also undergone a somewhat drastic change of physical appearance. The 'split boxes' have been removed and the doors plated over with centre headcode boxes put on. It retains air horn grilles on the nose end and round buffers. This work was performed by Laira, however, the reason why is unclear as it is not thought to be the result of any collision damage.

RADIO REVUE: The situation with the Stratford radio Syphons used on the East Suffolk Lowestoft-Ipswich line has improved somewhat since the last magazine, indeed, it is believed a directive has been issued that there must be at least 4 37's with operable radios at all times (this being the original idea anyway). Things came to a head as a result of a 31 being sent to Leiston with a portable radio unit due to the non-availability of any RETB fitted locomotive. By the time it got to Saxmundham on the return journey to Ipswich the battery had run out and the train had to be dumped to await a tow! The 4 that should be fitted are 140/144/216 & 219 (with a fifth believed to be lined up) although only 144 was capable of producing the requisite equipment on December 9th. By the 19th the situation was somewhat better with 144, 216 & 219 all fully fitted and 140 weighing in with radios at one end only. Elsewhere, Cardiffs 37427-430 are now all RETB fitted, 430 being the latest recipient and which also contains equipment akin to the cab-shore radios being fitted to other types of motive power, thus it could now be designated xethrc !

CAPITAL SYPHONS: To update the story of the 1530 Derby-St. Pancras & return Fridays only train, it now seems that the diversion of the stock to coming from Manchester was only a temporary measure, and once again the stock now comes from Oxley. As a consequence it was worked by 37428 on 11th November, 37429 on 2nd December and 37428 again on 9th December. I do not know what has worked on subsequent weeks so if anybody knows - please let me know.

THANKS go to the following who have supplied me with information used in this months News-sheet: Jerry Dickinson, Steve Squires, Mike Millward, Keith Fransham, Colin Wilks, Andrew Donald, Michael Gibson, Phil Brooks and Maurice Barber - keep up the good work.

PASSENGER INFORMATION

The following NB 37's have been used on passenger trains recently.

26.11.88	37070	1330 Inverness-Aberdeen
	37196	0700 Inverness-Glasgow Queen Street
2.12.88	37219	2150 Ipswich-Lowestoft
3.12.88	37219	0622 Norwich-Yarmouth
7.12.88	37194	1100 Kings Lynn-Liverpool Street (?-Cambridge)
10.12.88	37244	0744 Edinburgh-Carstairs/1140 Carstairs-Edinburgh
		1314 Edinburgh-Carstairs/1844 Carstairs-Edinburgh
12.12.88	37100+116	2125 Felixstowe-Ipswich (Trimley-Ipswich)
19.12.88	37140	0710 Ipswich-Lowestoft/0910 Lowestoft-Ipswich
28.12.88	37704	1400 Cardiff-Manchester Picc. (Newport-Crewe).

There is quite an interesting collection of stories to go with some of these workings. The use of 37070 and 37196 on the 26th November, out of Inverness together with the use of 37110 as reported last month meant the use of 3 NB 37's in the same day! Concentrating on the 1330 Inverness-Aberdeen, this has become something of a 'kick-out' during the Winter months with 37097 (thought to be 19th November) and 37153 also being reported on this working. Upon reaching Aberdeen it should go on to work the 1710 Aberdeen-Huntly and 1825 Huntly-Aberdeen, there being no return working through to Inverness. On the 2nd December 37219 left Ipswich 70 minutes late with a dead DMU in tow on the last train of the day to Lowestoft, whilst on the 7th 37194 was noted towing 47598 and train into Cambridge with the 1100 ex Kings Lynn. The Edinburgh-Carstairs portions have once again been producing an interesting collection of locomotives, as well as 37244, 37040 was used on either 8th or 9th December along with a variety of other NB motive power including 26003/028 & 037! On 12th, 37100+116 were borrowed from freightliner duties to provide super-power to a DMU which the Driver failed en route, whilst on 19th 37140 was used on an early morning East Suffolk turn, towing Tyseley set 308 to Lowestoft and back. Upon arrival at Lowestoft it was discovered that 140 only had radios at one end! The mystery is not so much why 140 worked the train, but where Ipswich found a Tyseley set from. Finally there was an interesting journey aboard the 1400 Cardiff-Manchester on Wednesday 28th December. The train started off from Cardiff with 47606, however, this only got as far as Newport where it was failed with fumes in the cab. Another 47 was summoned which was also failed, resulting in the use of 37704 as far as Crewe where it was replaced by 47586. If you have any information or tales of unusual 37 workings, please let me know.

MORE SPRINTER PROBLEMS.

Very much bad news for BR but good news for the class 37 enthusiast was the Telex on Friday 16th December, in the wake of the Clapham Junction disaster, announcing the withdrawal from service of the entire Class 155 "Super Sprinter" fleet because of continuing problems with the plug doors. It is believed that the whole fleet will be held out of service until a satisfactory modification has been found and applied to all units, with a provisional date of May 15th set, but subsequent reports that this could be July at the earliest. As a consequence there are now 3 locomotive hauled diagrams radiating from Cardiff which are booked for 37/4's, and it is believed the "Far North Sprinterisation" planned for January 23rd has been postponed as the Inverness based Class 156 units have been transferred to Cardiff. The "West Highland Sprinterisation" of routes radiating from Glasgow is not thought to be affected by these developments and should go ahead as planned on January 23rd despite the fact that the Eastfield units have been working out of Cardiff.

The complete list of locomotive hauled Sprinter substitute diagrams that could produce 37/4's, including the ones that commenced on 28th November are:

1. 0507 Cardiff-Liverpool/0915 Liverpool-Cardiff
1323 Cardiff-Liverpool/1714 Liverpool-Cardiff
2. 0705 Cardiff-Liverpool/1120 Liverpool-Cardiff
1555 Cardiff-Liverpool/2022 Liverpool-Cardiff
3. 1500 Cardiff-Rhyl/1906 Rhyl-Cardiff

4. 0733 Swindon-Weston-super-Mare/0918 Weston-super-Mare-Bristol (Cardiff train)
1015 Bristol-Taunton/1131 Taunton-Bristol, then light diesel to Swindon.
5. 1318 Bristol-Taunton/1450 Taunton-Bristol
1625 Bristol-Taunton/1742 Taunton-Bristol

There is also one locomotive hauled working between Cardiff and Manchester, this being the 0808 from Cardiff and 1212 return from Manchester Piccadilly, however, this has not been noted as anything other than an ETH 47. This is obviously a bit of a stretch on the resources of the 6 CF 37/4's but only diagrams 1-3 are actually booked for 37's. Diagram 3, although booked through to Rhyl usually terminates at Chester or Crewe although the 37 has worked through on a couple of occasions. This particular diagram employed 37431 on 17/12, 426 on 21/12 and should have been 426 again on 31st, however, it was failed and replaced by 47555. Other observations around this area since 16th December are as follows:

17/12 - 426 diagram 5; 429 1317 Liverpool-Cardiff; 430 diagram 1; 431 0705 Cardiff-Liverpool & 1120 Liverpool-Cardiff and then diagram 3.
27/12 - 426 diagram 2; 429 diagram 1; 431 1418 Bristol-Weymouth additional.
31/12 - 429 diagram 1; 430 diagram 2.

REGIONAL VIEW

In future I plan to include 'Regional View' in each News-sheet as well as each "Syphon". This will make it more up to date and release some additional space in the magazine for other features. This means that in future I will be looking for information on a monthly basis to be received by about the 20th of each month. The few snippets that I have for November/December are as follows:

ANGLIA: I must correct some information given last month, whereby I wrote that 37140 worked down Commercial Road in Lowestoft due to the failure of the 08. This was not the case, it was infact part of a pre-planned experiment to test the suitability of various mainline locomotive types down this 'line'. More about this next month. Norwich is a very quiet place now as regards class 37 activity, only reports being 37352(TI) on 22/11, 098(TI) with the evening March Whitemoor trip on 1/12 and 37140 on 29/12 which had sneaked back onto the North Walsham-Harwich PQ tanks. 37222(CF) was solid on the Hythe (nr. Colchester) coal from 5/12 - 9/12.

MIDLAND: On 21/11 37428 was observed entering Liverpool Lime Street with the 1323 from Cardiff and subsequently worked back with the 1714. This was the week before locomotive hauled working of this train was scheduled to commence, however, the rest of the week this train was worked by a class 47. 37019/004 (SF/SF) worked a northbound half freightliner set through Carlisle at 1530 on 29/11, whilst on 13/12 37252/075 (SF/SF) were observed at 1330 with a northbound speedlink. On the 7/12 the Clyde cements were unusually in the hands of 47339 and 37370 (ML), it is believed that 37373 & 379 were both out of traffic at the same time. On 13/12 a visitor to the Bescot area noted 059(TI) in the yards and 072(TI) on shed, whilst further north at Crewe 37428 was on a southbound ballast at 1300 and 37885 (CF) was on southbound steel coils. On 31/12, 37427 & 428 were both stabled at Shrewsbury.

SCOTLAND: The 6B68 1340 Inverness-Millerhill was worked by 37285 on 22/11 and 37009 on 13/12 - both TI FGWB loco's. On the 10th December 37401+410 double headed the 0840 Fort William-Glasgow QS whilst 37423 was on 1603 Glasgow QS - Arbroath!

SOUTHERN: There was a 37/4 present at Brighton during the week 5/12-9/12, thought to be for crew training.

WESTERN: Recent observations from Cheltenham: On 14/11 37106+083(IM/IM) headed north at 1343 with empty steel flats; 29/11 - 514+517(TE/TE) at 1314 and 197(CF) at 1528 both on northbound steel trains while 715+203(CF/IM) headed south with a 3 wagon steel train at 1417. 37095(TI) was towed through dead by 47616 at 1533 northbound. On 2/12 514+517 again were on northbound steel empties at 1335, whilst at Gloucester the same day were 714 & 263 stabled with 885 on westbound freight - all loco's CF. Present at Bristol Bath Road on 29/12 were 710 and 713 (both CF). Hereford standby loco for the new year was 37696, seen on 31/12, whilst at Newport the same day were 174,800,898 and 901 amongst others - again all CF. There have been no reports of sightings of 37350 yet, which is definitely now Cardiff allocated, sector FPLW.