

*37890 The Railway Observer*  
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'Log' of the activities of 37890 covering the years 1994 (from its naming at Hither Green on 23rd February) to the present time. After its return from use in France in 2000, we are recording major changes but not sightings and workings. Note that, in this 'log', RO refers to The Railway Observer, the monthly magazine of the RCTS.

**2000 to date: -**

Although no longer 'our' locomotive, this page continues to record main changes (but not sightings or workings) after the EWS French contract has come to an end. 37890 was 'repatriated', again through the Channel Tunnel, on 10th September 2000 and was subsequently moved to Tyne Yard for storage, arriving there on 13th September.

RO November 2001 reported that 37890 has been moved to storage at Crewe Diesel depot, where it was subsequently repaired for potential further use abroad. 37890 was transferred to pool WKGS, special projects, Spain (RO June 2002) and then to pool WKGR, special projects, Italy (RO July 2002). It was moved to Wembley in May 2002 where it was joined by two other class 37/7s for planned movement to Italy, after initially being thought to be going to Spain as replacements for two class 37/7s that had crashed there. That planned movement never took place; it would appear that the requirement for three more class 37/7s in Italy was delayed or cancelled.

On 29th August 2002 37890 and the other two class 37/7s at Wembley were hired (on paper) to pool WKSN for possibly use on Sandite duties. When it had been found that there were sufficient class 37/5s available for these duties, the three class 37/7s were transferred back to pool WKGR on 31st August. All three were moved to Old Oak Common TMD for special tests on 4th September and transferred to pool WNSS EWS locomotives stored serviceable on 11th September.

On completion of repairs they were transferred on 4th October to pool WKAD EWS class 37 Midlands and North West, allocated to Crewe Diesel depot. All three left Old Oak Common on 7th October for Acton Yard and on to Didcot where they returned to service. 37890 has since been noted in service at Didcot. On 23rd November 37890 and 37710 worked the first leg of the Spinning State V railtour from Victoria station, London to Westbury, this pair later returning the ECS from Victoria to Bounds Green; full details of this railtour are given in RO January 2003, pages 35 and 36.

It was again transferred to pool WNSS EWS locomotives stored serviceable on 19th December and stored at Crewe DMD. Then on 13th January 2003 it was transferred to pool WNTR EWS locomotives stored 'tactical reserve', remaining at Crewe DMD.

After several months in store it was transferred on 6th June 2003 to pool WKAD EWS class 37 Midlands and North West and moved inside Crewe DMD for repairs and fitting TPWS equipment, returning to service on 17th June.

On 8th November 37890 and 37893 worked the Roxby Renegade railtour from Bristol Temple Meads to Roxby Gullet and return. There is a photograph of this railtour, showing 37893 leading at Barnetby, in the January 2004 issue of the Railway Magazine. This railtour went via Barnetby so that it could traverse the little used Gainsborough - Brigg - Barnetby line; the 'binliner' to Roxby Gullet, the destination of the railtour, normally reverses at Scunthorpe Trent yard.

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37890 arrived at Cardiff Canton TMD for store on 18th December and was officially transferred to pool WNTR EWS locomotives stored 'tactical reserve' on the 22nd.

On 11th August 2004 37890 and three other class 37s were hauled from Cardiff Canton TMD to Margam LIP for attention and possible reinstatement. It was reinstated to Sandite pool WКСN at Margam on 27th September. In October it started working top'n'tail with other class 37s, initially 37798, on railhead treatment trains (RHTT) in south Wales. RHTT are combined sandite and water cannon trains which use whichever treatment is more appropriate. 37890 was stored at Margam on 13th December in new pool WNTA EWS Sandite locomotives stored. On 26th December 37890 and several other class 37s had their engines started to check their availability for possible short-term infrastructure work in January.

37890 and several other class 37s were temporarily reinstated on 6th January 2005 but remained in pool WNTA. They were used for weekend work and returned to store at Margam on the 18th. Details of some workings are given on page 134 of RO March 2005.

In September 2007, when several stored locomotive pools were disbanded, 37890 was transferred to pool WNXX EWS locomotives stored serviceable, remaining at Margam.

37890 was one of sixteen stored locomotives offered for sale by DB Schenker, formerly EWS, in October 2009. Four of the class 37s, including 37890, were bought by the R.J. Hull jnr., Rotherham in early December. It was removed from Margam by road just before Christmas and taken as far as Allely's yard at Studley, Warwickshire. After the holiday break it resumed its journey on 5th January and was delivered to Hull's yard the following day. 37890 remained at Hull's yard for more than half a year; it was cut up in early August 2010.

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In particular we would like to thank Paul Draper and Peter North for their complete record of 37890 on the Merehead quarry to Exeter Riverside stone workings in 1998 and Brian Garrett for his complete record of all workings by 37890 on 6V62 Fawley to Tavistock Junction loaded tanks from 1994 to 1998. Including five workings before it was named and some that it worked Fawley to Westbury and then on to Tavistock Junction it did a total of 68 loaded workings and presumably the same number of return empties although few of those were recorded. This must also be, by far, the working on which 37890 most often appeared.