

SYPHON!

THE MAGAZINE OF
THE CLASS 37 GROUP

AUGUST 1993



2 MORE SYPHONS WITHDRAWN

37



THE CLASS 37 GROUP

COMMITTEE

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Scotland : Andrew Donald, 3G Afton Road, Kildrum, CUMBERNAULD, Scotland, G67 2DS.

MONEY MATTERS

One of the principal reasons for the groups existence is to save at least one class 37 from the cutters torch (More than one, if possible, would of course be nice), but this all costs a great deal of money, for as well as handing British Rail or their successors a large pot of gold, we will need more cash to move it to it's new home, and still more cash to get it into a fit state to run in service.

In these uncertain times for the railways, it's difficult to know just when a suitable loco may become available, so we must be ready to respond at short notice with the group cheque book, and this is where your help is vital, as we need your money!

Help can be given in various ways, according to your circumstances, for instance:

Donations - Empty your piggybank and help save a Syphon.

Sponsorship - Raise much needed cash for the group through sponsored walks/parachute jumps etc. Get your friends and relatives to part with some cash!

Recycling schemes - Save a class 37 and the planet at the same time by collecting such things as waste paper or aluminium cans (Thats drinks cans, not class 60's by the way) for recycling firms in your locality.

Support the groups money making efforts - Our sales officer has a selection of both new and second hand items for sale (Donations of old mags., videos etc. are always welcome). From time to time we run railtours, and of course a full train should result in a healthier bank balance at the end of the day. Finally, join the monthly draw for as little as £1.00 a month and you could end up getting more money back than you put in! Remember that every penny counts towards our goal (Although pounds are obviously 100 times better!).

CONTRIBUTIONS TO THE MAGAZINE

Articles, information, photos etc. are always welcome for possible inclusion in a future edition of the mag.. Please let me know if you want the material returned after use.

THE USUAL DISCLAIMERS

All opinions expressed in this magazine are those of the individual contributor, and are not necessarily those of the group.

All the information in this magazine is supplied in good faith, but mistakes do inevitably occur from time to time. If you spot an error, please let me know, so that it can be corrected in a future issue of the magazine.

FRONT COVER PHOTO - 37190, one of the class 37's withdrawn recently, in happier days at Motherwell shed in early 1990.
(Photo by Steve Branch).

EDITORIAL - AUGUST 1993

Ever since taking over the editorship of "SYPHON!" back in July 1988 (Although he did try out the Chairmans position instead for a short time in 1992), Andrew Garten had been dividing his time between work, bashing and the mag.. The pressure of trying to juggle all 3 activities has been having a detrimental effect on his health, and it became obvious that something would have to go. As a job helps pay the bills and his bashing hobby helps keep him sane, he has decided to resign his post as Editor with immediate effect.

I'm sure you'll agree that he did a cracking good job as editor, and has set standards that will be hard to beat by those who follow in his footsteps.

Jane Garten is also resigning her position of treasurer, but has agreed to stay on until the AGM in November, so there's no excuse not to send the group money! She took up her role from the May/89 "SYPHON EXTRA", at which time the preservation fund totalled £833.42. Since then, the groups pot of gold has swelled somewhat, until now it stands not far short of the magical £10k mark, and Jane has had to count every penny of it! Our thanks are certainly in order for the considerable amount of hard work they have put in over the years.

***** ANNUAL GENERAL MEETING 1993

This will be held at Ipswich town hall at 14.00 hrs. on Sat/13/Nov..

With both the editors and treasurers posts falling vacant, if you fancy standing for either post (Or for that matter, any of the other committee posts), send your nomination to the secretary (Address inside front cover of this mag.) to arrive with him no later than Sat/3/Oct.

Any resolutions for debate should also be sent to the secretary, to arrive no later than Sat/30/Oct.

For the time being, I will be acting as the mags. editor, so until further notice, can you please send ALL material for the magazine to me at the address below:

Steve Branch
104 Long Riding
BASILDON
Essex SS14 1QZ.

It's inevitable with a change of editorship that small changes will occur in the mag., if only in "Editorial style", so any complaints/suggestions/criticisms to the above address please!

With this edition of the mag., I'm hoping to reintroduce the "Featured loco" idea, probably starting with the 2 latest class 37's to be withdrawn. In due course, I'm hoping to get through most of the 307 other syphons (I might leave 37408 to be done by a certain Mr. Wilkinson - I don't think there's much he doesn't know about this loco), but if you don't want to wait for up to 300+ editions of "SYPHON!" for your top loco to be featured, might I suggest that a short note to me, preferably with a donation to the preservation fund attached, might get a result a bit quicker. Whilst on the subject of individual class 37's, the situation has now been reached where a loco, once stopped needing a replacement part, may instead be robbed and never turn a wheel again. Visitors to locations such as Stratford, Tinsley and Immingham, can you please report the condition and location of stopped and stored Syphons, so the rest of the groups members get to know where the axe may fall next too!

Thank you to all those who sent stuff in for the mag.. These include Andrew Garten, Maurice Barber, "Sandringham by Railtours", Ian Vanderwell, Henry Freyne, Adrian Walby, John Dewing, Don Foster, Michael Gibson, M. King, Simon Jowett and Mike Dent.

If I've missed you out, my apologies, but I'm surrounded by bits of paper at the moment, so I might have overlooked one of them!

THE DEADLINE FOR THE OCTOBER MAGAZINE IS GOING TO BE MONDAY 20TH SEPTEMBER, BUT IF YOU CAN GET YOUR CONTRIBUTIONS IN ANY EARLIER, IT WOULD BE HELPFULL.

MONTHLY DRAW

The winner of the June draw was a Mr. Faill (I had not received details of the July winner at the time of going to press).

PRESERVATION FUND

The total as at 11th July stood at £9461.20 - The increase since last time has been due to the contributions of D. Foster, J. Haydock, D. Wilson, C. Mills, R. Page, M. Reeve, D. Bechelli, M. Rigby, M. Gibson, R. Allsop, T. Stretton, J. King and D. Bratt.

MEMBERSHIP NEWS

New : A warm welcome to the following new members who have recently joined us - P. Johnson (37007), S.G. Chapman (37020), P.J. Tripp (37021), K.G. Sidney (37034), Mark Love (37040), D. Newbold (37042), Brian Davies (37055), John Bruin (37063), P. Weston (37070), R. Payne (37092), S.P. Avins (37100), Grant Combes (37107), the Tydeman family (37266-37268), the Waggott family (37275-37279), D. Speight (37416), P. Edwards (37428), J. Warner (37692) and W. Salter (37892).

Renewals : M. Barker (37009), S. Petre (37018), C. Burton (37022), I. Mayoh (37024), B. Darling (37025), R. Barr (37037), D. Bratt (37041), I. Chandler (37044), S. Chelmondeley (37069), P. Barker (37072), Dave Ruddick (37080), D. Aislabie (37081), S. Fennell (37088), D. Foster (37090), J. Foster (37091), A. Louth (37093), J. Butson (37103), C. Redfearn (37152), M. Barber (37156), T. Cotter (See below), M. Warrick (37162), P. Burnett (37178), M. Randall (37182), S. Whittock (37183), R. Cory (37188), S. Sterland (37195), M. Whitcombe (37196), A. Green (37198), M. Game (37205), Chris Guntripp (37214), T. Young (See below), M. Wren (37229), Mark Kirk (37233), C. Dey (37241), J. Thompson (37242), M. Bradbury (37255), A. Hall (37405), R. Upton (37675) and the Salter family (37709/888/890).

Reallocations : S. Lee (Shropshire).

Renumberings : P. Emery (37155- to 37402), T. Cotter (37159 to 37410), J. Bird (37217 to 37167) and T. Young (37223 to 37707).

Anyone wishing to change their membership number should send a £1.00 cheque or postal order to the membership secretary along with what number they would like. Numbers currently available are :

37011/096/098/146/147/155/157/159/164/165/169/173/174/217/222/223/226/269-273/280-284/286-304/306-308/310-314/320-326/350-359/370-382/401/411/417/419/421/424/426/429/501-521/667-671/673/674/676-687/689-691/693-695/697-699/701-705/708/710-715/717-719/796/798-803/883-886/889/894-899 and 901-906.

The 37/4's in particular are beginning to go quite quickly, so perhaps writing down a second choice might be a good idea in case someone else gets in before you!

SALES

1994 modern traction calenders : *NEW* Price includes P&P £3.75 each.

Group sweatshirts : With logo on breast - Extra large available £12.00 each.

in black, navy, red and dark grey - Large available in black, blue and green - Medium available in red, yellow and black.

Group teeshirts : In black or white with split and centre headcode £5.00 each.

class 37 design on front. Available in small, medium (White only) and large.

Group mugs : Either logo as teeshirts or 30th anniversary design. £2.00 each.

Audio tapes : "SYPHONS" or "SYPHONS-THE SECOND EDITION". £3.00 each.

Key fobs : Available in red, blue, white, green, black or tan leather. £0.50 each.

Ballpens : White with group logo in black (Ink is blue). £0.40 each.

Enamel badges : Either $\frac{1}{2}$ view or side on view of class 37. £0.75 each.

Magazine back issues : Feb/Apr/Dec 1988, Apr/Jun/Aug/Oct/Dec 1989, £0.35 each.

Feb/Apr/Aug/Oct/Dec 1990, All 1991/1992/1993 issues so far published.

Please make all cheques payable to THE CLASS 37 GROUP and send full details of what you want (eg - Size or design if appropriate) to the sales officer.

Except in the case of the 1994 calendar, please send sufficient to cover the P&P costs too (£1.00 per item for mugs, sweatshirts and teeshirts, £0.50 for audio tapes and £0.24 for other items).

NEWSDESK

Reallocations over the past 2 months have been :

37010	CF - BR	IGJK	37380	EH	NKFE - NKJE
37012	CF - BR	IGJK	37382	IM - Ss	FPYI
37013	TI - Su	MDSR		Ss	FPYI - FPYX
37035	CF - BR	IGJK	37416	TI - LA	MDRT - MDRL
37038	CF - BR	IGJK	37502	Ss - IM	FLJW
37045	TI - IM	MDSR - RBJW	37507	IM - Su	FPYX
	IM - HT	RBJW - RBJN	37508	TE - IM	FPTY - FPCI
37046	CF - BR	IGJK		IM - Ss	FPCI - FPYX
37054	CF - BR	IGJK		Ss - IM	FPYX - FIJW
37057	Su	MDYX - MDSR	37511	TE - IM	FPTY - FPCI
37059	IM - HT	RBJW - RBJN	37512	Ss - IM	FIJW
37063	IM - HT	RBJW - RBJN	37517	IM	FIJI - FIJW
37092	CF - BR	IGJK		IM	FIJW - FIJI
37097	CF - BR	IGJK	37518	IM - Ss	FPCI - FQXA
37098	CF - BR	IGJK	37520	IM	FPFR - FPYI
37116	TI - Ss	MDSR		IM - Ss	FPYI - FPYX
	Ss	MDSR - IISW		Ss - IM	FPYX - FABI
37128	IM - HT	RBJW - RBJN	37680	IM - Su	FABI - FPYX
37139	IM - HT	RBJW - RBJN		Su	FPYX - FQXA
37174	CF - BR	IGJK	37682	IM	FPFR - FPYI
37190	Su - W	RFJX		IM - Ss	FPYI - FPYX
37202	IM - HT	RBJW - RBJN	37684	IM	FPYI - FPCI
37215	Su - W	RFJX		IM - Ss	FPCI - FPYX
37217	IM - HT	RBJW - RBJN	37685	Su - IS	FPYX - IISA
37229	CF - BR	IGJK	37686	IM - Ss	FPYI - FPYX
37235	TI - Su	MDSR	37687	IM	FPYI - FIJW
37239	IS - Ss	IISW - MDSR	37688	IM - Ss	FPYI - FPYX
37241	IM - SF	FIJW - NKJS		Ss - IM	FPYX - FPCI
37242	TI - Su	MDSR	37689	IM	FPYI - FPCI
	Su	MDSR - NKJS	37691	IM	FIJI - FQXA
	Su	NKJS - NKJW	37694	IM	FPCI - FIJI
37244	TI - Su	MDSR	37697	CF - Ss	FPEK - FPYX
	Su	MDSR - NKJS	37698	IM - Ss	FPYI
	Su - SF	NKJS	37699	IM - Ss	FPYI
37264	CF - BR	IGJK	37800	IM	FPCI - FPYX
37271	TI - IM	MDSR - IEJW	37886	IM	FPCI - FPYX
37272	IM - HT	RBJW - RBJN	37888	IM - Su	FPYX
37285	IM - HT	RBJW - RBJN	37905	CF	FMHK - FMMK
37294	EH - IS	NKFE - RAJV	37906	CF	FMMK - FMHK
37350	Ss	FPYI - FPYX			
37372	CF - BR	IGJK			
37375	EH	NKJE - NKFE			

The only new pool is FQXA.This is TLF HQ Immingham class 37 locos.

Further to my article in the June edition of Syphon,a bit more information has come to light regarding the likely future of the stored class 37's.

Withdrawn 37008/681 are up for sale at the moment - Due to accident damage (And robbing of spares too no doubt) it is thought that a scrap merchant is likely to be the buyer of these locos.

Despite my hopes that 37215 might yet be saved,both 37190 and 37215 were withdrawn on 16.07.93 - Extensive robbing is thought to have taken place on these locos,so again when offered up for sale,a scrap merchant is the most likely recipient.

As for the other stored locos, their likely future seems to depend on what pool they are attached to.

MDYX syphons are perhaps the least likely class 37's to ever turn a wheel again. Many have been extensively robbed I believe, and have been stored in the open, in some cases for some time.

MDSR class 37's are thought to have a better chance of survival, as although most of the syphons have something wrong with them, I understand that it's basically a problem of finding a sector willing to pay for repairs that is keeping them out of action. A purge to get rid of other classes (31, 33 etc) on engineering work, or an upturn in the freight traffic carried when the Channel tunnel opens might lead to their reinstatement. 37242, at one time thought to be a prime candidate for the next withdrawal, looks as if it might be repaired now after all, to enter service as a NKJW (Stratford NSE weekend only) loco. Initially 37242 and 37244 were bought from RFD with the idea of making one serviceable loco out of two defective ones.

The considerable turbulence in the Petroleum fleets at the moment is not thought to be leading up to any withdrawals directly, although with IISA a likely recipient of some more 37/5's ex-Petroleum, it may render some of Invernesses 37/0's surplus to requirements in due course.

As if RFD 37's were not already under threat, a rumour has emerged that class 58's might become available to replace double headed 37's on Freightliner traffic. Although 58's are RA7 compared with RA5 of 37/0's, if this rumour does turn out to have any truth in it, the heavier axle load is not likely to restrict their operation much, and 2 x 37's on the Felixstowe branch for instance, may soon be a thing of the past!

Other news very briefly :

- * Lowestoft was host to 3 English Electric locos at 0900 on Mon 5th July, when 37216 acted as RETB pilot to 20901/904 for a run over the East Suffolk line with the weedkilling train.
- * The Irvine to Burngullow workings by pairs of MDRL 37's are attracting more interest of late. It typically passes through Lancaster around 1800 - 1830 and often seems to be a 37/4 & 37/5 pairing. Is there any reason for this?
- * Another 37 operated duty which is rapidly getting a following amongst enthusiasts is the Pengam - Lymemouth flats. 37420 appears to be particularly fond of this flow, as she has been seen on 17th July (Thirsk, 1210) and on 27th July (York A/L 1300). This duty is apparently booked for an MDRT 37/4.
- * Current duties for other MDRT syphons seem to include at least one operating out of Buxton (Duties unknown) and at least two from Thornaby, principally on the trips to Boulby.
- * The Woking - Leyton engineers train seems to have settled down to solid class 37 operation after initially being a kick out turn on which practically anything might have appeared.
- * Weekend engineering works on the line from Paddington to Didcot are seeing large quantities of class 37's involved. Well worth taking a trip out along this line on Sundays with a camera!
- * A visit to Blyth Cambois on 31.03.93 found 37430/698/699 on shed. By comparison my correspondent also includes details of some previous visits made to this location. On 28.08.82 he netted 37065/066/069/078/212, whilst back in 1968 he found D6797/6820/6821/6825/6826/6834/6901/6902 and no less than 13 class 20's too!
- * An unusual move on 27.07.93 was the movement of some stored liner wagons from Welwyn Garden City. 37298 hauled the train through Carlisle off the Tyne Valley line at 0900.
- * An FFER class 37/5 still works regularly on the Parkeston - North Walsham tanks during the week (37679 has been the regular loco for some weeks now), but on Saturday it works up to Longport near Stoke, returning on Sunday from Bescot.
- * Do 37/9's actually do anything anymore? Answers on a postcard etc.
- * On the 17.07.93, 37272 made it to Iikley on an engineers train, a most unusual line for a syphon I would think. 37045 also found it's way here on the same date.
- * 37023, seemingly March depots adopted syphon became derailed in Peterborough yard on 01.08.93. It has been sent to Stratford for assesment - No details known as to how life threatening it's injuries may be yet.

PASSENGER INFORMATION

MONDAY-FRIDAYS

1. CD/RCMC 37/4
1J01 0705 Blackpool N-Manchester V
1D37 0950 Manchester V.-Holyhead
1J44 1330 Holyhead-Manchester V.
1F01 1725 Manchester V.-Southport
2. CD/RCMC 37/4
1J03 0712 Southport-Manchester V.
1N01 1714 Manchester V.-Blackpool N
2F59 1908 Blackpool N-Liverpool LS
2N54 2152 Liverpool LS-Blackpool N
3. CD/RCMC 37/4
2F65 0802 Crewe-Liverpool LS
2K64 0956 Liverpool LS-Crewe
1D64 1133 Crewe-Holyhead
1K64 1430 Holyhead-Crewe (fuelled)
1G81 1955 Crewe-Birmingham Int (FX)
1D76 2152 Birmingham Int-Holyhead (FX)
1D70 1656 Crewe-Llandudno (FO)
4. CD/RCMC 37/4
1G80 0320 Holyhead-Birmingham Int
1D61 0715 Birmingham Int-Llandudno
1D40 1336 Llandudno J.-Holyhead
1K67 1600 Holyhead-Stafford
e.c.s to Crewe (FX)
e.c.s to Birmingham Int (FO)
1D76 2152 Birmingham Int-Holyhead
5. CD/RCMC 37/4
1M89 1640 Cardiff-Manchester Oxford Rd (FO)
6. IS/RAJP 37/4
1A44 0552 Inverness-Aberdeen
1H27 0920 Aberdeen-Inverness
1A52 1220 Inverness-Aberdeen
1H33 1516 Aberdeen-Inverness
7. IS/RAJP 37/4
2P10 0708 Perth-Edinburgh
1H11 1125 Edinburgh-Inverness
1B36 1628 Inverness-Edinburgh
1H33 2118 Edinburgh-Perth
8. IS/RAJP 37/4
1B26 1015 Inverness-Edinburgh
1H15 1535 Edinburgh-Inverness
9. 2 x IS/IISA 37/0
1S25 0355 Edinburgh-Inverness
1M16 2020 Inverness-Edinburgh
10. 2 x IS/IISA 37/0
1S79 0435 Edinburgh-Aberdeen
1M12 2120 Aberdeen-Edinburgh
11. ML/MDRM 37/4
1B01 1955 Fort William-Edinburgh
1Y11 0330 Edinburgh-Fort William

SATURDAYS

1. CD/RCMC 37/4
1D37 0950 Manchester V.-Holyhead
1J44 1330 Holyhead-Manchester V.
2. CD/RCMC 37/4
1D80 1015 Blackpool N-Holyhead
1K67 1600 Holyhead-Crewe
3. CD/RCMC 37/4
1K58 0935 Llandudno-Crewe
1D64 1133 Crewe-Holyhead
1K64 1430 Holyhead-Crewe
4. CD/RCMC 37/4
1G80 0320 Holyhead-Birmingham Int
1D61 0725 Birmingham Int-Llandudno
1G81 1206 Llandudno-Birmingham NS
e.c.s to Tysley
5. CD/RCMC 37/4
2O87 0900 Bristol-Weymouth
2V87 1630 Weymouth-Bristol
6. IS/RAJP 37/4
1A44 0552 Inverness-Aberdeen
1H27 0920 Aberdeen-Inverness
1A52 1220 Inverness-Aberdeen
1H33 1516 Aberdeen-Inverness
7. IS/RAJP 37/4
2P10 0708 Perth-Edinburgh
1H11 1125 Edinburgh-Inverness
1B36 1628 Inverness-Edinburgh
2P47 2118 Edinburgh-Perth
8. IS/RAJP 37/4
1B26 1015 Inverness-Edinburgh
1H15 1535 Edinburgh-Inverness
9. 2 x IS/IISA 37/0
1S25 0355 Edinburgh-Inverness
10. 2 x IS/IISA 37/0
1S79 0435 Edinburgh-Aberdeen
11. ML/MDRM 37/4
1Y11 0330 Edinburgh-Fort William

MONDAY-FRIDAYS DATED

12. 12/7-5/9 CD/RCMC 37/4
 2C15 0815 Bath-Bristol (FX)
 2087 0900 Bristol-Weymouth (FX)
 2V87 1630 Weymouth-Bristol (FX)

13. 5/7-3/9 ML/MDRM 37/4 (?)
 1Y12 0855 Fort William-Glasgow QS
 1Y13 1420 Glasgow QS-Fort William

14. 21/6-5/9 IS/RAJV 37/0
 2H80 0700 Kyle-Inverness
 2H85 1235 Inverness-Kyle
 2H86 1705 Kyle-Inverness

15. 21/6-5/9 IS/RAJV 37/0
 2H83 1025 Inverness-Kyle
 2H84 1510 Kyle-Inverness
 2H87 1838 Inverness-Kyle

SUNDAYS

1. CD/RCMC 37/4
 1D58 0851 Birmingham NS-Llandudno
 1K63 1250 Llandudno-Crewe (to 11/7)
 1K63 1250 Llandudno-Stafford (from 18/7)
 1D69 1726 Crewe-Holyhead

2. CD/RCMC 37/4
 1D67 1506 Crewe-Llandudno
 1G67 1710 Llandudno-Birmingham NS

3. CD/RCMC 37/4
 1N95 0917 Crewe-Blackpool (to 11/7)
 1N95 0753 Crewe-Blackpool (from 18/7)

9. ML/MDRM 37/4
 1B01 1905 Fort William-Edinburgh

SATURDAYS DATED

12. 26/6-4/9 IS/RAJV 37/0
 2H80 0700 Kyle-Inverness
 2H85 1235 Inverness-Kyle
 2H86 1705 Kyle-Inverness

13. 26/6-4/9 IS/RAJV 37/0
 2H83 1025 Inverness-Kyle
 2H84 1510 Kyle-Inverness
 2H87 1838 Inverness-Kyle

14. 10/7-4/9 IS/RAJV 37/0
 1T16 0945 Inverness-Glasgow QS

15. 10/7-4/9 IS/RAJV 37/0
 1H03 1333 Glasgow QS-Inverness

16. 10/7-4/9 ML/MDRM 37/4 (?)
 1Y12 0855 Fort William-Glasgow QS

17. 10/7-4/9 ML/MDRM 37/4 (?)
 1Y13 1420 Glasgow QS-Fort William

4. CD/RCMC 37/4
 2M33 1305 Cardiff-Liverpool LS
 2V61 1915 Liverpool LS-Cardiff

5. IS/RAJV 37/0 27/6-5/9
 2H82 1030 Kyle-Inverness
 2H87 1838 Inverness-Kyle

6. IS/RAJV 37/0 27/6-5/9
 2H83 1115 Inverness-Kyle
 2H84 1510 Kyle-Inverness

7. 2 x IS/IISA
 1M16 2020 Inverness-Edinburgh

8. 2 x IS/IISA
 1M12 2055 Aberdeen-Edinburgh

For this edition of Syphon, I've typed up the passenger gen. on a one loco, one line basis, and included some very abbreviated info. as to where each working was from and to. I'm not sure that this system will be continued in the next mag., as it takes up a lot of pages and also a lot of my time, but your thoughts on how you'd best like the passenger info. presented would be welcomed, bearing in mind that locos seem to be swapped in the middle of a diagram surprisingly often. The abbreviations used should be fairly obvious when read in conjunction with the departure time (For example 1133 CE - HH is the 1133 Crewe to Holyhead, and 1600 HH - SF is the 1600 Holyhead to Stafford).

I'm not very heavily into the "Bashing" side of the hobby, but I'll stick my neck out and suggest a few contenders for working of the month:

- * 37402 Inverness - Brora & return on 18th July.
- * 37371 Connington - Kings Cross on 26th June.
- * Choice of several NB types over the West Highland.

No doubt some will disagree with my choice, but who cares!

(13)

PASSENGER GEN - LATE NEWS WHICH JUST MISSED THE JUNE MAG

05.04.93 37012 1135 Paddington - Plymouth (From Exeter SD - Tram expired).
02.06.93 37080/262 O/N ED - AB,O/N AB - ED.
37113/510 O/N ED - IS,O/N IS - ED.
37409 O/N ED - FW.
37421 0950 MV - HH,1330 HH - MV,1725 MV - SP. *UPDATE FROM JUNE MAG*
37423 O/N FW - ED.
37427 1015 IS - ED,1535 ED - IS.
37428 1125 ED - IS,1628 IS - ED,2118 ED - PH.
37429 1714 MV - BN,1908 BN - LLS,2152 LLS - BN. *UPDATE FROM JUNE MAG*
37431 0552 IS - AB,0920 AB - IS,1220 IS - AB,1516 AB - IS.
03.06.93 37080/214 O/N IS - ED. *CORRECTION*
37080/262 O/N ED - IS. *CORRECTION*
37113/510 O/N ED - AB,O/N AB - ED. *UPDATE FROM JUNE MAG*
37402 1220 IS - AB,1516 AB - IS.
37410 O/N FW - ED.
37421 0712 SP - MV,1714 MV - BN,1908 MV - LLS,2152 LLS - BN.
37423 O/N ED - FW.
37425 1725 MV - SP.
37427 1015 IS - ED,1535 ED - IS.
37428 0708 PH - ED,1125 ED - IS,1628 IS - ED.
37431 0552 IS - AB,0920 AB - IS. *UPDATE FROM JUNE MAG*

AND NOW.....PASSENGER GEN IN FULL FOR THE PERIOD FROM 4TH JUNE

04.06.93 37080/214 O/N ED - AB,O/N AB - ED.
37113/510 O/N ED - IS,O/N IS - ED.
37402 1628 IS - ED,2118 ED - IS.
37403 O/N FW - ED.
37407 1714 MV - BN.
37408 1640 CF - MOX.
37414 0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE,1656 CE - LD.
37418 0320 HH - BI,0715 BI - LD,1336 LJ - HH,1600 HH - SF,2152 BI - HH.
37425 0950 MV - HH,1330 HH - MV,1725 MV - SP.
37427 1015 IS - ED,1535 ED - IS.
37428 0708 PH - ED,1125 ED - IS.
37431 1516 AB - IS.
05.06.93 37113/510 O/N ED - AB.
37162 Burton on Trent - Scarborough & return charter.
37402 0708 PH - ED,1125 ED - IS,1628 IS - ED,2118 ED - PH.
37403 O/N ED - FW.
37407 1015 BN - HH,1600 HH - CE.
37414 0935 LD - CE,1133 CE - HH,1430 HH - CE.
37418 0320 HH - BI,0725 BI - LD,1206 LD - BNS.
37425 0950 MV - HH,1330 HH - MV.
37427 1220 IS - AB,1516 AB - IS.
37428 1015 IS - ED,1535 ED - IS.
37429 0900 BTM - WY,1630 WY - BTM.
06.06.93 37133/250 O/N AB - ED.
07.06.93 37066/071 O/N ED - AB,O/N AB - ED.
37080/214 O/N ED - IS.
37113/510 O/N IS - ED.
37402 0920 AB - IS,1220 IS - AB,1516 AB - IS.
37407 0950 MV - HH,1330 HH - MV,1725 MV - SP.
37408 0715 BI - LD,1336 LJ - HH.
37414 1714 MV - BN,1908 BN - LLS.
37421 0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE,1955 CE - HH.
37423 O/N ED - FW.
37427 1015 IS - ED,1535 ED - IS.
37428 0708 PH - ED,1125 ED - IS,1628 IS - ED,2118 ED - PH.

08.06.93 37221/262 O/N ED - IS.
 09.06.93 37080/214 O/N ED - AB, O/N AB - ED.
 37113/510 O/N ED - IS.
 37402 0552 IS - AB, 0920 AB - IS, 122 IS - AB, 1516 AB - IS.
 37408 0950 MV - HH, 1330 HH - MV.
 37421 1336 LJ - HH.
 37424 O/N FW - ED.
 37425 1133 CE - HH, 1430 HH - CE.
 37427 1015 IS - ED, 1535 ED - IS.
 37428 1125 ED - IS, 1628 IS - ED.
 10.06.93 37080/214 O/N ED - AB, O/N AB - ED.
 37113/133 O/N IS - ED.
 37113/510 O/N ED - IS.
 37201 1220 IS - AB, 1516 AB - IS.
 37402 1015 IS - ED, 1525 ED - IS.
 37408 0950 MV - HH, 1330 HH - MV.
 37421 1133 CE - HH.
 37424 O/N ED - FW.
 37425 0715 BI - LD, 1336 LJ - HH.
 37427 0552 IS - AB, 0920 AB - IS, 1628 IS - ED, 2118 ED - PH.
 37428 1125 ED - IS.
 11.06.93 37080/214 O/N ED - IS.
 37113/133 O/N ED - AB.
 12.06.93 37379 Intercity "Chingex" (Between Ipswich & Lowestoft).
 37429 0900 BTM - WY, 1630 WY - BTM.
 (Also 37106/156/196/410 & 692 were all involved in a Pathfinder tour to the)
 (West Highland line, but reports of just what each loco did have tended to)
 (conflict with one another - Can someone who was on the tour provide some)
 (accurate information please!)
 13.06.93 -
 14.06.93 37078/510 O/N AB - ED.
 37080/214 O/N ED - IS, O/N IS - ED.
 37294 1516 AB - IS.
 37402 0552 IS - AB, 0920 AB - IS, 1628 IS - ED, 2118 ED - PH.
 37406 O/N FW - ED.
 37407 0715 BI - LD, 1336 LJ - HH, 1600 HH - SF.
 37408 1430 HH - CE, 1955 CE - BI, 2152 BI - HH.
 37414 0950 MV - HH, 1330 HH - MV, 1725 MV - SP.
 37421 1714 MV - BN, 1908 BN - LLS, 2152 LLS - BN.
 37424 O/N ED - FW.
 37427 1015 IS - ED, 1535 ED - IS.
 37428 0708 PH - ED, 1125 ED - IS.
 15.06.93 37078/510 O/N ED - IS, O/N IS - ED.
 37087 1025 IS - KL, 1705 KL - IS.
 37167/214 O/N ED - AB, O/N AB - ED.
 37294 1015 IS - ED, 1535 ED - IS.
 37402 0708 PH - ED, 1125 ED - IS, 1628 IS - ED, 2118 ED - PH.
 37406 O/N ED - FW.
 37407 0715 BI - LD, 1336 LJ - HH, 1600 HH - SF.
 37408 0802 CE - LLS, 0956 LLS - CE, 1133 CE - HH, 1430 HH - CE, 1955 CE - BI.
 37414 0712 SP - MV, 1725 MV - SP.
 37421 0950 MV - HH, 1330 HH - MV, 1714 MV - BN, 1908 BN - LLS, 2152 LLS - BN.
 37424 O/N FW - ED.
 37428 0552 IS - AB, 0920 AB - IS, 1220 IS - AB, 1516 AB - IS.
 16.06.93 37078/510 O/N ED - IS.
 37080/428 0920 AB - IS. (See also 37428 below)
 37167/214 O/N ED - AB, O/N AB - ED.
 37188 1015 IS - ED.
 37188/294 1535 ED - IS.
 37250 1628 IS - ED, 2118 ED - PH.

16.06.93 37402 0708 PH - ED,1125 ED - IS.
(Cont.) 37406 O/N ED - FW.
37407 0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE.
37414 0712 SP - MV,1714 MV - BN.
37421 0705 BN - MV,0950 MV - HH,1330 HH - MV,1725 MV - SP.
37424 O/N ED - FW.
37428 1220 IS - AB,1516 AB - IS. (See also 37080/428 on previous page)
17.06.93 37066/080 O/N IS - ED.
37078/510 O/N ED - AB,O/N AB - ED.
37167/170 O/N ED - IS.
37184 1628 IS - ED,2118 ED - PH.
37250 0708 PH - ED.
37250/683 1125 ED - IS.
37404 0552 IS - AB,0920 AB - IS,1220 IS - AB,1516 AB - IS.
37406 O/N ED - FW.
37407 1955 CE - BI,2152 BI - HH.
37408 0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE.
37414 0705 BN - MV,1714 MV - BN.
37422 0950 MV - HH,1330 HH - MV,1725 MV - SP.
37423 O/N FW - ED.
37425 0715 BI - LD,1336 LJ - HH,1600 HH - SF.
37428 1015 IS - ED,1535 ED - IS.
18.06.93 37066/080 O/N ED - AB,O/N AB - ED.
37071 1535 ED - IS.
37167 1220 IS - AB,1516 AB - IS.
37184 1628 IS - ED,2118 ED - PH.
37251 O/N IS - ED.
37294 0708 PH - ED,1125 ED - IS.
37404 0552 IS - AB,0920 AB - IS.
37407 1600 HH - SF,2152 BI - HH.
37408 1133 CE - HH,1430 HH - CE,1656 CE - LD.
37410 O/N FW - ED.
37422 1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
37423 O/N ED - FW,
37429 1640 CF - MOX.
19.06.93 37071/402 1015 IS - ED. (See also 37402 below)
37078/510 O/N ED - AB.
37174/191 Derby - Paignton charter (Newton Abbot - Heathfield - Paignton).
37674 Paignton - Kingswear (Paignton & Dartmouth Rly. Gala).
37402 1535 ED - IS. (see also 37071/402 above)
37407 0900 BTM - WY,1630 WY - BTM.
37410 O/N ED - FW.
37428 0708 PH - ED,1125 ED - IS,1628 IS - ED,2118 ED - PH.
20.06.93 37092/158/ 0840 Paddington - Paignton additional,1410 Paignton - Kingswear,
197 1600 Kingswear - Paignton (Paignton & Dartmouth Rly. Gala),
1740 Paignton - Paddington additional.
37673 Paignton - Kingswear (Paignton & Dartmouth Rly. Gala).
21.06.93 37051 1628 IS - ED.
37087 1025 IS - KL,1510 KL - IS.
37113 O/N Aberdeen (From Carstairs E. Jct. - ED).
37156 1235 IS - KL,1705 KL - IS.
37239/262 O/N ED - IS (37239 failed at bottom of Schlod),O/N IS - ED.
37294 0700 KL - IS.
37402 0552 IS - AB,1516 AB - IS (The 0920 & 1220 were plastic),1838 IS - KL.
37404 1015 IS - ED,1535 ED - IS.
37428 0708 PH - ED,1125 ED - IS.
22.06.93 37087 1235 IS - KL,1705 KL - IS.
37080/683 O/N IS - ED.
37167/404 1220 IS - AB. (see also 37404 below)
37184/428 1015 IS - ED. (37184 to Aviemore only - See also 37428 below)

22.06.93 37402 0700 KL - IS,1025 IS - KL,1510 KL - IS,1838 IS - KL.
(Cont.) 37404 0552 IS - AB,0920 AB - IS,1516 AB - IS (See also 37167/404 on
previous page).
37427 0708 PH - ED,1125 ED - IS,1628 IS - ED,2118 ED - PH.
37428 1015 IS - ED (By itself from Aviemore - See 37184 on previous page).

23.06.93 37080/683 O/N AB - ED.
37106 0708 PH - ED,1125 ED - IS.
37113/510 O/N ED - IS, O/N IS - ED.
37156 1025 IS - KL,1510 KL - IS.
37294 1628 IS - ED,2118 ED - PH.
37402 0700 KL - IS,1838 IS - KL.
37404 0552 IS - AB,0920 AB - IS,1220 IS - AB,1516 AB - IS.
37407 1015 CF - Castle Cary,1345 Bath - Castle Cary,1606 Bath - Castle
Cary,1932 Southampton - Castle Cary (Additional for New Age festival)
37427 0708 PH - ED,1125 ED - IS,1628 IS - ED,2118 ED - PH.
37428 1015 IS - ED,1535 ED - IS.

24.06.93 37046 1605 Bath - Castle Cary,1932 Southampton - Castle Cary.
(Additional for new age festival - An unknown 2nd series NB had
performed earlier in the day).
37066/071 O/N IS - ED.
37080/683 O/N ED - IS.
37156 1235 IS - KL,1705 KL - IS.
37294 1025 IS - KL,1510 KL - IS.
37402 0700 KL - IS,1628 IS - ED,2118 ED - PH.
37404 0552 IS - AB,0920 AB - IS,1220 IS - AB,1516 AB - IS.
37427 0708 PH - ED,1135 ED - IS,1838 IS - KL.
37428 1015 IS - ED,1535 ED - IS.

25.06.93 37106 1628 IS - ED,2118 ED - PH.
37113/510 O/N ED - IS, O/N IS - ED.
37232 1025 IS - KL,1510 KL - IS.
37294 1235 IS - KL,1705 KL - IS.
37402 0708 PH - ED,1125 ED - IS.
37404 0552 IS - AB,0920 AB - IS,1220 IS - AB,1516 AB - IS.
37407 1015 CF - Castle Cary,1345 Bath - Castle Cary,1606 Bath - Castle
Cary,1932 Southampton - Castle Ca y. (Additional as above).
37427 0700 KL - IS,1838 IS - KL.
37428 1015 IS - ED,1535 ED - IS.
37429 1640 CF - MOX.

26.06.93 37066/221 O/N ED - IS.
37106 0708 PH - ED,1125 ED - IS.
37232 1025 IS - KL,1510 KL - IS.
37294 1235 IS - KL,1705 KL - IS.
37371 HRT "Castor & Pollocks" railtour (Connington MP 67½ - Kings Cross
assisting IC "Spoon" 47819 after it burst.Both the loco and the
line are fairly rateable!).
37427 0700 KL - IS.
37428 1015 IS - ED,1535 ED - IS.
37516/798 HRT "Castor & Pollocks" railtour (Humber Rd. Jct. - Killingholme/
Hunslet East - Saltend).

27.06.93 -
28.06.93 37066/071 O/N IS - ED.
37156 0708 PH - ED,1628 IS - ED.
37156/262 1125 ED - IS.
37232 1235 IS - KL,1705 KL - IS.
37294 1025 IS - KL,1510 KL - IS.
37404 1838 IS - KL.
37407 0656 Westbury - BTM,1050 Castle Cary - Southampton (Additional for
the new age festival).
37408 0950 MV - HH,1330 HH - MV,1725 MV - SP.
37409 O/N FW - ED.

28.06.93 37421 1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
 (Cont.) 37422 0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE,1955 CE - BI,
 2152 BI - HH.
 37427 1015 IS - ED,1535 ED - IS.
 37428 0920 AB - IS,1220 IS - AB,1516 AB - IS.
 37429 0715 BI - LD.
 37430 O/N ED - FW.
 37431 2118 ED - PH.

29.06.93 37066/071 O/N ED - AB.
 37080/262 O/N ED - IS.
 37099 1015 IS - ED,1535 ED - IS.
 37232 1235 IS - KL,1705 KL - IS.
 37404 0700 KL - IS.
 37408 0712 SP - MV,1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
 37409 O/N ED - FW.
 37410 O/N FW - ED.
 37421 0705 BN - MV,0950 MV - HH,1330 HH - MV.
 37422 0320 HH - BI,0715 BI - LD.
 37427 0552 IS - AB,0920 AB - IS.
 37429 0802 CE - LLS,0956 LLS - CE.
 37431 0708 PH - ED,1135 ED - IS.

30.06.93 37066/113 O/N ED - AB.
 37099 1015 IS - ED,1535 ED - IS.
 37162 Worcester - Cambridge charter & return.
 37214 O/N AB - ED.
 37402 0552 IS - AB,0920 AB - IS,1220 IS - AB,1516 AB - IS.
 37403 O/N FW - ED.
 37404 1025 IS - KL,1510 KL - IS,1838 IS - KL.
 37408 0705 BN - MV,0950 MV - HH,1330 HH - MV.
 37418 0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE.
 37422 0320 HH - BI,0715 BI - LD.
 37430 O/N ED - FW.
 37431 0708 PH - ED,1125 ED - IS,1628 IS - ED.
 37510/683 O/N ED - IS.

01.07.93 37152/170 O/N ED - AB, O/N AB - ED.
 37153/406 O/N ED - FW (From Dalmuir - See also 37406 below).
 37156 1235 IS - KL,1705 KL - IS.
 37232 1025 IS - KL,1510 KL - IS.
 37402 0552 IS - AB,1516 AB - IS. (At least)
 37404 0700 KL - IS,1838 IS - KL.
 37406 O/N ED - FW (As far as Dalmuir alone - See also 37153 above).
 37407 0815 Bath - BTM,0900 BTM - WY,1630 WY - BTM.
 37418 1430 HH - CE,1955 CE - BI,2152 BI - HH.
 37422 0320 HH - BI,0715 BI - LD,1336 LJ - HH,1600 HH - SF.
 37423 O/N FW - ED.
 37425 0802 CE - LLS,0956 LLS - CE.
 37427 1015 IS - ED,1535 ED - IS.
 37429 0950 MV - HH,1330 HH - MV,1725 MV - SP.
 37431 0708 PH - ED,1125 ED - IS,1628 IS - ED,2118 ED - PH.
 37510/683 O/N ED - IS, O/N IS - ED.

02.07.93 37066/071 O/N ED - IS, O/N IS - ED.
 37156 1025 IS - KL,1510 KL - IS.
 37232 1235 IS - KL,1705 KL - IS.
 37402 0552 IS - AB,0920 AB - IS.
 37404 0700 KL - IS,1220 IS - AB,1516 AB - IS,1838 IS - KL.
 * 37080 piloted the 1220 IS - AB working *
 37407 1640 CF - MOX.
 37408 0950 MV - HH,1330 HH - MV,1725 MV - SP.
 37418 0320 HH - BI,0715 BI - LD,1336 LJ - HH,1600 HH - SF,2152 BI - HH.

02.07.93 37423 O/N ED - FW.
(Cont.) 37425 0802 CE - LLS,0956 LLS - CE.
37427 1015 IS - ED,1535 ED - IS.
37429 0712 SP - MV,1714 MV - BN,1908 BN - LLS,2152 BN - LLS.
37430 O/N FW - ED.
37431 0708 PH - ED,1135 ED - IS,1628 IS - ED,2118 ED - PH.
37510/683 O/N ED - AB,O/N AB - ED.
03.07.93 37066/071 O/N ED - AB.
37106 1015 IS - ED.
37156 1235 IS - KL,1705 KL - IS.
37232 1025 IS - KL,1510 KL - IS.
37402 1628 IS - ED,2118 ED - PH.
37404 1838 IS - KL.
37408 0950 MV - HH,1330 HH - MV.
37418 0320 HH - BI,0715 BI - LD,1206 LD - BNS.
37422 1133 CE - HH,1430 HH - CE.
37427 1220 IS - AB,1516 AB - IS.
37430 O/N ED - FW.
37431 0708 PH - ED,1125 ED - IS.
37510/683 O/N ED - IS.
04.07.93 37066/071 O/N ED - AB.
05.07.93 37066/071 O/N ED - IS,O/N IS - ED.
37106 1516 AB - IS.
37113/214 O/N ED - AB,O/N AB - ED.
37402 0708 PH - ED,1125 ED - IS,1838 IS - KL.
37403 0855 FW - GQS.
37404 1235 IS - KL,1705 KL - IS.
37407 0705 BN - MV,0950 MV - HH,1330 HH - MV,1725 MV - SP.
37408 0712 SP - MV,1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
37409 O/N ED - FW.
37418 0320 HH - BI,0715 BI - LD,1336 LJ - HH,1600 HH - SF.
37421 0802 CE - LLS,0956 LLS - CE.
37425 1545 BTM - Southampton (Vice sprinter).
37427 1015 IS - ED,1535 ED - IS.
37431 0552 IS - AB,0920 AB - IS,1838 IS - KL.
06.07.93 37066/071 O/N ED - AB,O/N AB - ED.
37099 1220 IS - AB,1516 AB - IS.
37113/510 O/N ED - IS,O/N IS - ED.
37232 1015 IS - KL,1510 KL - IS.
37294/403 O/N ED - FW.
37402 0700 KL - IS,1235 IS - KL,1705 KL - IS.
37404 0552 IS - AB,0920 AB - IS,1838 IS - KL.
37407 1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
37408 0950 MV - HH,1330 HH - MV.
37418 0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE.
37421 0320 HH - BI,0715 BI - LD,1336 LJ - HH,1600 HH - SF.
37427 1015 IS - ED,1535 ED - IS.
37430 0855 FW - GQS.
37431 0708 PH - ED,1125 ED - IS,1628 IS - ED.
07.07.93 37066/071 O/N ED - IS,O/N IS - ED.
37069 1220 IS - AB,1516 AB - IS.
37152/510 O/N ED - AB,O/N AB - ED.
37156 1025 IS - KL,1510 KL - IS.
37196 1420 GQS - FW.
37402 0552 IS - AB,0916 AB - IS.
37404 0700 KL - IS,1235 IS - KL,1705 KL - IS.
* 1235 & 1705 with 26007 *
37406 0855 FW - GQS.
37408 1714 MV - BN,1908 BN - LLS,2152 LLS - BN.

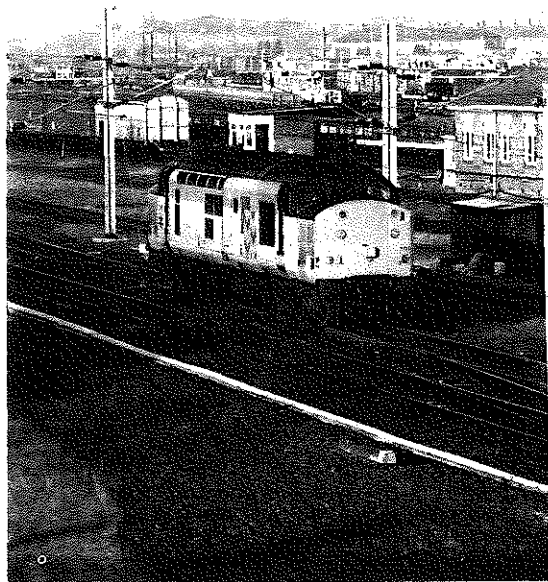
07.07.93 37414 0705 BN - MV,0950 MV - HH,1330 HH - MV.
 (Cont.) 37418 0320 HH - BI,0715 BI - LD,1336 LJ - HH,1600 HH - SF.
 37422 0802 CE - LLS,0956 LLS - CE.
 37427 1015 IS - ED.
 37431 1125 ED - IS.
 08.07.93 37066 O/N IS - ED.
 37066/071 O/N ED - AB.
 37071/683 O/N AB - ED. (See also 37510/683 below)
 37156 1025 IS - KL,1510 KL - IS.
 37184 1516 AB - IS.
 37184/683 1220 IS - AB. (See also 37510/683 below)
 37402 0700 KL - IS,1235 IS - KL,1705 KL - IS.
 37404 0552 IS - AB,0920 AB - IS.
 37408 0705 BN - MV,0950 MV - HH,1330 HH - MV.
 37409 O/N ED - FW.
 37414 0712 SP - MV,1714 MV - BN,1908 BN - LLS,2152 LLS - BN.
 37418 0802 CE - LLS,0956 LLS - CE.
 37422 0320 HH - BI,0715 BI - LD.
 37427 1015 IS - ED,1535 ED - IS.
 37430 0855 FW - GQS.
 37431 0708 PH - ED,1125 ED - IS.
 37510/683 O/N ED - IS. (See also 37071/683 and 37184/683 above)
 09.07.93 37069 1015 IS - ED,1535 ED - IS.
 37071/683 O/N ED - AB,O/N AB - ED.
 37088 Kings Cross - Inverness (From Perth - Tram failure).
 37156 1025 IS - KL,1510 KL - IS.
 37184 1220 IS - AB,1516 AB - IS.
 37214/262 O/N ED - IS.
 37214/510 O/N IS - ED.
 37240 1420 GQS - FW.
 37402 0552 IS - AB,0920 AB - IS.
 37404 0700 KL - IS.
 37414 0950 MV - HH,1330 HH - MV.
 37418 0715 BI - LD,1336 LJ - HH,1600 HH - SF.
 37422 0802 CE - LLS,0956 LLS - CE.
 37424 0855 FW - GQS.
 37425 1640 CF - MOX.
 37429 1714 MV - BN.
 37430 O/N ED - FW.
 10.07.93 37025 1333 GQS - IS.
 37071 1220 IS - AB,1516 AB - IS.
 37071/683 O/N ED - IS.
 37088 1015 IS - ED,1535 ED - IS.
 37099 1628 IS - ED (PH - ED after 37402 burst),2118 ED - PH.
 37156 1025 IS - KL,1510 KL - IS.
 37184 0945 IS - GQS.
 37214/510 O/N ED - AB.
 37402 1628 IS - ED (IS - PH then failed.37099 forward).
 37407 1133 CE - HH,1430 HH - CE.
 37418 0320 HH - BI,0715 BI - LD,1206 LD - BNS.
 11.07.93 -
 12.07.93 -
 13.07.93 37088 1220 IS - AB,1516 AB - IS.
 37156 1025 IS - KL,1510 KL - IS.
 14.07.93 -
 15.07.93 -
 16.07.93 37025 1235 IS - KL,1705 KL - IS.
 37071/683 O/N ED - IS,O/N IS - ED.
 37078/080 1200 Glasgow C - Kings Cross (? - ED.91001 failed.Train caped ED).
 37100/505 O/N ED - AB,O/N AB - ED.

16.07.93 37402 0700 KL - IS,1628 IS - ED,2118 ED - PH.
 (Cont.) 37403 0855 FW - GQS.
 37404 1025 IS - KL,1510 KL - IS,1838 IS - KL.
 37409 1420 GQS - FW.
 37427 0708 PH - ED,1125 ED - IS.
 37428 1015 IS - ED,1535 ED - IS.
 37431 0552 IS - AB,0920 AB - IS,1220 IS - AB,1516 AB - IS.
 17.07.93 37025 1220 IS - AB,1516 AB - IS.
 37071/683 O/N ED - AB.
 37088 0945 IS - GQS.
 37100/505 O/N IS - ED.
 37156 1025 IS - KL,1510 KL - IS.
 37170/505 O/N ED - IS.
 37184 1333 GQS - FW.
 37402 0708 PH - ED,1125 ED - IS.
 37404 0700 KL - IS,1235 IS - KL,1705 KL - IS.
 37414 1015 BN - HH,1600 HH - CE.
 37418 0935 LD - CE,1133 CE - HH,1430 HH - CE.
 37425 0320 HH - BI,0725 BI - LD,1206 LD - BNS.
 37427 1015 IS - ED,1535 ED - IS.
 37428 0552 IS - AB,0920 AB - IS,1838 IS - KL.
 37429 0900 BTM - WY,1630 WY - BTM.
 37431 1628 IS - ED,2118 ED - PH.
 18.07.93 37170/505 O/N ED - IS.
 37402 1345 IS - Brora,1605 Brora - IS.
 37404 1115 IS - KL,1510 KL - IS,1838 IS - KL.
 37428 1030 KL - IS.
 19.07.93 37100/221 O/N IS - ED.
 37152/221 O/N ED - IS.
 37294 1420 GQS - FW.
 37402 1025 IS - KL,1510 KL - IS,1838 IS - KL.
 37404 0700 KL - IS,1235 IS - KL,1705 KL - IS.
 37427 0552 IS - AB,0920 AB - IS,1220 IS - AB,1516 AB - IS.
 37428 1015 IS - ED,1535 ED - IS.
 37431 0708 PH - ED,1125 ED - IS,1628 IS - ED,2118 ED - PH.
 20.07.93 37025 1025 IS - KL,1510 KL - IS.
 37080/133 O/N ED - IS, O/N IS - ED.
 37153 0855 FW - GQS.
 37402 0700 KL - IS,1838 IS - KL.
 37404 1235 IS - KL,1705 KL - IS.
 37427 1015 IS - ED,1535 ED - IS.
 37428 0552 IS - AB,0920 AB - IS,1220 IS - AB,1516 AB - IS.
 37431 0708 PH - ED,1125 ED - IS,1628 IS - ED,2118 ED - PH.
 21.07.93 37025 1705 KL - IS (Strathcarron - IS after 26001/26007 failed).
 37080/133 O/N ED - AB, O/N AB - ED.
 37170/505 O/N ED - IS.
 37402 0700 KL - IS,1838 IS - KL.
 37404 1025 IS - KL,1510 KL - IS.
 37409 1420 GQS - FW.
 37414 0705 BN - MV,0950 MV - HH,1330 HH - MV,1725 MV - SP.
 37421 0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE.
 37422 0320 HH - BI,0715 BI - LD,1336 LJ - HH,1600 HH - SF.
 37427 1015 IS - ED,1535 ED - IS.
 37428 0552 IS - AB,0920 AB - IS,1220 IS - AB,1516 AB - IS.
 37431 0708 PH - ED,1125 ED - IS,1628 IS - ED,2118 ED - PH.
 37505/510 O/N IS - ED.
 22.07.93 37080/133 O/N ED - AB, O/N AB - ED.
 37156 1025 IS - KL,1510 KL - IS.
 37402 0700 KL - IS,1838 IS - KL.
 37404 1235 IS - KL,1705 KL - IS.

22.07.93	37422	0802 CE - LLS,0956 LLS - CE,1133 CE - HH,1430 HH - CE.
(Cont.)	37427	1015 IS - ED,1535 ED - IS.
	37428	0552 IS - AB,0920 AB - IS,1220 IS - AB,1516 AB - IS,1810 IS - AB, 2135 AB - IS (Last 2 journeys vice sprinter).
	37430	0855 FW - GQS.
	37431	0708 PH - ED,1135 ED - IS,1628 IS - ED,2118 ED - PH.
	37505/510	0/N ED - IS,0/N IS - ED.
23.07.93	37080/133	0/N ED - IS,0/N IS - ED.
	37212	1015 IS - ED,1535 ED - IS.
	37240	1025 IS - KL,1510 KL - IS.
	37294	1235 IS - KL,1705 KL - IS.
	37402	0700 KL - IS,1838 IS - KL.
	37427	0552 IS - AB,0920 AB - IS,1220 IS - AB,1516 AB - IS.
	37428	1628 IS - ED,2118 ED - PH.
	37429	1640 CF - MOX.
	37431	0708 PH - ED,1125 ED - IS.
24.07.93	37106	1333 GQS - IS.
	37212	0945 IS - GQS.
	37402	0700 KL - IS,1025 IS - KL,1510 KL - IS.
	37408	1015 BN - HH,1600 HH - CE.
	37410	0855 FW - GQS,1420 GQS - FW.
	37421	0320 HH - BI,0725 BI - LD,1206 LD - BNS.
	37427	1015 IS - ED,1535 ED - IS.
	37428	0708 PH - ED,1125 ED - IS,1628 IS - ED.
	37431	0552 IS - AB,0920 AB - IS.
	37505/510	0/N ED - IS.

 Thats all the passenger gen. recieved by the deadline.Any late gen I'll summarise in the
 space below - If no late gen. arrives you'll get a photo instead!

No late gen. recieved so
 instead,a photo of 37501
 at York L/E after arriving
 on a ballast train.
 The date was 17th December
 1992
 (Photo by C.S. Jowett).



WHEN WAS IT LAST OUT?

Listed below are approx. 150 class 37's starting with those that haven't been out on a passenger train for the longest time (Can anyone supply actual last pass. working dates for the first 4 locos please?).

I've included stored locos, but not withdrawn ones. Any other machine not listed has been out since Oct/92. Anyone disagreeing with any dates please let me know!

1.	37377 (200) pre-1987	51.	37111 22.06.91	101.	37055 14.05.92
	37715 (021)		37682		37217
	37796 (105)		37685	103.	37412 15.05.92
	37894 (124)		37893	104.	37038 24.05.92 ✓
5.	37507 03.02.87	55.	37698 23.06.91	105.	37703 25.05.92
6.	37905 28.02.87		37702	106.	37244 30.05.92
7.	37694 01.08.87	57.	37104 02.07.91		37890
8.	37713 (052) 15.02.88	58.	37042 22.07.91	108.	37693 02.06.92
9.	37678 04.06.88	59.	37274 26.07.91	109.	37381 03.06.92 ✓
10.	37686 10.09.88		37380	110.	37116 07.06.92 ✓
11.	37677 17.09.88	61.	37520 04.08.91	111.	37671 14.06.92
12.	37109 26.09.88	62.	37235 06.08.91		37675
13.	37704 28.12.88 ✓	63.	37229 10.08.91	113.	37108 17.06.92 ✓
14.	37519 15.04.89	64.	37668 17.08.91	114.	37209 19.06.92
15.	37359 04.08.89	65.	37185 24.08.91	115.	37131 23.06.92
16.	37508 20.08.89		37696		37419
17.	37711 05.09.89	67.	37138 31.08.91	117.	37358 26.06.92 ✓
18.	37903 09.01.90	68.	37888 01.09.91	118.	37140 27.06.92
19.	37211 23.01.90		37896	119.	37047 28.06.92
20.	37688 25.01.90		37899	120.	37032 03.07.92
21.	37075 25.04.90 ✓	71.	37023 14.09.91	121.	37128 04.07.92
	37803	72.	37015 16.09.91	122.	37029 31.07.92
23.	37800 01.07.90	73.	37695 29.09.91		37264
24.	37718 24.07.90	74.	37272 14.10.91	124.	37242 03.08.92
25.	37709 28.07.90	75.	37521 15.10.91	125.	37070 05.08.92
26.	37255 02.08.90	76.	37144 09.11.91	126.	37672 08.08.92
27.	37375 04.08.90	77.	37003 15.11.91	127.	37035 09.08.92
	37710	78.	37238 23.11.91		37502
	37797	79.	37517 29.11.91	129.	37053 23.08.92
30.	37501 19.08.90	80.	37040 27.12.91	130.	37230 24.08.92
	37883		37049	131.	37252 28.08.92
	37887		37083	132.	37886 29.08.92
	37889 ✓		37095	133.	37245 03.09.92
	37895	84.	37137 18.01.92	134.	37254 04.09.92
35.	37689 24.08.90		37280	135.	37097 06.09.92
36.	37376 01.09.90		37697		37687
37.	37139 08.09.90	87.	37350 16.02.92	137.	37372 13.09.92
	37676		37667	138.	37669 19.09.92 ✓
39.	37690 23.09.90	89.	37892 17.02.92		37717
40.	37072 24.09.90	90.	37207 22.02.92	140.	37225 20.09.92 ✓
41.	37691 20.10.90	91.	37045 15.03.92		37511
42.	37373 03.11.90		37902		37513
43.	37241 19.04.91	93.	37107 20.04.92		37515
44.	37293 01.05.91	94.	37101 22.04.92 ✓	144.	37416 26.09.92
45.	37248 05.05.91	95.	37298 26.04.92		37417
46.	37074 16.05.91		37891	146.	37415 03.10.92
47.	37198 18.05.91	97.	37026 04.05.92	147.	37057 04.10.92
48.	37013 24.05.91		37203		37065
49.	37799 26.05.91		37904		37077
50.	37885 19.06.91	100.	37009 05.05.92		37222
					37223 ✓

QUIZ

G S G A P W H E R N S I D E D F E K H P O D T B A
G I R A D I O H I G H L A N D P R M O E B O R S C
I R E Y L L E K P L L E F P A H S E O C T I R N C
R W A L O C A M P A N I A B O U T L D T T I G E R
G I T T R E P O L A N D P E N I F D K I P P E R A
N L E V W E S T E R N L O R D E Y E S N M A N O R
O L A G D N O T L E H S L E E T S H S I T I R B E
D I S Z R F B E A D I B M O R T S A T D R O I R L
R A T U U A E D N P I O N E S T O R U A Y I V I L
O M E L I A I N E L O C H N E S S R L E F B U T E
G A R U D L A N D A N I A E R O M A Y L A O L I T
U R N I L L L I F E A T L T A Y V M A D N N C S S
L R N U E O P E K L P W L U C X T I R O U T A H O
P O B Z Y C A H E P O R T O F T I L B U R Y N S H
C L L O C H A W E R I W L A C A M L L N E B E T H
D A L Z E L L D K A F G O O D H E E A R I E N E S
R A E B L O B I S L E O F M U L L S R E P R T E I
O I Y O B N N A N I M B U S H T A O D A G M E L T
F N B I N G E F A T S L U G S S F P M Y A O R C T
T O U L T L D N A H S Y M M I J O I A O M B P O O
A X R O O R W U L L I E P I N Z A C W P N O R R C
R A N R R E E N O I P S S E L N I A T S A D I B S
T S T C A R A D O C T S A E E H T F O R A T S Y E
S E A T L L I M E P I P L O O P E L T R A H E X H
P A N C O M U N N G A I D H E A L A C H J G E N T

- * Appropriately enough, there are 37 different names to find, all of which have graced the sides of a Syphon (Although in certain cases, not for long).
- * The names might go vertically, horizontally or diagonally, and just to make it a little harder, some are listed back to front too.
- * There are no names which contain numbers (Well, it would have been obvious wouldn't it?) and names comprising of more than one word are listed without any gaps. Good hunting - Answers later in this mag..

37190 R.I.P. (JAN/1964 - JUL/1993)

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D6890 was a product of Robert Stephenson & Hawthorn, Darlington (English Electric No. 3368/RSH No. 8411). It entered service in January 1964 from Swansea's Landore depot, where it was to remain for over 17 years, performing mainly on the areas coal and petroleum trains including over the Central Wales route, for which a headlight was fitted. Whilst working from this depot, it lost its "D" prefix, was dual braked (Sometime between 1969 and 1971) and in February 1974, it received its TOPS style number, 37190.

November 1981 saw its first reallocation, when it headed north to Scotland to join the books of Eastfield shed. This location was home to 37190 until November 1985, when it moved just a few miles down the tracks to Motherwell. The 25th July 1986 was quite a notable day for this loco, as it was renumbered 37314 in recognition of its dedication to metals traffic from the giant Ravenscraig steel plant, the most well known of these flows of course being the Hunterston ore trains. At the same time it was named "DALZELL" after one of the plants within the BSC complex, had its vacuum brakes isolated and (at around this time) had its boiler isolated too. In this condition it lasted until October 1988, when the special numbering series was abolished in order not to create confusion with the then newly modified class 37/3's, and it reverted to its old identity of 37190 again. However, it remained an air only loco until early early 1991, when its vacuum brakes were reinstated following its move to the Thornaby metals pool in January 1991 (27 years to get its first English posting). Its final allocation as a servicable loco came in April 1992 when it went home to Wales as a Cardiff Canton metals loco. However fate intervened and on 31/May/1992 it was transferred into the HQ metals holding pool after sustaining fire damage, ironically in the Motherwell area. It was hauled back to Canton, then after being transferred to Regional Railways stock, it went to Gateshead for storage, but it was destined never to work again, being withdrawn on 16/July/1993, only 6 months short of celebrating its 30th anniversary.

It has carried several liveries over the years, green with $\frac{1}{2}$ panels from new, green with full panels, blue and lastly Railfreight livery with metals decals. Being a boilered loco, it is likely to have worked various passenger diagrams in West Wales during its time at Landore. I think I recall it venturing along the Central Wales line too on at least one occasion (Confirmation from top 37 men as to these early workings would be most welcome!). Whilst at Eastfield it worked on the West Highland line, but since 1985, when it was transferred to Motherwell, it has been a quite rare loco I believe, with the only working that I know of being as 37314 on 22/Feb/1987, when it dragged the 1610 Glasgow Central to Euston as far as Carstairs double heading with 37321. Little did those lucky people that had it on this occasion realise that this was destined to become its last passenger working!

37215 R.I.P. (JAN/1964 - JUL/1993)

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D6915 entered service from the same depot, Landore, during the same month as D6890, although enjoying a rather different life history. D6915 was built by Vulcan Foundry, Newton-le-Willows (English Electric No. 3393/Vulcan Foundry No. D859), the birthplace of many a decent loco over the years (So I'm biased!), and was destined to stay in Wales for little more than 3 years before being drafted into Healey Mills in October 1967. After 4 years here, a transfer to Tinsley was effected, and at about the same time it was fitted with dual brakes. From September 1973 until January 1982 it migrated south to Stratford shed (Being renumbered 37215 whilst here) before returning once again to Tinsley. The next 6 years saw it transferred to Immingham, Stratford again and then on to Cardiff, where it arrived during May 1988. It was to remain here, first in Departmental, then Petroleum sector usage until the arrival of the class 60's ousted this loco from its duties and like 37190 it was bought by Regional Railways and put into store at Gateshead. Unlike 37190, it did actually make it to its intended new home of Inverness, and the hope was

that this loco might indeed return to revenue earning service in due course (If the official notifications of fixtures and fittings are anything to go by, 37215 was actually fitted with cab to shore communications as late as the 4 weekly period ending 27/Feb/1993, so a return to service was obviously being considered then) but in due course, the Syphon was robbed of so many parts to keep the other 37's going that someone obviously made the decision that 37215 was not worth repairing. Up until the end of 1988, 37215 carried the same liveries as 37190, but upon a visit to Laira, 37215 became the first 37/0 to wear Railfreight Petroleum livery, which she retains to this day.

It is doubted if 37215 ever had a boiler (Unless this was one of the loco's involved in the alleged 37 to 47 boiler transfers in the mid 1960's). However this does not seem to have prevented her finding passenger work to do. She is believed to have been active on East Anglian passenger duties whilst based at Tinsley and Stratford, but perhaps the most well known appearances were on the Saturday Shrewsbury - Pwllheli - Wolverhampton duty on 5 consecutive weekends in June and July 1988.

Since that time, 37215 has been summoned to rescue failures twice, on 29/Aug/1989 from Maidenhead to Paddington, and on the 23/Apr/1990 from Gloucester to Birmingham New St. The last passenger working before withdrawal came on 19/Jan/1992, when she was one of the locos involved in that days Waterloo to Weymouth railtour.

Like most 37 lovers, I would have preferred to remember my last journey behind this loco as a damn good thrash rather than creeping around Dorset avoiding "Plastic Pigs", but at least I can say I had her last time out!

REVIEW: LOCO HAULED - CLASS 37's Video.

Teleraill.

I wasn't quite sure what to expect on this video, and being a long-term 37 fan I was slightly disappointed.

This video is not one of the 'bash 'n' thrash' genre; it is a proper documentary style look at the Class 37 in all its incarnations, with vintage B&W footage as well as some from the 70's and eighties and practically all liveries covered. The filmwork is faultless; apart from a lack of panned shots and some of the sequences are extremely good; ie the Clitheroe to Gunnie cement train ascending Shap for the air, but one overriding thing spoilt the effect; there was too much script.

There are no captions at all in the video, it is all verbal and many locos are not credited which leaves you feeling slightly cheated. The excess of script intrudes into what we, as syphon fans want, and that is NOISE! Not that it makes much difference, as the sound quality is fairly poor (I think it was dubbed through a rancid sock!). The thrash doesn't leap out of the TV, you have to listen for it although the 37/9 did come out fairly well!

Overall, it is the sort of video you would show to someone who either knows nothing about 37's or has a wide-based railway knowledge- and then follow it up immediately with a loud tape to show them what they are really like!

Mike Millward 37115

QUIZ SOLUTION

Give yourself a point for each of the following class 37 names correctly spotted (In this list H=Horizontal,V=Vertical,D=Diagonal and R=Reversed):

BRITISH STEEL WORKINGTON (DR),GRAINFLOW (D),LEYBURN (V),BULLIDAE (D),ISLE OF MULL (H)
OOR WULLIE (H),DALZELL (H),LOCH LONG (V),STRATFORD (VR),BRITISH STEEL SHELTON (HR)
PORT OF TILBURY (H),PETROLEA (D),LOCH LOMOND (D),BONT Y BERMO (V),BRITISH STEEL
CORBY (V),RIPPLE LANE (V),RADIO HIGHLAND (H),GREAT EASTERN (V),GORDON GRIGG (VR)
PECTINIDAE (V),AN COMUNN GAIDHEALACH (H),STROMBIDAE (HR),STAR OF THE EAST (HR)
MEDITE (D),THE SCOTTISH HOSTELLER (VR),VULCAN ENTERPRISE (V),GARTCOSH (DR)
HARTLEPOOL PIPE MILL (HR),GLO CYMRU (D),LOCH AWE (H),SIR WILLIAM ARROL (V)
CONIDAE (D),JIMMY SHAND (HR),TRE POL AND PEN (H),SHAP FELL (HR),DOUNREAY (V) and
STAINLESS PIONEER (HR).

You get a point taken off for red herrings mistaken for Syphons.These were:

LOCH NESS (H) which unfortunately doesn't exist an any class of loco (Shame) and
WHERNSIDE (H),TRYFAN (V),HOOD (V),ANDANIA (H),CAMPANIA (H),ACCRA (V),CARADOC (H)
WESTERN LORD (H),NIMBUS (H),TIGER (H),TULYAR (V),PINZA (H),RAMILLES (V),MELD (V)
APAPA (D),MAGPIE (VR),KELLY (HR),SAXONIA (VR),ZULU (V),NESTOR (H),DRUID (V) and
SWIFT (DR) which although having associations with some pretty hellfire locos,
have never made it to the side of a class 37.

SCORING

More than 37 points : You can't count.

37 points : Top Syphon man.

30 - 36 points : Not bad,but room for a little improvement.

15 - 29 points : Go away and read a good book about Syphons then try again.

1 - 14 points : Pathetic.

Less than 1 point : Village idiot.

PHOTOGRAPHS

TOP RIGHT - 37408 "Loch Rannoch" basking in the early morning sunshine at
Birmingham International, having just arrived on the 0320 from
Holyhead on Mon 7th June 1993.
(Photographer - Steve Branch).

BOTTOM RIGHT - 37209 "Phantom" at Edinburgh Waverley on 23rd May 1992 about
to depart on the 2122 to Perth.
(Photographer - M. King).

BACK COVER TOP - 37042 & 37004 repose on an afternnon steel train from
Ravenscraig on 22nd June 1992.The location is Warrington
Bank Quay.
(Photographer - Simon Jowett).

BACK COVER BOTTOM - 37511 rounding the avoiding curve at York with the
Wolverhampton to Lackenby steel empties in March of
this year.
(Photographer - Simon Jowett).

