

SYPHON!

THE MAGAZINE OF
THE CLASS 37 GROUP

FEBRUARY 1994



37



THE CLASS 37 GROUP

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The names and addresses of group members are now stored on computer. This is to ease the burden of writing out rather a lot of envelopes by hand every time a magazine is sent out. Your details will not be given to any third parties, but if you have any objection to your details being stored on our computer records, please let the DISTRIBUTION OFFICER know so that the information relevant to you can be deleted.

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

The information in this magazine is supplied in good faith, but mistakes 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.

Articles, information, either colour or black & white photos etc. are always welcome for possible inclusion in the magazine. If you want the material returned after use please let me know (Please supply an SAE, as this helps keep costs down - Thank you).

From time to time, the group hopes to run special draws. With this in mind, we are on the look out for items that can be given as prizes. A relatively painless way of helping out is by sending the TREASURER any tokens and vouchers you can lay your hands on such as those given away at petrol stations or by tobacco companies, as these will eventually enable us to get some quite reasonable prizes.

The monthly draw costs £1.00 per month to enter (Multiple entries at £1.00 each are available if you are feeling like splashing out a bit more!). 50% of the total collected each month is given to the lucky winner, whilst more importantly the other 50% goes towards preserving a class 37. Write to the MONTHLY DRAW CO-ORDINATOR for an application form.

EDITORIAL

The past 2 months have been pretty turbulent for the class 37 fleet, as indeed it has been for the railway as a whole. The prognosis for the immediate future has got to be more of the same too, with the change from a "Whole" BR to a segmented railway system with its horsetrading over specific locos, what liveries to adopt and so on and so forth. With big industrial rail users such as National Power interested in operating their own train services, and smaller rail users being lost to rail for a variety of reasons, the cascading of more modern locos could have a traumatic effect on the 37/0 fleets in particular in the not too distant future.

It is imperative therefore that the group collects in as much money as possible to save one (Or more) Syphons from the scrapheap. There are many different ways that you can help, from getting new members to join the group to standing orders, monthly draws, buying our sales items etc., but it is important that each of you out there helps in whatever way you can.

I would also ask those of you with cameras, take some photos of your local class 37 workings and send them in for possible publication. This is certainly a time of change for the railway, and what appears too commonplace to bother with today may be gone tomorrow!

A few more articles are starting to reach me now (Thank you all who responded) and I will be putting about $\frac{1}{2}$ dozen or so in this magazine, with a few more held over to the April edition. I do need more though, so please keep them coming in!

Unfortunately, the groups railtour mentioned in the last magazine has had to be cancelled due to lack of stock, but "Plan B" is being pursued with the intention of getting a tour organised later in the year post-April '94 railway setup permitting!

A few items of late news have arrived after I had typed up the relevant pages:

- * 1D40 1336 LJ - HH has recently been retimed. It now leaves LJ at 1355.
- * 37023 is due to have some sort of British Standard quality approved paraphernalia added to it's nameplate shortly.
- * Also rumoured as in the pipeline is 37106's naming. It is thought to be in line for receiving a county series plate, possibly "County of Suffolk".
- * 37408 is reported as being a likely FABI (Buxton stone) machine upon its return from repaint. Will this mean that one of the FABI "E" machines will be transferred into RCMC? Lets hope it's 37420!!!
- * A rumour is circulating that 37403 will meanwhile return from its repaint in green livery. Whilst I'm all for green, I'm not sure that a rebuilt syphon is the best loco to apply this livery to, as of course they never had this livery in their rebuilt state. I would have preferred something like 37025 (And if they could name it "The Loch Ness Monster" too, I'd have been a lot happier!).
- * I hear from a friend who is into class 47's (What a sad person!) that 47004 has just had its steam heating reinstated (RIOTOUS!). Presumably this is to enable it to work kettle-ex stock? I wonder if Scotrail might follow suit with a syphon?

A big thank you to all of the following for supplying me with gen, articles etc. this issue:

Mr. M. Wren, Steve Fennell, Peter D. Holden, Ian Vandervell, "37040", "50036", Alan Hawkins, John Haydock, James Fail, Maurice Barber, "Sandringham by Railtours", Andrew Wilson, Steve Keeble, Michael Millward, John Dewing, David Wilson, Roy Wills, Rod & Dianne Saunders, Leslie Hurn, Michael Gibson, Henry Freyne and "The man with no name" (Please remember to put your name and address on any letters to me!).

THE DEADLINE FOR THE APRIL EDITION OF "SYPHON" IS FIRST POST FRIDAY 25TH MARCH FOR NEWS ITEMS/PASSENGER WORKINGS, BUT IF YOU COULD SEND OTHER CONTRIBUTIONS SUCH AS ARTICLES IN EARLIER, IT WOULD BE HELPFULL - THANKS.

MESSAGE FROM THE CHAIRMAN

This is the first time that I have put pen to paper for SYPHON! in the capacity as Chairman, although some of you may remember back to pre-June 1988 when I was the Editor; now in the dim and distant past.

This past year has seen some great upheavals within the Group Committee, with firstly, the resignation of Andrew Garten as Editor through ill health. He had taken what had already been acclaimed as a good magazine and improved on it immensely; Steve Branch, his successor is doing an excellent job following on. The next to leave were Martin Reeve and Mark Rigby as Secretary and Publicity Officer. Martin had been with the Group from its early days and in ways will be missed; Mark had come into the Group to fulfill a role that has now become redundant. Finally, Jane Garten and Maurice Bishop gave up their respective posts at the AGM; although poor Maurice had been trying to escape the Membership Secretaries job for about two years!

All these people contributed towards the Group and its present position greatly but now the time has come to ready the Group for locomotive ownership, which may be on the cards earlier than expected.

Our new Committee has a hard task ahead to generate funds, get the Group back into the limelight and prepare for the future and to that end, we will require the whole Group to pull together and help. The eight of us alone cannot do or raise funds quickly enough, even if we gave up work and did the job eight hours a day, seven days a week; we need your help. After all, this is your Group, and without you, there would be no Group.

We have two fairly painless ways to raise funds; the Monthly Draw run by Diane Saunders and donations by standing order. With the first, 50% of the income per month is paid out in prizes, the other 50% going straight into the Preservation Fund; therefore, the more people joining the draw, the higher the prizes! Donations by Standing Order are dealt with by the Treasurer, Rod Saunders and are a simple way of supplying a steady income to the Preservation Fund. We need more takers for each scheme, so please, join us.

This coming year, we hope to be attending the major events with the team and the trade stand, with new products to sell. We now have a large range of videos available in the 'Locomaster Profiles' range and hopefully will be producing something of our own soon.

In April the organisation of British Rail is to be dismantled. As yet, the final details are subject to speculation and rumour, but it can be said with confidence that there will be legislation in the Bill to confound the preservation movement and those prospective operator without huge reserves of financial backing; the Government is after hard cash and 'amateurs' like us will not be tolerated. That is why we must raise as many pounds as possible to, once bought, be able to place our locomotive(s) in safe territory; at present, main line running is out of the frame as being too costly to initiate. Life from 1994 for preserved line as stock is going to be hard enough without having a lack of finance to fight as well.

We now have a dedicated and committed Committee who want, above all to see one or more locomotives operating under the Class 37 Group banner. We have a dream, and we want you all to be a part of it. So, for the future, for you and your children and their children, give us your support now in any way you can. We can do it, with your help.

Here's to the next twelve months,

Mike Millward, Chairman.

MEMBERSHIP NEWS:

A warm welcome is extended new members Mr. B. Faulks (37031), Andrew Wilson (37083) and Mr. R. Turner. (37146).

Members renewing for another year are Andrew Garten (37001), Jane Garten (37002), James Faill (RN 37028 to 37501), Mr. C. Cousins (37051), Mr. C. Rosbrook (37052), Mr. M. King (37061), Mr. P. Fergie (37056), Mr. R. King (37061), Mr. S. King (37062), Mr. R.E. Allsopp (37068), Miss D.L. Henderson (37077), Mr. C. Leggett (37097), Mr. D. Wilson (37106), Mr. R. Parr (37133), Mr. D. Hawley (37134), Mr. J. Mustard (37168), Mr. G. Tucker (37170), Mr. L. Hurn (37172), Mr. D. Wood (37180), Ian Vandervell (RN 37186 to 37421), Mr. J. Skergold (37235), Mr. C. Rickens (37237), Mr. K. Rickens (37238), John Dewing (37244), Mr. D. Hayward (37245), Mrs. O. Wood (37247), Mr. R. Ranson (37250), Steve Keeble (37285) and last but not least a Mr. M. Stent (37696).

Steve Keeble has sent me a definitive list of membership numbers available at the time this page was typed up (Mid-January), and it's noticable that a few more 37/4 numbers are available than I had thought. Still no applications for 37/9 numbers yet - Surely a 37/9 is worth a £1.00 to someone?

If you fancy changing your membership number, drop Steve Keeble a note together with a £1.00 cheque or postal order.

<u>37/0</u>	=	016	028	048	095	096	113	122	125	127	128	147	155	157	163	164
		165	169	173	174	183	186	189	190	197	199	217	220	221	223	226
		234	236	246	256	269	270	271	272	273	280	281	282	283	284	286
		287	288	289	290	291	292	293	294	295	296	297	298	299	300	301
		302	303	304	306	307	308	310	311	312	313	314	320	321	322	323
		324	325	326												
<u>37/3</u>	=	351	352	353	354	355	356	357	358	359	370	371	372	373	374	375
		376	377	378	379	380	381	382								
<u>37/4</u>	=	401	406	407	411	412	413	415	417	419	424	426				
<u>37/5</u>	=	502	503	504	506	507	508	509	510	511	512	513	514	515	516	517
		518	519	520	521	667	668	669	670	673	674	676	677	678	679	680
		681	682	683	684	685	686	687	689	690	691	693	694	695	697	698
		699														
<u>37/7</u>	=	701	702	703	704	705	708	710	711	712	713	714	715	717	719	796
		798	799	800	801	802	803	883	884	885	886	889	894	895	896	897
		899														
<u>37/9</u>	=	901	902	903	904	905	906									

MONTHLY DRAW:

November saw Ian Vandervell win the draw, whilst in December it was the turn of Mr. Weston.

PRESERVATION FUND:

The total currently stands at £10,011.98 and includes recent donations made by R. Allsopp, D. Hayward and S. Jowett.

ADVERTISING RATES:

$\frac{1}{4}$ page = £5.00 per issue.

$\frac{1}{2}$ page = £10.00 per issue.

$\frac{3}{4}$ page = £15.00 per issue.

full page = £20.00 per issue.

Any artwork must be supplied by the customer. If no artwork is supplied the advert will be typed.

An alternative may be to place a "Small Ad". The charge for this is 50p per line (About 10 - 12 words). Don't forget that your address will probably fill a line in itself!

Please make all cheques payable to "The class 37 group".

NEWSDESK

REALLOCATIONS:

Notes - As from this edition of "Syphon", I will no longer list locos moving in or out of stored serviceable status, as in pools such as FPYI the status of their locos changes frequently and are not always notified.
Please delete the entries for 37101 & 37714 in the December 1993 mag..
Corrected entries are listed below.

37029	Su - WDN	MDYX - MDZX	37412	LA - CF	MDRL - MDRK
37031	CF - WDN	FQXA - FXXX	37413	LA - CF	MDRL - MDRK
37032	Su	MDYX - FQXA	37416	LA - CF	MDRL - MDRK
37037	CF	FQXA - MDRK	37507	IM - Su	FPYX
37054	Ss - BR	IGJK	37509	CD	RCLC - FQXA
37057	Su - TO	MDSR - FQXA	37511	Ss - IM	FPRI - FPYI
37070	Su	MDYX - FQXA	37512	IM	FPJW - FABI
37078	IS - ML	IISA - FQXA	37518	IM	FQXA - FPRI
37092	TO	FQXA - IMJB	37521	CF	FPEK - MDRL
37101	BR - CF	IGJA - FQXA		CF	MDRL - MDRK
	CF - IS	FQXA - IISA	37668	CF	FPEK - MDRL
	IS - IM	IISA - FQXA		CF	MDRL - MDRK
	IM	FQXA - FPJW	37669	LA - CF	MDRL - MDSR
37104	IM	IEJI - IEJW	37670	LA - CF	MDRL - MDRK
37209	Su	MDYX - FQXA	37671	LA - CF	MDRL - MDRK
37220	EH	NKJE - NKFE	37672	LA - CF	MDRL - MDRK
37223	CF - IM	FQXA - IEJW	37673	LA - CF	MDRL - MDRK
37235	SL - IM	FQXA - IEJW	37674	LA - CF	MDRL - MDRK
	IM	IEJW - IEJI	37675	LA - CD	MDRL - RCLC
37239	Su	MDYX - MDSR	37677	IM	FABI - FQXA
	Su - IM	MDSR - FQXA	37686	IM	FABI - FQXA
37248	Su	MDYX - FQXA	37687	IM	FPJW - FPYI
37252	Su	MDYX - FQXA	37688	IM	FPYI - FPCI
	Su - HQ	FQXA	37689	IM - Su	FPRI - FPYX
37262	Su	IISA - FQXA	37691	IM	FQXA - FPRI
	Su - ML	FQXA	37694	IM	FPJI - FABI
	ML	FQXA - FCPM	37695	ML - CF	FCPM - MDRK
37278	Su - TO	MDSR - FQXA	37698	Ss - IM	FPCI - FPRI
37280	Su - SF	MDSR - FQXA	37714	IM - ML	FPCI - FCPM
37293	EH	NKFE - NKJE		ML	FCPM - FPGM
	EH	NKJE - NKFE	37715	IM - SL	FPCI - FARB
37373	Su - WDN	MDSR - FXXX	37800	IM - SL	FPCI - FARB
37375	EH	NKFE - NKJE	37801	ML	FPGM - FPCM
37382	Ss - Su	FPYI - FPYX	37803	IM - SL	FPCI - FARB
37403	ML	MDRM - FCPM	37886	Ss - IM	FPCI
37408	CD	RCMC - FQXA	37891	IM - SL	FPCI - FARB
37409	ML	MDRM - FCPM	37894	CF	FCKK - FPEK
37411	LA - CF	MDRL - MDSR	37895	CF	FCKK - FPEK

FARB = TLF Construction (South East) based Stewarts Lane.
MDRK = RFD China Clay based Canton - Outbased Saint Blazey.

NAMING:

37201 Saint Margaret

NAME REFITTED:

37892 Ripple Lane

* Class 37 withdrawals are becoming rather too frequent lately. The demise of 37029 & 37373 had been on the cards due to a long period of storage but, to me at least, 37031's withdrawal was not expected.

- * The TLF holding pool FQXA has become a hotbed of activity lately as class 37's move home in the run up to April. Perhaps a little surprisingly, some of the long term stored syphons that had recently come from RFD appear to be being considered for further service.
- * More good news for the class is that 37216, 37241, 37242 & 37376 have all recently departed Stratford for the short trip over to Old Oak Common to be repaired, seemingly with parts provided by 37373, which accompanied them on their cross-London move.
If one of the 37/0's gets 37373's bogies, will it return to service as 37383?
- * Unfortunately this is balanced by other syphons whose withdrawal may not be far away, amongst them 37004 currently dumped at Motherwell, and those ex-RFD stored class 37's not chosen for reinstatement.
- * 37411 & 37669 also face an uncertain future after a collision at Burngullow on the 3rd December 1993. At the time of going to press, they had still not been recovered (Photos appear elsewhere in this mag. - Make your own judgements about the likelihood of these machines being repaired!)
- * The Burngullow incident has prompted a small flurry of reallocations quite apart from the transfer of the China Clay fleet from Laira to Canton. Highlights include the transfer away of 37675 to Crewe to replace the loss of another accident victim (37509) there, and the first 37/0 to be allocated to the China Clay fleet in a good few years.
It would be interesting to see if the standard has any specific duties, or if it might lend a hand on any of the workings down in Cornwall. Reports please!
- * Also in the "Wild west", the Paddington to Penzance TPO has again featured a bit of syphon haulage in the West Country. On the 2nd November 1993 37372 was called to work the train, whilst on the 2nd December it was the turn of 37040.
- * Meanwhile, at the other end of the WOE line, 37068 was noted passing Acton on a short van train during the 10th November 1993 (Also in the area was 37109 stabled in the yard).
- * More observations at Clapham Junction yealded 37194 & 37198 at 0730 on the 29th November, and 37194, 37245 & 37274 at 1230 on the 13th December.
- * The newly syphonised routes in the Stratford area nominally operated by locos from FPRI are still providing a fair variety of wrong pool Immingham refurb., the ones that I know about in the last few months being 37715 (FPCI/IM), which delivered an earthmoving performance up the North London line whilst on the Ripple lane - Immingham van train on the 14th December 1993, 37382 (FPYI/IM) on the same working the day afterwards, FPJI's 37501 appearing on the 13th January 1994.
The other FPRI flow in the area, the Plasmor empties from Bow to Peterborough yealded 37699 (FPCI/IM) on the 19th January 1994.
- * When the booked pair of 86's failed to perform ex-Ipswich, 37073 & 37218 were called upon to haul their train as far as the new European vard at Wembley and return with another liner train from there.
- * In the December 1993 magazine I gave my predictions for the split up of the class 37 fleet by pool from April. Since then it appears that instead of some class 37's going to the leasing companies, they will go to Freight Company West instead, and get leased out by them instead. One result of this may lead to FCW receiving all bar 3 of the very usefull (But frequently underused currently) "E" fleet. I personally am keeping my fingers crossed that all the 37/4's are put in a pool where they may be expected to see some passenger usage, particularly my fave "E", 37420.
- * On the 18th November 1993, 37218 was noted passing through Warrington Bank Quay on a special Aberdeen to Crewe liner train (You would normally expect the train to be can hauled from Mossend, but RFD must have had no electric traction to spare for this one).
- * The Didcot to Rosyth underground train (!) has increasingly seen 37's being used in preference to the previously used spoons. Workings observed in recent months have been 37019 on the 31st October 1993, 37261 on the 26th

November 1993, 37298 on the 28th November and 37212 on the 9th December.

- * The Humber to Holyhead RTZ train has also become the preserve of class 37's after being class 47 operated for some years. Other than 37350 mentioned elsewhere, 37803 was noted on this working on the 30th November last year and 37691 on the 3rd December.
- * Perhaps the most interesting working to have gone over to syphon haulage in the Warrington area though is the Elgin to Dee Marsh timber train, which brings pairs of Motherwell machines from pool FCPM to Warrington on a regular basis now (Except when I go up to phot it - It was a spoon on that day - Ed.) Observations have revealed that 37066 & 37071 were used on the 16th December 1993 and the 13th January 1994, 37071 & 37100 produced on the 18th & 21st December and 6th January, 37051 & 37714 on the 8th January, 37404 & 37066 on the 11th January and 37066 alone (37185 had apparently failed and been removed at Carlisle) on the 15th January. Can anyone provide an approximate time for this train at Carlisle? - I feel a phrotting trip coming on.
- * 56053 failed at Hardendale after working the inward train from Margam, and as a break from seeing a regular trickle of 37/9's drafted in on this service, 37108 saw service from here, although unfortunately it's load was only the gasping grid, which was dragged to Crewe to be looked at.
- * 9's appearing on the Hardendale service have included 901 on the 12th & 14th October and 3rd November 1993, 905 on the 19th October and 904 on the 12th November.
- * Other observations at Warrington have revealed 37/9's continuing to appear on route learning trips. 37901 was used from the 13th to 24th September last year, 37906 from the 28th September to the 8th October and 37904 from the 11th October to 22nd October 1993. These driver training trips have recently restarted, and 37906 turned up on the 11th January 1994.
- * 37902 & 37903 have recently paired up to work a number of trains. On the 21st October they were noted on a Cardiff Tidal to Wakefield run, but on the 12th November were unusually the power for a Waterston to Albion Petroleum service!
- * Also in the West Midlands, pairs of 9's are also working the steel train to Round Oak. On the 11th January 1994 37904 & 37905 were the pair chosen to do this run.
- * A trip out on the 1st December netted 37901 & 37906 at Cheltenham, 37508 at Kings Norton and 37108 & 37162 stabled at Bescot.
- * King George Dock, Hull doesn't often get into the pages of Syphon lately, but a visit here on the 23rd November netted 37684
- * Meanwhile, the next day saw 37381, 507, 511, 520, 684, 701 & 888 observed from the pipeline at Immingham TMD. It is worth noting that visits here have been barred for a few years now, but with the changes coming up in April, might it be possible for Immingham's new owners (Freight Company North East) to reverse this policy?
- * 37904 was an unusual visitor to Grimsby on the 10th December. It had worked in with a train from Newport ADJ.
- * The Stanlow to Spondon service failed in the Derby area on the 16th December and 37798 was removed in favour of loaned 37501 for the return journey. On the 18th, 37501 (That had arrived back at Stanlow on the 17th) was returned to the Derby area double headed with 37803 on another Spondon train.
- * The Saltend to Mostyn tank train has regularly been operated by 37350, 378,508 or 680 of late, but on the 4th January, 37359 put in a working, but disgraced itself at Hooton and was removed by 37715 to Ellesmere Port, whilst 37885 worked the train on to Mostyn and return.
- * The Carlisle to Crewe van train has seen 37073, 107, 108, 154, 218, 225, 261 & 298 all get periods of usage between mid-November and mid-January.
- * The Irvine to Burngallow workings have also been monitored, and the following may be of interest:
The last recorded working of 37411 on this train was on 23rd November.
37669's last recorded working was on the 30th November (Both observed on the down trains, so presumably worked back the next day). Will this pair ever

be seen in service again?

37521 & 37668's first trip out on this service following their transfer from FPEK was on the 15th December, as they were noted the following day on the up train passing Warrington.

* It's reported that in the first 2 weeks of 1994, a total of 44 different class 37's have been noted passing through Warrington BQ (051,066,071,100,107,255, 261,350,359,404,407,416,421,422,503,504,508,521,668,670,673,674,689,701,704, 706,707,708,711,713,714,715,717,719,796,798,800,803,883,885,886,887,891 & 906). Not a bad score at all.

* A trip out on 12th December to the Southern produced 37198 at Woking (0930) 37015,705,892 plus at least one other at Eastleigh (1200), my engine 37274 at Lewes (1600) on an engineers train, 37235 at Stewarts Lane (1800) and 37198 & 293 at Woking (Again) at 1935.

It is hoped that in due course this area of the country will receive more syphons for engineers use, so a trip out in these parts may be even more rewarding shortly.

* 37406 & A.N. other were noted hauling a southbound petroleum train at Berwick on the 17th December.

I WISH I'D STAY IN BED

Up at 5am, breakfast, pick up my mate and drive to Crewe for the 06-25 Pathfinder Dyfed Dum Dum railtour with D400+50007 in charge. This trip should net quit a few 37's. Few was the word.

We left Crewe on time and passing Crewe TMD we could see 31's/47's/86's & 90's, not one 37. Next was Bescot, there's usually one in the yard on the down side. Yes there's two, but both hidden behind two class 20's. Well Gloucester can't fail us can it. Owe yes it can, a 31 and 4-47's still no CL37 recorded. Newport never fails, that's what you think. One 37 in dutch livery hidden behind a building. Well Cardiff is impossible to pass without getting one. Your right, we turn off towards Barry and there's only one conveniently placed behind the brick water tower. This is ridicules. Barry is passed, just an 08, not even the top of one behind the bank. Next is Margam, but the heat from the ETH overcomes me and I fall asleep. My mate wakes me up at Port Talbot to tell me I had missed 37904 all the rest were 56's & 60's. We then continued to Robeston, Waterston and Fishguard Harbour and not one CL37 recorded. This must be a record for South Wales, one I do not want.

Leaving Fishguard in daylight, the light has faded by Clarboston Road and we continue on to Landore where the train stops for a crew change. Only thing on here are two HST's, two 08's & two 47's in red lipstick livery. Margam is passed again and 37904 is gone. I can't make anything else out that resembles a 37 with a passing speed of about 80 MPH. This tour is getting boring, but there's a light at the end of the tunnel, well it was above Cardiff Canton from the lighting masts. 37229, 37258 & 37425 are recorded. Newport now joins in and reveals 37901, but still hides another two. The rest of the journey back is barren until Crwe which reveals two 37's on the fuel road hidden behind a row of 86's and 90's. One is in Intercity livery with a red name plate, we think it may be 37407 LOCH LONG. The other is in Railfreight with Petroleum markings, may be 37418, but we can't see the numbers. I wish I'd stayed in bed.

ROY WILLIS

QUIZ

In this issue, Michael Gibson (37891) has produced a wordsearch quiz for you.

Listed below are a list of 50 station names, all of which were served by class 37 hauled passenger trains during the summer of '93. Some of the station names can be found in the puzzle, but you have to eliminate the 15 that do not, find one that appears twice, and two that are not amongst the list of 50 station names below, but had a 37 hauled passenger service - Easy! Solution at the back of the mag. - All names are listed in a straight line with no gaps, but can be forward, backward, diagonal and possibly even back to front too!

APPLEY BRIDGE	ETRURIA	KEITH	PRESCOT
AVIEMORE	FORRES	KEYNSHAM	PRESTATYN
BANGOR	FROME	KIDSGROVE	RHYL
BOLTON	GARSWOOD	KINGUSSIE	ROBY
BROAD GREEN	GARVE	KIRKHAM AND WESHAM	RUNCORN
BRYN	GREENBANK	LEYLAND	SPEAN BRIDGE
CARRBRIDGE	HALE	LONGPORT	STIRLING
CHESTER	HARTFORD	LOSTOCK	STONE
DALMUIR	HAYMARKET	MUIR OF ORD	STRATHCARRON
DUIRNISH	HEREFORD	MOSSLEY HILL	WILMSLOW
DYCE	HUYTON	NAIRN	WOLVERHAMPTON
EDGE HILL	INVERKEITHING	NEWTONMORE	
ELGIN	INVERURIE	PLOCKTON	

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

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COATS OF MANY COLOURS

Anyone who has observed class 37's in the Stratford area (Amongst others) recently will be aware of just how many livery variants now exist. Many Syphons already carry inappropriate or obsolete liveries, but with the impending creation of the new freight companies and train operating companies this April, I would expect that all class 37's with much of a life expectancy will have to be repainted in whatever new liveries these organisations devise.

With this in mind, I list below the last known liveries of all the class 37's still on the railways books (Stored locos are included. Withdrawn locos are excluded). Some of these (37416 for instance) are thought to have recently been repainted, but no details have reached me yet as to what colour scheme they are now in, so reports please from all you Syphoneers!

Regional Railways..... 414 421 422 429

Regional Railways Scotrail... 427

Intercity..... 152 221 251 505 510 683 685

Civil Engineers "Dutch"..... 003 010 012 023 025 035 038 043 046 049 054 058
066 069 071 083 087 088 092 095 097 098 099 104
106 114 133 140 141 142 146 153 156 158 165 170
174 175 184 185 188 191 196 197 198 201 207 211
230 232 240 245 254 255 258 263 264 274 294 351
370 371 372 375 377 379

TLF Coal..... 139 167 212 213 222 223 229 239 278 376 689 692
693 694 695 696 697 698 699 701 702 703 704 796
797 798 799 800 801 802 803 887 889 894 895 896
897 898 899

TLF Construction..... 144 214 425 676 677 678 679 680 682 684 686 687
688

TLF Metals..... 004 037 040 042 048 051 077 078 100 109 111 137
138 202 203 227 241 248 250 293 501 502 503 504
506 507 508 509 511 512 513 514 515 516 517 518
519 520 711 713 714 716 717 718 886 901 902 903
904 905 906

TLF Petroleum..... 080 220 280 350 359 382 418 428 521 667 668 705
706 707 708 709 710 712 715 719 883 884 885 888
890 891 892 893

TLF Unspecified (No decals).. 013 045 075 108 235 285 358

Railfreight Distribution..... 009 015 019 026 047 053 055 059 063 065 068
(Old style) 070 073 074 079 101 107 110 113 131 154 178 194
218 225 238 242 244 252 261 271 272 298 378 380
381 401 403 406 411 412 413 423 669 670 671 672
673 674 675

Original Railfreight..... 690 691
(Light Grey/Yellow cabs)

Red Stripe Railfreight..... 032

Dark Grey..... 072 162 262

Green..... 216
 Standard Blue..... 217 219 275
 Large Logo Blue..... 057 116 128 209 408
 Main Line..... 402 404 405 407 409 410 415 416 417 419 420 424
 426 430 431

FIRST 30 FADING

The first batch of type 3 diesel electrics ordered from the English Electric company in 1959 appeared on BR with the identities D6700 to D6729 inclusive. Since those far off days, many of this original batch have either been rebuilt or withdrawn, leaving those still in original condition, something of an endangered species.

A survey of their condition in mid-January shows the following:

D6700 In regular service as 37350 (FPRI/IM).
 D6701 Rebuilt as 37707.
 D6702 In regular service as 37351 (RAJV/IS).
 D6703 In regular service as 37003 (IEJI/IM).
 D6704 Now 37004, Stored U/S and rumoured to be for early withdrawal.
 D6705 Rebuilt as 37501.
 D6706 Rebuilt as 37798.
 D6707 Rebuilt as 37506.
 D6708 Withdrawn as 37008. Likely to be scrapped.
 D6709 In restricted service as 37009 (IEJW/IM).
 D6710 In regular service as 37010 (IGJK/BR).
 D6711 Scrapped. Last numbered 37011.
 D6712 In regular service as 37012 (IGJK/BR).
 D6713 In regular service as 37013 (NKJS/SF).
 D6714 Rebuilt as 37709.
 D6715 Currently in regular service as 37015 (MDTT/TI) but likely to be discarded by RFD shortly.
 D6716 Rebuilt as 37706.
 D6717 Rebuilt as 37503.
 D6718 Rebuilt as 37517.
 D6719 Currently in service as 37019 (MDTT/TI) but likely to be discarded by RFD shortly. This loco has a rebuilt nose one end only.
 D6720 Rebuilt as 37702.
 D6721 Rebuilt as 37715.
 D6722 Rebuilt as 37512.
 D6723 In regular service as 37023 (NKJS/SF).
 D6724 Rebuilt as 37714.
 D6725 In regular service as 37025 (RAJV/IS).
 D6726 Currently in regular service as 37026 (MDTT/TI) but likely to be discarded by RFD shortly.
 D6727 Rebuilt as 37519.
 D6728 Rebuilt as 37505.
 D6729 Withdrawn as 37029. A rumour suggests that an individual is currently in negotiation with BR to purchase this fine machine for preservation.

IT'S GRIM UP NORTH (USUALLY)

by Peter D. Holden (37029).

Living in Bradford does have it's ups and downs.If you are a railway enthusiast, it can be a touch quiet to say the least - We could well be called a "Syphon free zone".We did have one freight,the Mon/Fri scrap train from Crossley's scrap yard at Shipley to Sheerness,normally entrusted to a Thornaby 37/5.Unfortunately last year the trains operation was changed to just once a week,with the power now a class 56 - A miserable trick.

On the passenger side of things,37422 paid a visit on 24th October 1992,apparently to pick up would be rugby (Not "Rugger") fans and deposit them at Wembley.This train was,as far as I am aware,totally unadvertised,and nobody joined at Bradford anyway.

It's a shame that we no longer have any loco hauled passenger traffic,as on leaving Bradford Interchange,a train is faced with a 2 mile climb at 1/50 towards Halifax or a 2½ mile climb at 1/48 towards Leeds.

A friend who is a signalman tipped me off that there was to be a spot of track relaying at Low Moor,between Bradford and Halifax on Sunday 21st November 1993, and that 2 class 37's were to be on site until 13.00.The trains were then booked to proceed to Mill Lane Junction in Bradford,run around,then return through Halifax to Healey Mills.

After locating at least 3 engineers trains at Low Moor,I drove to town and found 3 class 31's in "The siding" at Bradford Interchange,and 37128 ticking over in platform 3.The guard on this train informed me that they were to run to Halifax, return to Low Moor to pick up a train then proceed along the Calder Valley line to Healey Mills,thus rendering my plans to photograph Syphons in Bradford useless.

I then drove dejectedly over to Shipley,where track was in the process of being lowered under 2 bridges in preperation for electrification of the route.37217 was in attendance along with another 3 class 31's.After capturing these activities on film,I retraced my steps to the Interchange to find 37083 running round it's ballast train in platform 1.After a few photos,the train left and headed towards Leeds.I chased it to Laisterdike,near the summit of the climb,and on arrival here I found 2 police officers watching a man trying to brake into a car.They were a bit surprised to witness me arrive,abandon my car in a manner more normally seen in American "Cop" programmes,and run to a vantage point near by to capture 37083 on film,as it was now thundering up the hill at about 15mph shaking the adjacent mill windows as it roared past.After the train had passed,one of the police officers asked me why the train was so noisy (If he was impressed you should have given him a Class 37 group membership form - Ed.),which was certainly a change from "What are you doing?" as you are standing at a location pointing a camera at a train!

On my return to the Interchange things were beginning to liven up with 47353 on platform 1 and the lights of another class 37 waiting outside the station.Back into the car again and up to another well placed overbridge.Looking over I found 2 trains,one behind the other - 37285 on the first,and 37049 & 37144 doubling up on the one behind.

47353 removed itself to platform 4 allowing 37285 into platform 1 with it's train.This duly ran around then backed into the loop but then 37049 & 37144 arrived blocking 37128's exit.At last it was time for 37128 to do a spot of work and it coupled on to the train brought in by the pair of 37's.It then pulled ½ of the train away and deposited it in platform 3 allowing the simultaneous departure of 37285 with it's train and the 3 previously mentioned "Goyles" (31553,31563 & 31462) light engines - Brilliant!Not only 8 locos in Bradford Interchange at once (Totally unheard of since the local model shop stopped using Red Star!) but an imminent pile up as well,as the 31's raced back towards 37128!Fortunately this did not occur,and they coupled up to form a quadruple (!) header,which unfortunately I could not fit in my viewfinder. Back into the car again,I took up position immediately outside the station and

managed to get the four locos on film as 47353 left with it's train.37049 then ran around the remaining $\frac{1}{2}$ of it's train,leaving the expired 37144 behind. The quadruple header left,the sound being unbelievable!The bridge shook as the train passed underneath and disappeared off into the night. At around this time I noticed that 2 of my fingers on my left hand had frozen together,and more worrying still,I'd left my wide angle lens on a wall near the station.It's not very easy to remove snow from a lens is it? 37049 then removed it's train to the loop,returned to collect 37144,then after initial problems coupling up,left with it's train,leaving the Interchange in it's more usual state - empty.After my return from Laisterdiike,all these movements had taken place in the space of 40 minutes or so. The following Sunday promised further activity,but things went drastically wrong when the ballast froze in their trucks,and thus the engineering work went on well into the Monday morning,so I was not able to cover it.



PHOTO: 37049 & 37128 on their respective ballast trains at Bradford Interchange on Sunday 21st November 1993.(Photo by Peter D. Holden).

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MY TOP TEN

by Michael Gibson (37891).

1. May 1980 (Exact date not recorded) = 37266 Leeds - York

This is the first Syphon haulage that I have any written record of, on what I believe was a Swansea - York train.

In those days I didn't take bashing seriously, but a great experience all the same.

2. 6th October 1984 = 37175 & 37264 Mossend - Oban and return charter

A load of 10 coaches on the West Highland sounded the perfect recipe for thrashing a pair of Syphons, and I was proved right. Highlights of the day were the climb out of Oban on the return journey, and ignoring my mother's instructions not to bellow out of the window (Why do parents always try to spoil the fun?).

3. 3rd July 1985 = 37404 Carlisle - Kilmarnock

On its maiden passenger working since conversion to ETH, 37404 was working its way to its new depot, Eastfield via the 1240 Carlisle - Glasgow Central via Dumfries train. I seem to remember the loco sounding a lot quieter and smoother than what I had experienced from other class 37 haulages.

4. 10th October 1987 = 37410 Mossend - Fort William and return charter

Another great performance (Load 8) on the West Highland. For full details of this tour see the December 1987 edition of Splitbox (For the benefit of newer members, this was the Class 37 Groups predecessor to Syphon magazine - Ed.).

5. 25th June 1988 = 37029 & 37215 Machynlleth - Shrewsbury

These were happier days for two fine machines, both of which are now withdrawn. The climb up to Talerddig summit on the 1505 Pwllheli - Wolverhampton reduced the train to a 20mph crawl.

6. 8th September 1990 = 37676 & 37687 "Tyne, Tees & Wearman" railtour (Sheffield-Boulby - Eastgate - Sheffield)

What can be said about this day that hasn't already been said before? Certainly a tour worthy of inclusion in my top 10!

7. 25th April 1992 = 37706 Lancaster - Barrow (1048 Manchester Victoria - Barrow)

Rare track for Syphon haulage, and I believe lack of traincrew knowledge still rules them out of regular usage on this line. Plenty of station stops and a steep climb out of Ulverston ensured 37706 had plenty of work to do.

8. 11th July 1992 = 37092 Weymouth - Bristol Temple Meads (1630 Weymouth - Cardiff)

Is this devotion or sheer desperation? - Bunking off work an hour early in order to ride behind this loco. It was a hellfire afternoon, and thankfully my misdeed went unpunished.

9. 17th August 1993 = 37111 Inverness - Dunkeld (1015 Inverness - Edinburgh)

In place of the usual 37/4, 37111 made a hellfire run, despite losing a bit of time on the long climb from Inverness - Slochd summit.

10. 3rd October 1993 = 37114 Cardiff - Crewe (1305 Cardiff - Liverpool Lime St.)

Totally unexpected NB haulage on the last day of the summer timetable.

and on the flipside, when things go wrong.....

1. 11th September 1986 = I saw 37241 arriving at Carlisle with the 0740 from Glasgow. The loco off this train should then work the 1055 return to Glasgow, but after a long wait a 47 arrived instead.

2. 7th May 1988 = In these days the Euston - Fort Bill sleeper was rostered for two class 37's, one from Mossend - Glasgow Queen Street, and another from Queen Street on to Fort William. Unfortunately on this day 47594 worked the train from Mossend to Queen Street, the only part I intended to cover.

3. 5th April 1993 = Scenario - Tram fails at Exeter St. Davids, 37012 is coupled to the front and the majority of passengers get out and are directed onto a Penzance bound plastic. The plastic gets a green signal, so I foolishly assume that the HST has been caped, so I leap onto the DMU instead, intending to phot the 37 and HST at Newton Abbot on it's way to Laira ECS. WHOOPS! - The plastic is held on the passing loop at Dawlish Warren and the 37 & tram steams past with passengers still on board - AARGHH!!!



PHOTO: 37412 entering Lostwithiel station on a Tavistock Junction to Fowey ECC train on 21st October 1993 (Photo by Simon Jowett).

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THE WILD WEST

by Simon Jowett (37718)

Stunning scenery, interesting freights, palm trees, semaphores and class 37's at full bore, what more could a Syphon devotee wish for? Cornwall has all of these and much more besides.

China clay plays a very important role in the Duchy's economy and accounts for the vast majority of freight activity in the area. There are 4 main points from which traffic is generated, these being Parkandillack, served by a freight only branch which diverges from the main line at Burngullow (Which is just west of Saint Austell), Burngullow itself, Goonbarrow, on the Par to Newquay line, and Marsh Mills, just east of Plymouth. Other dispatch points are served less frequently - These include Treviscoe and Crugwallins, both of which are on the Burngullow to Parkandillack branch, and Moorswater, just north of Liskeard, which takes a class 37 a short way down the Looe branch (Whereas the passenger service reverses at Combe Junction, the freights continue north under the famous Moorswater viaduct to reach it's destination).

The majority of China clay goes for export, and the most frequently used harbour currently is Fowey, which is served by a 5½ mile branch from Lostwithiel.

Lostwithiel is a good place to observe the action. Trains arriving from the west (Which accounts for most) run into the yard at the east end of the station. After running round, the loco then draws the train back through the station and either down the branch to Fowey, or on occasions into the yard at the west end of the station. Quite often a single train down the Fowey branch is composed of portions from several locations.

Traffic down the Fowey branch varies on a day to day basis according to the requirements of ECC (English China Clay), but is typically between 6 and 8 trips per day. These are made from approximately 0700 to 1900 Monday to Friday (I don't think there is much, if any, Saturday operation on the branch - Ed.)

There are also workings further afield, most notably the celebrated Burngullow to Irvine slurry train, which now operates 3 times a week (Observations indicate that it works outward on Tuesday, Thursday and Sunday mornings, returning from Irvine on Monday, Wednesday and Friday afternoons currently) using the "Silver Bullet" wagons to convey slurry up to Scotland for use in paper making.

There is also a regular trip working from the area utilising the "Silver Bullet" tanks, the full rake of slurry wagons apparently being too heavy to take over the Royal Albert Bridge in one hit. This trip runs as far as Exeter Riverside.

There are many excellent photographic vantage points. Overall, Lostwithiel probably offers the maximum number of photo opportunities, but if you have the time, the Fowey branch has photographic locations you could just die for! (Get a local Ordnance Survey map to help you locate the likely spots).

If you like listening to locomotives working flat out, try Treverrin bank, to the east of Par. You can hear the growl of a class 37 for a good 5 minutes before it actually appears on the heavier trains, literally at walking pace!

Currently the aforementioned traffic is the the exclusive preserve of the MDRL class 37's outbased at Saint Blazey (Closest passenger station Par). The locos have an excellent availability record and are well liked by BR staff in the area (It is rumoured that the Irvine train might go over to class 56 operation shortly though - Ed.).

A visit to this area is heartily recommended.

FEATURED LOGOS

This edition I have got 3 featured locos to get through (37029,37031 & 37373), as these have all been recently withdrawn. Those members who have requested me to feature specific locos, please be patient and I'll get around to featuring them as soon as the class 37 withdrawals calm down a bit!

37029

One of the first batch of course, this loco was built at Vulcan Foundry as EE number 2892/Vulcan Foundry number D608. It was a boilered machine, so its initial placement at Stratford during October 1961 gave it a chance to get to grips with passenger trains straight away. In its early years as D6729 it wandered to Tinsley then later March, all the time getting in as much passenger work as possible, but a posting to Healey Mills in March 1973 probably gave it a lot less chance to escape from freight duties. After renumbering to 37029 in November 1973, it went walkabout once more, with periods allocated to March, Gateshead, Thornaby, Tinsley, Thornaby again, then from January 1987 Tinsley once more.

Drafted into the RFD liner fleet by 1989 (Variously known as pool FGWB, FGET, FDET and MDIT), it lasted here until July 1992, when due to RFD's reduced need for 37's, it was tried out in the Scottish sleeper pool IISA for 3 weeks, but like several others that went north at this time, they were not destined to stay here long, and in August 1992 it was back in England, its new duty being to provide artisan training at Crewe ETD on this class of loco. It appears as if this duty was cancelled, so 37029 was just left dumped in a siding near the depot.

Withdrawal came on the 13th December 1993, but this may not be the end of the story - This loco is supposed to be intact and in fairly good condition, and I was not surprised to hear that a rumour is circulating about a possible preservation bid.

Could this be the first of many to make it into the safe haven of preservation? We can only hope.

As this machine got about a bit on passenger workings, I can't give you a full listing of known passenger workings, but the last 10 workings known of are:

25.06.88 Shrewsbury - Pwllheli - Shrewsbury D/H with 37215.
24.09.88 0939 Derby - Skegness, 1254 Skegness - Derby.
20.01.89 1740 Aberdeen - Montrose, 1838 Montrose - Aberdeen.
11.10.89 1210 Glasgow C - Plymouth (Churchdown - BTM after spoon failure).
07.08.90 1510 Kings X - Leeds (? - Retford D/H with 37272 after can failure).
22.09.90 Cardiff - Liverpool line all day.
28.10.90 1210 Glasgow C - Brighton (Glasgow C - Carlisle via Dumfries).
24.01.92 1620 Paddington - Oxford (Didcot - Oxford).
14.07.92 1627 Inverness - Edinburgh, 2122 Edinburgh - Perth.
31.07.92 0/N Inverness - Euston (Inverness - Edinburgh D/H with 37194).

37031

Another Vulcan Foundry machine (EE no. 2894/VF no. D610), this also appeared in October 1961, but was allocated to the former North Eastern region running out of Hull Dairycoates. It had a boiler until around the same time as 37029's was removed (The 1977 - 1983 period, which also saw both of these machines dual braked and fitted with extra fuel tanks), so was no stranger to passenger work. It had spells at Healey Mills, Thornaby, Gateshead, Thornaby again, Gateshead again (Where it received its TOPS number in 1974) before escaping from the North East in March 1975 for a period of 5 years allocated to March. May 1980 saw the machine develop a wanderlust again, and it visited Gateshead and Healey Mills before being allocated to Tinsley in September 1984. As 37029, it was allocated to liner work until a move to Bristol's engineers fleet IGJA in May 1993. It survived here until October the same year when it was transferred to the TLF holding pool FQXA with the prospect (I thought) of entering service with the

engineers fleet here. However, it was withdrawn in January 1994, presumably as a result of some serious problem - No doubt more information will become available in the fullness of time, but until then it's impossible to predict what the future has in store for this machine which was one of those to receive the Laura treatment (Original splitbox front replaced with a centre headcode panel) some years ago.

Perhaps a little unusually, 37031's last passenger workings were not for BR at all, but an appearance on the Severn Valley Railway on the 8th & 9th May 1993 (The actual trains were the 1155 Bridgnorth - Kidderminster & 1415 Kidderminster - Bridgnorth each day).

37373

This is the only RSH machine to be withdrawn this time round. It entered service from Canton in July 1963 (EE works no. 3338/RSH no. 8391), and lasted in the area until November 1966, when after a short visit to Landore, returned to Canton only to be ousted up to Healey Mills to continue its exile from passenger duties.

A transfer to Tinsley in July 1970, followed by further transfers to Gateshead then Stratford, may have helped it to drop onto the odd passenger work, but its lack of train heating facilities didn't really help its case, so in March 1973 it was off to Thornaby, where it received its first TOPS number, 37160, in Feb/74. After an Interlude at Immingham then Stratford, it managed the hattrick by its appointment to Motherwell in May 1987, although it was moved to Eastfield for a year during this time.

Rebodied in 1988, this loco then became 37373, and found a niche operating the late lamented Gunnie cement trains for a while. Transferred to Thornaby in 1990 then MDRT/TI in 1992, it finally succumbed to being laid up in March 1993 when it was put into pool MDYX. It had lingered at the back of Stratford TMD for some time when it was transferred to TLF as a source of spares for several of the machines that are due to come under their wing in April.

This loco had an unfortunate reputation for being a clapped out machine for quite a few years, so no doubt a scrap merchant will inherit what's left of the loco after the BR strippers have finished with it.

Known passenger workings as 37160 are:

06.09.80 1515 Manchester Piccadilly - Harwich (Sheffield - Harwich).
 22.03.86 "Essex Clipper" railtour (Liv. St. - Chingford & return - Riotous!).
 31.05.88 1115 Euston - Stirling Motorail (Grayrigg - Carlisle D/H with 47353).
 01.07.88 ? Carstairs - Edinburgh.

And as 37373:

03.08.88 0655 Dundee - Edinburgh.
 07.09.88 1313 Glasgow C - Carlisle via Dumfries.
 15.12.88 O/N Euston - Edinburgh (Carstairs - Edinburgh).
 15.01.89 1605 Preston - Glasgow C relief (Carstairs - Glasgow C after 85006 failed).
 25.05.90 1325 Euston - Glasgow C (? - Beattock D/H with 37370.90 failed & dragged/86 replaced at Beattock).
 03.11.90 O/N Euston - Edinburgh (Carstairs - Edinburgh).

"SYPHON" BACK ISSUES

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PASSENGER INFORMATION

Several members have suggested that due to the volume of gen now coming in, I might try to tabulate the information on North West passenger workings.

I can see both pros and cons to this form of presentation, so for this edition of the magazine, I'm trying out an experiment (The model below is basically an adaption of ideas sent in by Steve Fennell and Ian Vandervell - Thanks to both of you for the inspiration). Can all you readers out there compare this issues format with that of the December 1993 edition, and let me know which form of presentation you prefer?

	2F67	2K64	1D64	1K64	1D70	1G81	1G81	1D76	1D69	1G80	1D61	1D79	1D40
	0802	0956	1133	1430	1656	1828	1955	2152	1733	0320	0715	1200	1336
	CE-	LLS-	CE-	HH-	CE-	LD-	BI-	CE-	CE-	HH-	BI-	HH-	LJ-
	LLS	CE	HH	CE	LD	BI	BI	HH	HH	BI	HH	LJ	HH
01.11.93	425	425	425	425	*	*	425	425	*	408	408	408	408
02.11.93	408	408	422	422	*	*	408	408	*	425	425	425	425
03.11.93	425	425	425	425	*	*	425	425	*	408	408	408	408
04.11.93	407	407	407	407	*	*	408	408	*	425	425	425	425
05.11.93	407	407	407	407	407	407	*	407	*	408	408	408	408
06.11.93	*	*	408	408	*	*	*	*	*	407	407	407	407
07.11.93	*	*	*	*	*	*	*	*	408	*	*	*	*
08.11.93	402	402	402	402	*	*	418	A	*	408	408	408	408
09.11.93	407	407	407	407	*	*	407	407	*	402	402	402	402
10.11.93	402	402	402	402	*	*	408	408	*	407	407	407	407
11.11.93	407	407	407	407	*	*	407	407	*	408	408	408	408
12.11.93	408	408	408	408	408	408	*	408	*	407	407	407	407
13.11.93	*	*	407	407	*	*	*	*	*	408	408	408	408
14.11.93	*	*	*	*	*	*	*	*	407	*	*	*	*
15.11.93	408	408	408	408	*	*	418	418	*	407	407	407	407
16.11.93	407	407	407	407	*	*	408	408	*	418	418	418	418
17.11.93	407	407	407	407	*	*	407	407	*	408	408	408	408
18.11.93	429	429	429	429	*	*	429	429	*	407	407	407	407
19.11.93	407	407	407	407	407	407	*	407	*	429	429	429	429
20.11.93	*	*	429	429	*	*	*	*	*	407	407	407	407
21.11.93	*	*	*	*	*	*	*	*	407	*	*	*	*
22.11.93	429	429	429	429	*	*	429	429	*	407	407	407	407
23.11.93	402	402	402	402	*	*	B	B	*	C	D	B	B
24.11.93	E	E	F	408	*	*	408	408	*	G	408	408	408
25.11.93	402	402	402	402	*	*	402	402	*	408	408	408	408
26.11.93	408	408	408	408	408	408	*	408	*	402	402	402	402
27.11.93	*	*	402	402	*	*	*	*	*	408	408	408	408
28.11.93	*	*	*	*	*	*	*	*	402	*	*	*	*
29.11.93	418	418	418	418	*	*	407	407	*	402	402	402	402
30.11.93	402	402	H	H	*	*	407	407	*	407	407	407	407
01.12.93	402	402	402	402	*	*	402	402	*	407	407	407	407
02.12.93	407	407	407	407	*	*	425	425	*	402	402	402	402
03.12.93	402	402	402	402	402	402	*	402	*	425	425	425	425
04.12.93	*	*	425	425	*	*	*	*	*	402	402	402	402
05.12.93	*	*	*	*	*	*	*	*	414	*	*	*	*
06.12.93	425	425	425	425	*	*	425	425	*	414	414	414	414
07.12.93	414	414	414	414	*	*	414	I	*	425	J	421	421
08.12.93	421	421	421	K	*	*	422	422	*	402	402	402	402
09.12.93	402	402	402	402	*	*	402	402	*	422	422	422	422
10.12.93	421	421	408	408	408	408	*	408	*	402	402	402	402
11.12.93	*	*	402	402	*	*	*	*	*	408	408	408	408
12.12.93	*	*	*	*	*	*	*	*	402	*	*	*	*
13.12.93	414	414	414	414	*	*	414	414	*	402	402	402	402
14.12.93	422	L	422	422	*	*	418	418	*	414	414	414	414
15.12.93	414	414	414	414	*	*	418	418	*	M	429	429	429

	2F67 0802 CE- LLS	2K64 0956 LLS- CE	1D64 1133 CE- HH	1K64 1430 HH- CE	1D70 1656 CE- LD	1G81 1828 LD- BI	1G81 1955 CE- BI	1D76 2152 BI- HH	1D69 1733 CE- HH	1G80 0320 HH- BI	1D61 0715 BI- HH	1D79 1200 HH- LJ	1D40 1336 LJ- HH
16.12.93	407	407	407	407	*	*	407	407	*	418	418	418	N
17.12.93	414	414	414	414	414	414	*	414	*	407	407	407	407
18.12.93	*	*	407	407	*	*	*	*	*	414	414	414	414
19.12.93	*	*	*	*	*	*	*	*	408	*	*	*	*
20.12.93	402	402	402	402	*	*	402	402	*	CAPE	408	408	408
21.12.93	429	429	429	429	*	*	429	429	*	CAPE	402	402	402
22.12.93	402	402	402	425	*	*	429	0	*	CAPE	425	425	425
23.12.93	P	P	P	P	*	*	414	414	*	CAPE	425	425	425
24.12.93	P	P	Q	Q	CAPE	CAPE	*	CAPE	*	CAPE	R	S	S
25.12.93	*	*	CAPE	CAPE	*	*	*	*	*	CAPE	CAPE	CAPE	CAPE
26.12.93	*	*	*	*	*	*	*	*	CAPE	*	*	*	*
27.12.93	CAPE	CAPE	T	T	*	*	T	T	*	P	P	P	P
28.12.93	CAPE	CAPE	425	425	*	*	425	425	*	T	T	T	T
29.12.93	CAPE	CAPE	408	408	*	*	408	408	*	425	425	425	425
30.12.93	CAPE	CAPE	425	425	*	*	425	425	*	CAPE	408	408	408
31.12.93	CAPE	CAPE	425	425	CAPE	CAPE	*	CAPE	*	CAPE	U	408	408
01.01.94	*	*	408	408	*	*	*	*	*	425	425	425	425
02.01.94	*	*	*	*	*	*	*	*	408	*	*	*	*
03.01.94	CAPE	CAPE	422	422	*	*	422	422	*	CAPE	408	408	408
04.01.94	402	402	402	402	*	*	402	402	*	CAPE	422	422	422
05.01.94	425	425	425	425	*	*	425	425	*	CAPE	402	402	402
06.01.94	402	402	402	402	*	*	402	402	*	425	525	425	425
07.01.94	429	429	429	429	429	429	*	429	*	402	402	402	402
08.01.94	*	*	402	402	*	*	*	*	*	429	429	429	429
09.01.94	*	*	*	*	*	*	*	*	429	*	*	*	*
10.01.94	407	407	407	407	*	*	407	407	*	429	429	429	429
11.01.94	P	P	402	402	*	*	402	402	*	407	407	407	407

	1K67 1600 HH- CE	1J01 0705 BN- MV	1D37 0951 MV- HH	1J44 1330 HH- MV	1F01 1725 MV- SP	1J03 0712 SP- MV	1N01 1714 MV- BN	2F59 1908 BN- LLS	2N54 2152 LLS- BN	2M33 1315 CF- LLS	2V61 1915 LLS- CF	1M89 1640 CF- MOX
01.11.93	408	407	407	407	407	422	422	422	422	*	*	*
02.11.93	425	422	418	418	418	407	407	407	407	*	*	*
03.11.93	408	407	402	402	402	418	418	418	418	*	*	*
04.11.93	425	418	418	418	418	402	402	402	402	*	*	*
05.11.93	408	402	402	402	422	418	418	418	418	*	*	414
06.11.93	407	*	422	422	*	*	*	*	*	*	*	*
07.11.93	*	*	*	*	*	*	*	*	*	414	414	*
08.11.93	408	418	422	422	422	422	425	425	425	*	*	*
09.11.93	402	425	422	422	422	422	421	421	421	*	*	*
10.11.93	407	421	421	421	421	422	422	422	422	*	*	*
11.11.93	408	422	422	422	422	421	421	DMU	DMU	*	*	*
12.11.93	V	425	425	425	425	422	422	422	422	*	*	414
13.11.93	408	E	E	E	*	*	*	*	*	*	*	*
14.11.93	*	*	*	*	*	*	*	*	*	414	414	*
15.11.93	407	402	402	402	402	421	421	421	421	*	*	*
16.11.93	418	421	421	421	421	402	402	402	402	*	*	*
17.11.93	408	402	402	402	402	421	421	421	421	*	*	*
18.11.93	407	421	402	402	402	402	408	408	408	*	*	*
19.11.93	429	408	408	408	408	402	402	402	402	*	*	414

	1K67 1600 HH- CE	1J01 0705 BN- MV	1D37 0951 MV- HH	1J44 1330 HH- MV	1F01 1725 MV- SP	1J03 0712 SP- MV	1N01 1714 MV- BN	2F59 1908 BN- LLS	2N54 2152 LLS- BN	2M33 1315 CF- LLS	2V61 1915 LLS- CF	1M89 1640 CF- MOX
20.11.93	407	*	408	408	*	*	*	*	*	*	*	*
21.11.93	*	*	*	*	*	*	*	*	*	W	X	*
22.11.93	407	Y	408	408	408	408	Z	Z	Z	*	*	*
23.11.93	B	Z	407	407	407	408	418	418	418	*	*	*
24.11.93	AA	418	418	418	418	407	407	407	407	*	*	*
25.11.93	408	407	407	407	407	418	BB	BB	BB	*	*	*
26.11.93	402	BB	407	407	429	407	407	407	421	*	*	414
27.11.93	408	*	429	429	*	*	*	*	*	*	*	*
28.11.93	*	*	*	*	*	*	*	*	*	414	414	*
29.11.93	402	421	421	421	CC	429	425	425	425	*	*	*
30.11.93	407	425	425	425	425	421	418	418	418	*	*	*
01.12.93	407	418	425	425	425	425	421	421	421	*	*	*
02.12.93	402	421	421	421	421	425	408	408	408	*	*	*
03.12.93	425	408	408	408	408	421	429	429	429	*	*	414
04.12.93	402	*	408	408	*	*	*	*	*	*	*	*
05.12.93	*	*	*	*	*	*	*	*	*	407	407	*
06.12.93	414	429	429	429	429	408	408	408	408	*	*	*
07.12.93	421	408	408	408	408	429	429	429	429	*	*	*
08.12.93	DD	429	429	429	429	408	418	418	418	*	*	*
09.12.93	422	418	418	418	418	429	414	414	414	*	*	*
10.12.93	402	414	414	414	414	429	429	429	429	*	*	407
11.12.93	408	*	418	418	*	*	*	*	*	*	*	*
12.12.93	*	*	*	*	*	*	*	*	*	407	407	*
13.12.93	402	429	429	429	429	418	EE	FF	GG	*	*	*
14.12.93	414	GG	408	408	408	429	429	429	422	*	*	*
15.12.93	429	422	422	422	422	408	408	408	408	*	*	*
16.12.93	N	408	408	408	408	422	429	CAPE	CAPE	*	*	*
17.12.93	407	429	429	429	429	408	408	408	408	*	*	DMU
18.12.93	414	*	429	429	*	*	*	*	*	*	*	422
19.12.93	*	*	*	*	*	*	*	*	*	HH	407	*
20.12.93	408	414	414	414	414	429	422	422	422	*	*	*
21.12.93	402	422	422	422	422	414	414	414	414	*	*	*
22.12.93	II	414	JJ	402	402	422	422	422	422	*	*	*
23.12.93	425	422	422	422	422	402	402	402	402	*	*	*
24.12.93	S	402	402	402	402	422	422	422	CAPE	*	*	408
25.12.93	CAPE	*	CAPE	CAPE	*	*	*	*	*	*	*	*
26.12.93	*	*	*	*	*	*	*	*	*	CAPE	CAPE	*
27.12.93	P	CAPE	422	422	CAPE	CAPE	CAPE	CAPE	CAPE	*	*	*
28.12.93	T	CAPE	422	422	CAPE	CAPE	CAPE	CAPE	CAPE	*	*	*
29.12.93	425	CAPE	DMU	DMU	CAPE	CAPE	CAPE	CAPE	CAPE	*	*	*
30.12.93	408	CAPE	422	422	CAPE	CAPE	CAPE	CAPE	CAPE	*	*	*
31.12.93	408	CAPE	422	422	CAPE	CAPE	CAPE	CAPE	CAPE	*	*	414
01.01.94	425	*	402	402	*	*	*	*	*	*	*	*
02.01.94	*	*	*	*	*	*	*	*	*	414	414	*
03.01.94	408	CAPE	407	407	CAPE	CAPE	CAPE	CAPE	CAPE	*	*	*
04.01.94	422	407	407	407	407	421	421	421	421	*	*	*
05.01.94	402	421	421	421	421	407	407	407	407	*	*	*
06.01.94	425	407	407	407	407	421	421	421	421	*	*	*
07.01.94	402	421	421	421	421	407	422	422	422	*	*	414
08.01.94	429	*	421	421	*	*	*	*	*	*	*	*
09.01.94	*	*	*	*	*	*	*	*	*	425	425	*
10.01.94	429	422	422	422	422	421	421	421	421	*	*	*
11.01.94	407	421	421	421	421	422	422	422	422	*	*	*

KEY:

A = 37418 BI - CE,37402 CE - HH.
B = 47564.
C = 37429 HH - BNS then failed.Train caped.
D = Train started from Wolverhampton with 47564.
E = 31438.
F = 37429 CE - LJ with intermittant failures.31285 & 37429 D/H LJ - HH with 47372 attached to rear (But apparently not powering) in case of further problems.
Clearly not taking any chances!
G = 47564 HH - CE,37408 CE - BI.
H = 31421.
I = 37414 BI - Wolverhampton then failed.Train restarted from Crewe with 37402.
J = 37425 BI - CE,37421 CE - HH.
K = 37402 with 37421 DIT.
L = 37418 & 37422 D/H.
M = 37418 HH - CE,37429 CE - BI.
N = 37414 & 37418 D/H.
O = 37429 BI - CE,47565 CE - HH.
P = 31439.
Q = 47582.
R = 37426 (FMPY/TE) with 37414 DIT BI - CE,47501 CE - HH.
S = 47501.
T = 31465.
U = 37425 BI - BNS then failed.An 86/2 worked BNS - CE with 37425 DIT then both locos removed and 37408 covered CE - HH.
V = 37407 HH - Chester then train caped due to broken rail.
W = 37421 CF - CE,37418 CE - LLS.
X = 37418 LLS - CE,37414 CE - CF.
Y = 37402 & 31455 D/H.
Z = 47489.
AA = 31285 & 37429 D/H.
BB = 47492.
CC = 37421 MV - Burscough Bridge then failed.31201 with 37421 DIT Burscough Bridge - SP.
DD = 47334.
EE = 37418 MV - Preston then train caped due to broken windscreen.
FF = Train started from Preston with 37418.
GG = 31432.
HH = 37402 CF - CE,37407 CE - LLS.
II = 37350 (FPRI/IM) with 37414 DIT.
JJ = 37414 MV - Rhyl then failed.37350 (FPRI/IM) with 37414 DIT Rhyl - HH.
* = Train not booked to operate on this day according to GBTT (When train did not operate for other reasons,such as holidays,I have used "CAPE").

NOTE:

Over the Christmas & New Year period,on certain days the 1G80 0320 HH - BI only operated as far as Crewe (The through service being provided by 1T71 0220 HH - BI). The 37 normally booked to work the 1G80 worked the 1T71 instead over this period.1G80 was worked by a variety of motive power (Only class 37 workings have been detailed).Any supplementary 37 workings are shown overleaf.

TOP WORKINGS ON THE RCMC DIAGRAMS:

- * 3 different types of motive power on 1D64 1133 CE - HH from LJ on the 24th November is interesting,although the 47 was a cabbage.
- * 37350's outing on the 22nd December is possibly the most noteworthy.This was plundered from LJ after arriving on a Humber - Holyhead train.
- * A very close second in the rateability stakes is Thornaby's 37426 on 24th December.

OTHER REPORTED WORKINGS:

02.10.93	37379	Nene Valley Diesel Spectacular specials.
03.10.93	37379	Nene valley Diesel Spectacular specials.
20.11.93	37138 & 37421	0748 CF - Chester via Wrexham & 1645 return.
29.11.93	37425	0601 MV - Barrow,0922 Barrow - MV.
01.12.93	37108	0600 Paddington - Glasgow C (Heyford - BNS).
04.12.93	37407	0920 Carmarthen - Newport,1145 Newport - CF, 1710 CF - Carmarthen.
10.12.93	37407	2317 CE - Shrewsbury.
11.12.93	37407	0656 Shrewsbury - LLS,0926 LLS - CF,1610 CF - Southampton

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"CUMBRIAN GRID" RAILTOUR

37422	CE - Preston via Manchester Piccadilly.
56132	Preston - Carlisle via Cumbrian Coast line (37422 providing heat only).
56099	Carlisle - MP66 $\frac{1}{2}$ (37422 providing heat only).
56099 & 37422	MP66 $\frac{1}{2}$ - Preston via Shap D/H after problems getting the 56 to perform.
37422	Preston - CE via Manchester Piccadilly.

12.12.93	37194	"Southern Mariner" railtour (Newhaven Marine - London Victoria).
13.12.93	37407	1130 Westbury (Abbreviation WB from now) - CF, 1552 CF - WB.
	37431	0552 IS - AB,0920 AB - IS.
14.12.93	37402	1552 CF - WB.
	37418	1633 CE - Bangor,1819 Bangor - CE.
	37429	1138 Preston - Barrow,1400 Barrow - Preston.
15.12.93	37402	1130 WB - CF,1552 CF - WB.
16.12.93	37402	1130 WB - CF,1552 CF - WB.
17.12.93	37402	1130 WB - CF.
18.12.93	37402	0656 Shrewsbury - LLS,0926 LLS - CF,1610 CF - Southampton.
	37422	0642 WB - Weymouth (Abbreviation changed to WM from now).
20.12.93	37408	0220 HH - BI.
21.12.93	37402	0220 HH - BI.
22.12.93	37425	0220 HH - BI.
23.12.93	37408	O/N Paddington - Penzance (WB - Exeter SD via Yeovil due to flooding between Taunton & Exeter). Would you credit it.I was on the previous nights O/N and got the usual rancid spoon all the way to Cornwall.I am gutted!
	37425	0220 HH - BI.
	37427	0552 IS - AB,0920 AB - IS,1220 IS - AB,1714 AB - IS.
24.12.93	37408	1105 CF - CE,1352 CE - CF.
	37414	0220 HH - BI.
	37425	0036 CE - HH,0320 HH - CE.
	37427	1015 IS - ED,1535 ED - IS.
27.12.93	37427	1220 IS - AB.
30.12.93	37408	0220 HH - BI.
	37428	0552 IS - AB,0920 AB - IS,1220 IS - AB,1714 AB - IS.
31.12.93	37414	1105 CF - CE,1352 CE - CF.
	37425	0220 HH - BI,2313 CE - HH.
	37428	1015 IS - ED,1535 ED - IS.
03.01.94	37402	0036 CE - HH,0320 HH - CE.
	37408	0220 HH - BI.
	37414	1105 CF - CE,1352 CE - CF.

03.01.94	37427	1220 IS - AB,1714 AB - IS.
(cont)	37428	1015 IS - ED,1535 ED - IS.
04.01.94	37408	0036 CE - HH,0320 HH - CE.
	37414	1105 CF - CE,1352 CE - CF.
	37422	0220 HH - BI.
	37427	1015 IS - ED,1535 ED - IS.
	37428	0552 IS - AB,0920 AB - IS.
	37428 & 37431	1220 IS - AB,1714 AB - IS.
05.01.94	37402	0220 HH - BI.
	37422	0036 CE - HH,0320 HH - CE.
	37428	0552 IS - AB,0920 AB - IS.
07.01.94	37428	1015 IS - ED,1535 ED - IS.
08.01.94	37719	"1S46" BNS - Glasgow Central (Warrington BQ - Preston after the electric locos pantograph lowered and refused to be reset.87015 took over from Preston - Shame!).
10.01.94	37425	2140 CF - CE (CF - Moreton on Lugg then failed).
	37906	2140 CF - CE (Moreton on Lugg - CE with 37425 DIT).
11.01.94	37418	0539 CE - CF,1000 CF - Paignton,1340 Paignton - Swindon (Paignton - BTM).
15.01.94	37407	0951 MV - HH,1330 HH - MV.

TOP WORKINGS OF THE "OTHER REPORTED WORKINGS"):

- * 37408's working on the West of England overnight has been disqualified from the judging for operating 24 hours too late for me to scoop it into the book.
- * Several Syphons have made it to or through Barrow this issue - Certainly rateable at the moment, but rumours will not die that the "E's" will eventually inherit some passenger diagrams on this line - When then?
- * Hmmmm.....I think I'll plump for the double header via Wrexham as my top working this issue, but feel free to disagree if you want (I seem to recall that loco hauled trains, other than the odd railtour, have been rare since those far off days of the Paddington to Birkenhead through trains but no doubt some of you out there will be able to tell me if I'm right or wrong on this one!).

SMALL ADS

From this issue onwards, I'm introducing a "Small Ads" section to the magazine in an attempt to raise a bit more cash for the group.

The charge is 50p per line per issue (Your address will be a line in itself usually, so don't forget to take this into account) and cheques etc. should be sent to me, with details of the advert you want inserting, and should be made out to "The class 37 group".

To start the ball rolling, I have placed the first advert myself (And charged myself £1.50 for the three line effort).

Adverts don't have to be railway orientated, and can be about anything as long as it's legal, decent, honest and not likely to be detrimental to the group.

* WANTED * "RAIL" issues 1 (Apr/May 81) and 16 (Jan 83) to 29 (Feb 84) incl. for my private collection. Will buy together or separately.
Steve Branch, 104 Long Riding, Basildon, Essex SS14 1QZ.

QUIZ ANSWERS

The 15 station names which were not to be found inside the wordsearch puzzle were APPELEY BRIDGE, BROAD GREEN, CARRBRIDGE, DALMUIR, DUIRNISH, EDGE HILL, FROME, GARSWOOD, HARTFORD, HAYMARKET, KIDSGROVE, LEYLAND, LONGPORT, STRATHCARRON and WOLVERHAMPTON.

The station to be found twice was KEITH (Although when I tried out the quiz, I could only find one stand alone Keith, I think the other one to be found was actually part of Inverkeithing, so this might be a bit of a fudge!) and the two stations with a class 37 service to be found in the grid, but not in the list of station names were GATHURST and WEM.

FRONT COVER PHOTO: Many people feel that BR's "Large logo" livery was one of finest liveries ever to grace a diesel loco. I'm inclined to agree with them.

In this shot, 37128 is seen at Bradford Interchange on Sunday 21st November 1993 complete with yellow miniature snowploughs (Photo = Peter D. Holden).

TOP RIGHT: 37411 seen dumped at Burngullow after it's accident on the 3rd December. The fact that both nose ends have been forced downwards by the impact can be clearly seen. This photo, and the following one were taken from private property on Wednesday 22nd December 1993, and I am grateful to English China Clays for permission to take these photos from their complex. (Photo = Steve Branch).

BOTTOM RIGHT: 37669 has a badly bashed in front at this end (The other end is a little concave in appearance too!) and presents a rather sorry sight (Photo = Steve Branch).

BACK COVER TOP: 37073 "Fort William/An Gearasdan" seen at Reading on the 7th November 1993 getting ready to depart for Didcot (Photo = Alan R. Hawkins).

BACK COVER BOTTOM: Two days earlier, 37198 pauses at Redhill. The loco may be rateable, but I can't say the same for that "Monstrous carbunckle" it's posing in front of! (Photo = D. Hughes).

Keep those photos coming in. Still no snow shots to put in the mag. yet (I suppose in many areas it's been more wet than snowy recently).

SALES:

New additions to our sales items are the current range of "Locomaster Profile" videos - These are as follows:

Class 50's at work	= £11.95 + £1.00 P&P.
Class 50's final years	= £14.95 + £1.00 P&P.
Class 50's finale - The inside story	= £16.95 + £1.00 P&P.
Class 50's glorious through Devon	= £11.95 + £1.00 P&P.
Peak Twilight	= £11.95 + £1.00 P&P.
Power of the 20's	= £11.95 + £1.00 P&P.
Brush 47 variety	= £11.95 + £1.00 P&P.
CLASS 37 POWER	= £14.95 + £1.00 P&P.
Trainload type 5	= £16.95 + £1.00 P&P.
Class 40 story	= £16.95 + £1.00 P&P.
Miscellany 1	= £11.95 + £1.00 P&P.
Miscellany 2	= £11.95 + £1.00 P&P.
Miscellany 3	= £11.95 + £1.00 P&P.

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