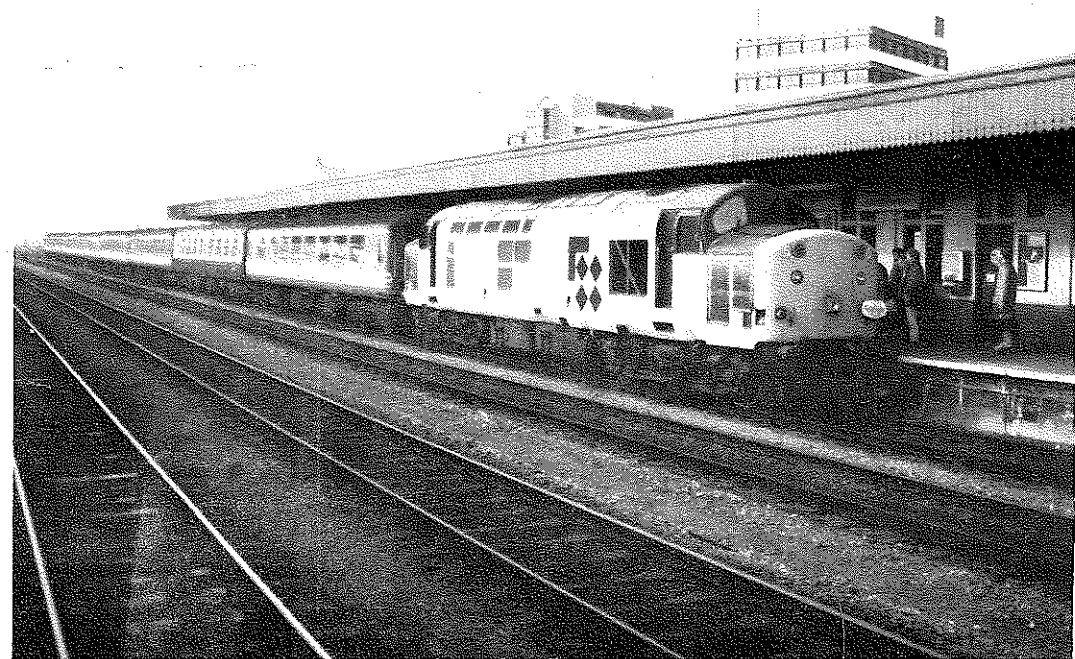


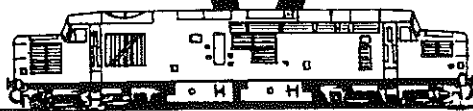
SYPHON!

THE MAGAZINE OF
THE CLASS 37 GROUP

APRIL 1994



37



THE CLASS 37 GROUP

COMMITTEE:

Chairman	Michael Millward	48 Beaconsfield Road, Kirkley, Lowestoft, Suffolk NR33 ORJ.
Editor	Steve Branch	104 Long Riding, Basildon, Essex SS14 IQZ.
Treasurer	Rod Saunders	61 The Drakes, Shoeburyness, Essex SS3 9NY.
Membership	Steve Keeble	Bensleys Cottage, 72 Upper Cavendish Street, Ipswich, Suffolk IP3 8BT.
Distribution	Neil Murphy	3 Shelton Place, Beccles, Suffolk NR34 9YB.
Sales	Dean Warner	51 Henniker Road, Ipswich, Suffolk IP1 5HF.
Secretary	c/o Dean Warner	51 Henniker Road, Ipswich, Suffolk IP1 5HF.
Monthly Draw	Dianne Saunders	61 The Drakes, Shoeburyness, Essex SS3 9NY.
Technical	Keith Fransham	79 Shipstones Road, Norwich, Norfolk NR3 1JZ.
-	Richard Page	14 Orchard Estate, Market Street, Tunstead, Norfolk.

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

I know from what feedback I get from some of the group members that some people prefer articles and chat, whilst others prefer reams of data. As Editor, I attempt to steer a middle course as far as I can in the attempt of pleasing as many people as possible!

On this occasion though, the mass reallocation of BR assets into new "Companies" a fair bit of passenger gen plus the need to return some archive photos as soon as possible has meant that this edition of the magazine has tended to contain more data and less articles than normal. I shall try and redress the balance in the next issue. With this in mind, can you please keep articles and photos coming in. Detailed reports of railtours or your bashing/photting excursions are particularly looked for.

By the time the next issue of "Syphon" hits your doormat, the new GBTT will be in force, and no doubt lots of you will want to be out and about caning in the most hellfire traction left on the railways. Within this mag. I have been able to give some advance gen. for the NW diagrams covering all days except Sunday. Just as I was about to type this last page (I usually type the editorial last of all as it seems to double up as a "Late bits" column too!), I received some details of the Sunday workings too - Bear in mind though that all the gen supplied is subject to verification when the new GBTT starts - Reports please!

SUNDAY ONE: 0924 Chester - HH, 1210 HH - CE, 1515 CE - LJ, 1658 LJ - CE.

SUNDAY TWO: 1653 CE - HH.

SUNDAY THREE: 0835 Chester - BN, 1920 BN - Chester.

SUNDAY FOUR: 1305 CF - LLS, 1917 LLS - CF.

Other UNCONFIRMED rumours:

The Westbury outstationed 37 may continue (Still RCMC, or will it be an NB?) working 0900 BTM - WM, 1630 WM - BTM Monday - Thursday, but 1640 CF - MOX Friday. The Skeggies may be TO NB 37 hauled - Unsurprisingly after the 1993 availability fiasco, 20's are banned.

The following people are to be thanked for supplying information for this mag. - Alistair Barham, John Haydock, Road & Dianne Saunders, Steve Keeble, K. Palmer, "Sandringham by Railtours" (aka Phil Wood), Dave Prior, "50036", Henry Freyne, Roy Wills, David Wilson, John Hooson, Michael Gibson, D. Pulfer, "37040", Ian Vandervell, M.J. Wren and of course anyone whose name I may have inadvertently left out.

Finally, the deadline for the June 1994 magazine will be first post on Friday 20th May, although any gen/articles etc. sent in before this does help to cut down on the frantic mad panic that usually ensues immediately after the deadline has been passed!

QUESTION TIME

This question has already appeared in both the October & December 1993 mags., but as a member badly needs this information to get his mileage details correct I've put it back in again for one last try - If you know the answer, please let me know so I can pass the gen on.

On 15. Jan. 93, one of our members travelled on the overnight from Inverness to Euston (Arriving on the 16th). He got the loco numbers at Inverness before retiring to his bunk (These were 37214 & 37043). However, upon getting off the train at Euston, he was advised that 37175 may have replaced 37214 somewhere on route. As he requires 37175, can anyone help him with some gen as to the reliability of what he was told, and if affirmative, where did 37175 join the train?

MEMBERSHIP NEWS:

First of all, a warm welcome is extended to our new members, Robin Fransham (37113) and Adrian Henderson (37122).

Several members have taken the opportunity to change their membership numbers upon renewal for another year - Mr. G. Combes (37107 to 37287), Mr. G. Latimer (37187 to 37710), Mr. M. Brown (37252 to 37511) and Mr. A. Slater (37259 to 37217), but still nobody wants a 37/9 for a £1.00!

Other members renewing are Mr. M. Rouse (37003), Mr. A. Donald (37004), Keith Fransham (37005), Darren Burt (37047), Neil Murphy (37050), Mr. S. Mackay (37060), Mr. D. Richardson (37071), Mr. N. Radley (37078), Mr. P. White (37079), Mr. H. Egremont (37082), Mr. G. Harvey (37089), Mr. J. Wolton (37094), Richard Hodge (37099), Mr. M. Collins (37114), Michael Millward (37115), Mr. M. Harman (37120), David Hamilton (37131), Stephen Butler (37135), Mr. M. Collins - Presumably a second one, see above (37138), Mr. & Mrs. Sindall (37160), Mr. D. Harlott (37185), Mr. S. Simister (37216), Mr. A. Baldwin (37219), Mr. J. Edgar (37257), Mrs. Ann Holborn (37258), Mr. J. Hooson (37261), Mr. A. Chilvers (37262), Mrs. B. Hooson (37263), Miss L. Hooson (37264), Mr. J. Radcliffe (37409), Miss J. Scott (37414), Mr. S. Riley (Holder of the much sought after number 37420!), Ian Vandervell (37421), Mr. D. Bentham (37427), Mr. D. Wilson (37431), Mr. D. Radcliffe (37706) and finally Mr. I. Radcliffe (37887).

A revised list of available numbers should appear in the next mag. - Until then, it should be easy enough to work out whats left by reading last issues list in conjunction with the above number changes.

MONTHLY DRAW:

The January winner was N. Saunders (37087), whilst the winner in February was D. Hughes (37716).

PRESERVATION FUND:

As can be seen from the following page, our preservation fund needs more money coming in. Membership number changes, sales items bought, standing orders and of course the monthly draw all help. PLEASE HELP IN WHATEVER WAY YOU CAN. Loco ownership may be achieved by the group during this current year, and we will need every penny we can lay our hands on to get our chosen loco to a safe haven and begin the long hard work of restoring the machine.

SALES:

More detail appears in the October 1993 "Syphon" and the individual adverts dotted around this magazine, but in summary:

Group sweatshirts = £12.00 + £1.00 P&P if mail order.

Group teeshirts = £5.00 + £1.00 P&P if mail order.

Mugs = £2.00 + £1.00 P&P if mail order.

Audio tapes = £3.00 + £0.50 P&P if mail order.

Key fobs = £0.50 + £0.25 P&P if mail order.

Ballpens = £0.40 + £0.25 P&P if mail order.

Enamel badges = £0.75 + £0.25 P&P if mail order.

Video tapes = from £11.95 + £1.00 P&P if mail order.

I understand that we may have a stand at the Exeter railfair - See you there?

ADVERTISING:

Small ads. are £0.50 per line. $\frac{1}{4}$ page = £5.00, $\frac{1}{2}$ page = £10.00, $\frac{3}{4}$ page = £15.00 and full page = £20.00. All rates are per edition, and do not include any artwork.

Following the Editor's and Chairman's words in the last magazine, I thought I would write a few words. So here we go!

I'll start by thanking the five Group members who donate monthly by standing order. Also a big thank you is due to the following who have responded to the donations letter enclosed with the last mag :-

M. Ranson	N. Radley
D. Prior	P. Fergie
J. Haydock	S. Brown
C. Mills	
T. Stretton	

correct as of 10-03-94

Now the serious bit.

To say I'm disappointed in the level of response to the donations letter is an understatement

***This is your Group and the money already raised is to
purchase a loco for your benefit.***

I know that we are still in difficult times but even a small donation from each of our members increases the coffers. Please don't get me wrong, the Group has enough money to buy a loco and transport it to its destination (where ever that might be) but this is only the beginning. Without your financial support the loco would not return to running condition and would do a " Barry " rusting away without turning another wheel. Is this what we really want? I don't think so. So come on dig deep - every penny counts.

With two 37's possibly already secured for preservation and the major changes to B.R. starting the beginning of April then it is not inconceivable that we as a Group could bid for a loco shortly!

If anyone wants details of how to donate monthly by standing order or wants details of how to donate with a chance of winning some back (Monthly Draw) write to me or my wife at the address on the inside front cover of this mag.

You can of course donate at anytime by sending a cheque / postal order payable to " The Class 37 Group " direct to me. My address is on the inside front cover.

Herein ends the sermon & I hope to hear from some of you shortly.



Rod Saunders,
Treasurer.

NEWSDESK

REALLOCATIONS

A bumper crop this time around due to the segmentation of the railway system into different "Companies" prior to sale into the private sector.

37003	IM	IEJI - FDDI	37078	ML - Su	FQXA
37004	Su	FQXA - LNXX		Su	FQXA - LNXX
37009	IM	FPJW - FDDI	37079	TI - TE	MDTT - FMDY
37010	BR - TO	IGJK - EWCN	37080	IS - ML	IISA - LGBM
37012	BR - TO	IGJK - EWCN	37083	IM	RBJI - FDDI
37013	SF	NKJS - EWDS	37087	IS - ML	RAJV - LGSV
37015	TI - TE	MDTT - FMRY	37088	IS - ML	RAJV - LGBM
37019	TI - TE	MDTT - FMRY	37092	TO	IMJB - ENDN
37023	SF	NKJS - EWDS	37095	IM	IEJI - FDDI
37025	IS - ML	RAJV - LGSV	37097	BR - TO	IGJK - EWCN
37026	TI - CD	MDTT - LWCC	37098	BR - TO	IGJK - EWCN
37032	Su - WDN	FQXA - FXXX	37099	IS - ML	RAJV - LGSV
37035	BR - TO	IGJK - EWCN	37100	ML	FCPM - LGBM
37037	CF	MDRK - REJK	37101	IM - Su	FPJW
	CF	REJK - LNDK		Su	FPJW - FPYX
37038	BR - TO	IGJK - EWCN		Su	FPYX - FDYX
37040	BR	IGJA - IGJK	37104	IM - Su	IEJW
	BR - TO	IGJK - EWCN		Su	IEJW - FDYX
37042	BR	IGJA - IGJK	37106	SF	RDJS - EWDS
	BR - TO	IGJK - EWCN	37107	TI - CD	MDTT - LWCC
37043	IS - ML	RAJV - LGBM	37108	TI - CD	MDTT - LWCC
37045	HT - TE	RBJN - FMRY	37109	BR	IGJA - IGJK
37046	TO	FQXA - IMJB		BR - SF	IGJK - EWDS
	TO	IMJB - EWCN	37110	TI	MDTT - DAMT
37047	SF	NKJS - EWDS	37111	ML	FCPM - LGBM
37048	BR	IGJA - IGJK	37113	IS - ML	IISA - LGBM
	BR - TO	IGJK - EWCN	37114	BS - TO	RDKB - ENDN
37049	IM	RBJI - FDDI	37116	ML	FCPM - LGBM
37051	ML	FCPM - LGBM	37128	HT - TE	RBJN - FMRY
37053	TI - TE	MDTT - FMDY	37131	TI	MDTT - DAMT
37054	BR - SF	IGJK - EWDS	37133	IS - ML	IISA - LGBM
37055	SF	NKJS - EWDS	37137	BR	IGJA - IGJK
37057	TO	FQXA - ENDN		BR - TO	IGJK - EWCN
		IMJB - ENDN	37138	BR	IGJA - IGJK
37058	TO - IM	IEJI - FDDI		BR - TO	IGJK - EWRN
37059	HT - TE	RBJN - FMRY	37139	HT - TE	RBJH - FQXA
37063	HT - TE	RBJN - FMRY		TE	FQXA - FMDY
37065	BR	IGJA - IGJK	37140	SF	NKJS - EWDS
	BR - TO	IGJK - EWRN	37141	CF	REJK - LNDK
37066	ML	FCPM - LGBM	37142	CF	REJK - LNDK
37068	TI - TE	MDTT - FMDY	37144	IM	RBJI - FDDI
37069	IS - ML	RAJV - LGBM	37146	CF	REJK - LNDK
37070	Su - TO	FQXA - EWRN	37152	IS - ML	IISA - LGSV
	TO	FQXA - EWRN	37153	IS	RAJV - RAJW
37071	ML	FCPM - LGBM		IS - ML	RAJW - LGBM
37072	BR	IGJA - IGJK	37154	TI	MDTT - DAMT
	BR - TO	IGJK - EWCN	37156	IS - ML	RAJV - LGSV
37073	TI - ML	MDTT - LGBM	37158	CF	REJK - LNDK
37074	BR	IGJA - IGJK	37162	BS - TO	RDKB - EWCN
	BR - TO	IGJK - EWRN	37165	IS - ML	RAJV - LGBM
37075	TI - TE	MDTT - FMDY	37167	SF	RDJM - EWDS
37077	BR	IGJA - IGJK	37170	IS - ML	IISA - LGSV
	BR - SF	IGJK - EWDS	37174	BR - TO	IGJK - EWCN

37175	IS - ML	IISA - LGBM	37272	HT - TE	RBJN - FMRY
37178	TI	MDTT - DAMT	37274	EH - SL	NKJE - EWDB
37184	ML	FCPM - LGBM	37275	IS	RAJV - RAJW
37185	BS - TO	RDKB - ENDN		IS - ML	RAJW - LGBM
37188	ML	FCPM - LGBM	37278	TO - Su	FQXA
37191	CF	REJK - LNDK		Su	FQXA - ENXX
37194	EH - SL	NKFE - EWRB	37280	Su - SF	FQXA
37196	IS - ML	RAJV - LGBM		SF	FQXA - EWDS
37197	CF	REJS - LNDK	37285	HT - TE	RBJN - FMRY
37198	EH - SL	NKJE - EWDB	37293	EH - SL	NKFE - EWRB
37201	IS - Su	RAJV - RAJW	37294	IS - ML	RAJV - LGBM
	Su	RAJW - LGBM	37298	TI	MDTT - DAMT
37202	HT - TE	RBJN - FMRY	37350	IM	FPRI - FDDI
37203	BR	IGJA - IGJK	37351	IS - ML	RAJV - LGSV
	BR - TO	IGJK - EWCN	37358	IM - TE	FPRI - FMDY
37207	CF	REJK - LNDK	37359	IM	FPRI - FDDI
37209	Su	FQXA - FDYX	37370	SF	NKJS - EWDS
37211	IS - ML	RAJV - LGBM	37371	SF	NKJS - EWDS
37212	ML	FCPM - LGBM	37372	BR - TO	IGJK - EWRN
37213	BR	IGJA - IGJK	37375	EH - SL	NKJE - EWDB
	BR - TO	IGJK - EWCN	37376	SF	NKJS - EWDS
37214	IS - ML	IISA - LGBM	37377	EH - SL	NKJE - EWDB
37216	SF	RDJS - EWDS	37378	IM - TE	FPRI - FMDY
37217	HT - TE	RBJN - FMRY	37379	SF	NKJS - EWDS
37218	TI	MDTT - DAMT	37380	EH - SL	NKFE - EWRB
37219	BR	IGJA - IGJK	37381	Su	FPYX - FDYX
	BR - SF	IGJK - EWDS	37382	Su	FPYX - FDYX
37220	EH - SL	NKFE - EWRB	37401	ML	MDRM - LGHM
37221	IS - ML	IISA - LGSV	37402	CD	RCMC - LWMC
37222	BR	IGJK - IGJK	37403	ML	FCPM - LGHM
	BR - TO	IGJK - EWCN	37404	ML	FCPM - LGHM
37223	IM	IEJW - FDDI	37405	IM - CD	FABI - LWCC
37225	TI	MDTT - DAMT	37406	ML	MDRM - LGHM
37227	BR	IGJA - IGJK	37407	CD	RCMC - LWMC
	BR - TO	IGJK - EWCN	37408	CD	FQXA - LWCC
37229	CF	FQXA - MDRK	37409	ML	FCPM - LGHM
		MDRK - LNLK	37410	ML	MDRM - LGHM
37230	CF	REJS - LNDK	37411	CF - ?	MDSR - LNXX
37232	IS - ML	RAJV - LGBM	37412	CF	MDRK - LNLK
37235	IM	IEJI - FDDI	37413	CF	MDRK - LNLK
37238	TI	MDTT - DAMT	37414	CD	RCMC - LWMC
37239	IM - TE	FQXA - FMDY	37415	TE	FMPY - FMCY
37240	IS - ML	RAJV - LGBM	37416	CF	MDRK - LNLK
37241	SF	NKJW - NKJS	37417	IM - CD	FABI - FOXA
	SF	NKJS - EWDS		CD	FQXA - LWCC
37242	SF	NKJW - EWDS	37418	CD	RCMC - LWMC
37244	SF	NKJS - EWDS	37419	TE	FMPY - FMCY
37245	EH - SL	NKFE - EWRB	37420	IM - CD	FABI - LWCC
37248	Su	FQXA - LNXX	37421	CD	RCMC - LWMC
37250	IS - ML	IISA - LGSV	37422	CD	RCMC - LWMC
37251	IS - ML	IISA - LGSV	37423	ML	MDRM - LGHM
37252	HQ - IM	FQXA - FPRI	37424	ML	MDRM - LGHM
37254	CF	REJS - LNDK	37425	CD	RCMC - LWMC
37255	IS - ML	RAJV - LGSV	37426	TE	FMPY - FMCY
37258	CF	REJS - LNDK	37427	IS - ML	RAJP - LGPV
37261	TI - ML	MDTT - LGBM	37428	IS - ML	RAJP - LGPV
37262	ML	FCPM - LGBM	37429	CD	RCMC - LWMC
37263	CF	REJK - LNDK	37430	ML	MDRM - LGHM
37264	CF - TO	IGJK - EWCN	37431	IS - ML	RAJP - LGPV
37271	IM	IEJW - FDDI			

37501	IM	FPJI - FABI	37698	IM	FPRI - FDCI
	IM	FABI - FDPS	37699	IM	FPCI - FDCI
37502	IM	FPJW - FDPS	37701	CF	FCKK - LNCK
37503	CD	RCLC - LWCC	37702	CF	FCKK - LNCK
37504	CD	RCLC - LWCC	37703	CF - SL	FCKK - ESBB
37505	IS - ML	IISA - LGSV	37704	CF	FCKK - LNCK
37506	TE - IM	FMPY - FDPS	37705	IM - SL	FPFR - ESBB
37507	Su - IM	FPYX - FDPS	37706	IM	FPCI - FDCI
37508	IM	FPRI - FDPS	37707	IM	FPCI - FDCI
37509	CD	FQXA - LWCC	37708	IM	FPCI - FDCI
37510	IS - ML	IISA - LGSV	37709	IM - SL	FPFR - ESBB
37511	IM	FPYI - FDPS	37710	IM	FPFR - FDCI
37512	IM	FABI - FDCI	37711	IM	FPCI - FDCI
37513	IM	FPJI - FDCI	37712	ML	FPGM - LGPM
37514	TE - IM	FMPY - FDPS	37713	IM	FPCI - FDCI
37515	IM	FPJI - FDCI	37714	ML	FPGM - LGPM
37516	TE	FMPY - FMCY	37715	SL	FARB - ESBB
37517	IM	FPJI - FDCI	37716	TE	FPTY - FMCY
37518	IM - CD	FPRI - FQXA	37717	IM	FPCI - FDCI
	CD	FQXA - LWCC	37718	TE	FPTY - FMCY
37519	IM	FPJI - FDCI	37719	IM	FPCI - FDCI
37520	IM - CD	FABI - LWCC	37796	CF	FCKK - LNCK
37521	CF	MDRK - LNLK	37797	CF	FCKK - LNCK
37667	IM - SF	FPFR - ESPS	37798	IM - SL	FPCI - ESBB
37668	CF	MDRK - LNLK	37799	CF	FCKK - LNCK
37669	CF - ?	MDSR - LNXX	37800	SL	FARB - ESBB
37670	CF	MDRK - LNLK	37801	ML	FCPM - LGPM
37671	CF	MDRK - LNLK	37802	CF	FCKK - LNCK
37672	CF	MDRK - LNLK	37803	SL - Su	FARB
37673	CF	MDRK - LNLK		Su - SL	FARB
37674	CF	MDRK - LNLK		SL	FARB - ESBB
37675	CD	RCLC - LWCC	37883	IM	FPCI - FDCI
37676	IM - SF	FPFR - ESPS	37884	IM	FPCI - FDCI
37677	IM	FQXA - FPRI	37885	IM	FPCI - FDCI
	IM	FPRI - FDCI	37886	IM	FPCI - FDCI
37678	IM - SF	FPFR - ESPS	37887	CF	FCKK - LNCK
37679	IM - SF	FPFR - ESPS	37888	Su	FPYX - FDYX
37680	IM	FPRI - FDCI	37889	CF	FCKK - LNCK
37682	TE	FMPY - FMCY	37890	IM - SL	FPFR - ESBB
37683	IS - ML	IISA - LGSV	37891	SL	FARB - ESBB
37684	IM	FPRI - FDCI	37892	IM - SL	FPFR - ESBB
37685	IS - ML	IISA - LGSV	37893	ML	FPGM - LGPM
37686	IM - ?	FQXA - LNXX	37894	CF	FPEK - LNCK
37687	IM	FPYI - FDPS	37895	CF	FPEK - LNCK
37688	IM	FPCI - FDCI	37896	CF	FCKK - LNCK
37689	IM	FPYX - FDCI	37897	CF	FCKK - LNCK
37690	ML - IM	FCPM - FDPS	37898	CF	FCKK - LNCK
37691	IM	FPRI - FDPS	37899	CF	FCKK - LNCK
37692	ML	FCPM - LGPM	37901	CF	FMHK - LNHK
37693	ML	FCPM - LGPM	37902	CF	FMHK - LNHK
37694	IM	FABI - FDCI	37903	CF	FMHK - LNHK
37695	CF	MDRK - LNLK	37904	CF	FMHK - LNHK
37696	ML	FCPM - FMCY	37905	CF	FMHK - LNHK
37697	TE	FPTY - FMCY	37906	CF	FMHK - LNHK

Withdrawn locos: 37008,37029,37031,37215 & 37681 to LNXX.
 37032 & 37190 to FDZX.
 37373 to ENZX.

FLEET LISTS

And now a brief description of what each pool code means together with which class 37's are initially allocated to each pool.

RAILFREIGHT DISTRIBUTION

DAMT = Tinsley 37's
110 131 154 178 218 225 238 298

TRAINLOAD FREIGHT SOUTH EAST

ENDN = Toton 37's
057 092 114 185

ENXX = HQ 37's (Stored)
278

ENZX = HQ 37's (Withdrawn)
373

ESBB = Stewarts Lane 37/7's
703 705 709 715 798 800 803 890 891 892

ESPS = Stratford 37/5's
667 676 678 679

EWCN = Toton 37's for work on Great Western
010 012 035 038 040 042 046 048 072 097 098 137 162 174 203 213
222 227 264

EWDB = Stewarts Lane 37/0's & 37/3's
198 274 375 377

EWDS = Stratford 37/0's & 37/3's
013 023 047 054 055 077 106 109 140 167 216 219 241 242 244 280
370 371 376 379

EWRB = Stewarts Lane 37/0's & 37/3's (Restricted use)
194 220 245 293 380

EWRN = Toton 37's for work on Great Western (Restricted use)
065 070 074 138 372

TRAINLOAD FREIGHT NORTH EAST

FDCI = Immingham 37/5's & 37/7's
512 513 515 517 519 677 680 684 688 689 694 698 699 706 707 708
710 711 713 717 719 883 884 885 886

FDDI = Immingham 37/0's & 37/3's
003 009 049 058 083 095 144 223 235 350 359

FDPS = Immingham 37/5's pending transfer to European Passenger Services
501 502 504 506 507 508 511 514 687 690 691

FDRI = Immingham 37/0's & 37/3's (Restricted use)

252 271

FDYX = HQ 37's (Stored)

101 104 209 381 382 888

FDZX = HQ 37's (Withdrawn)

032 190

FMCY = Thornaby 37/4's, 37/5's & 37/7's

415 419 426 516 682 697 716 718

FMDY = Thornaby 37/0's & 37/3's

053 068 075 079 139 239 358 378

FPMY = Thornaby 37/0's & 37/3's (Restricted use)

015 019 045 059 063 128 202 217 272 285

TRAINLOAD FREIGHT WEST

LGBM = Motherwell 37/0's & 37/3's

043 051 066 069 071 073 080 088 100 111 113 116 133 153 165 175
184 188 196 201 211 212 214 232 240 261 262 275 294

LGHM = Motherwell 37/4's

401 403 404 406 409 410 423 424 430

LGPM = Motherwell 37/5's & 37/7's

692 693 696 712 714 801 893

LGPV = Motherwell 37/4's for work in North of Scotland

427 428 431

LGSV = Motherwell 37/0's, 37/3's & 37/5's for work in North of Scotland

025 087 099 152 156 170 221 250 251 255 351 505 510 683 685

LNCK = Canton 37/7's

701 702 704 796 797 799 802 887 889 894 895 896 897 898 899

LNCK = Canton 37/0's

037 141 142 146 158 191 197 207 230 254 258 263

LNHK = Canton 37/9's

901 902 903 904 905 906

LNLK = Canton 37/0's, 37/4's & 37/5's for work in Cornwall

229 412 413 416 521 668 670 671 672 673 674 695

LNXX = HQ 37's (Stored)

004 078 248 411 669 686

LNZX = HQ 37's (Withdrawn)

008 029 031 215 681

LWCC = Crewe non-passenger 37's

026 107 108 405 408 417 420 503 509 518 520 675

LWMC = Crewe passenger 37's

402 407 414 418 421 422 425 429

- * It's perhaps rather fortunate that the only withdrawal to report since the last issue of the mag. is 37032, whose demise leaves the number of class 37's still "On the books" down to 295.
- * Within this number though are quite a few that have not turned a wheel in some time, and of those in the stored pools, only 37411 & 37686 are currently being prepared for a return to service. All the others, including 37669 still unclaimed at Burngullow and 37888 stored for many moons at Immingham must now be considered as withdrawal possibilities.
- * On a brighter note, 37373 has already been instrumental in putting 37216 and 37241 back into service. 37242 is apparently at Doncaster Works being readied for a long overdue return to service, leaving only 37376 to be dealt with at Old Oak Common.
- * I'm also very pleased indeed to confirm that both 37029 and 37032 have been secured for preservation, and negotiations are currently underway for at least one other - 37215.
- * 37029 has, as expected, gone to Peter Waterman to start off his collection of EE3's. It is widely rumoured that he intends to obtain more of the class too, but the number of locos he is after has been the subject of some pretty wild speculation, with the best figure I've heard of to date being 20!!! (Personally, I would love to think that Peter Waterman might buy that many, but my best guess is that a final figure of say 6 - 10 machines may be more realistic - Even so, that will be 6 - 10 syphons that the scrapman won't get, so I wish him every success in obtaining as many as he can lay his hands on!).
- * 37032 has gone to a consortium of people based in East Anglia. I hear that a rumour has started in rail enthusiast circles that our group had bought the loco, but **THIS IS NOT TRUE**. At the time of going to press, the only formal interest the group has shown in any loco was when we had 37029 inspected with a view to putting in a bid for it. However, contrary to popular belief, it was found to have been extensively robbed for parts, so we felt that the group would do well to wait for a better opportunity to present itself in due course.
- * Now - These new pools - My principal regrets with the new setup are:
 - a) The 37/3's formerly employed on top-link freight duties within the FPRI pool, are now relegated to engineers pools, making unrefurbished 37's on revenue earning trains even more hard to come by (Keep an eye open for 37229 in the "Wild west" though - What is this machine up to down there?).
 - b) One of my personal hates is this idea of restricted use pools, and I see that this idea continues with the new setup.
 - c) I was really keeping my fingers crossed that the shuffle around with locos might see the formation of two superpools for the 37/4's, one based in Scotland and the other in North West England. In Scotland, although the division continues, at least you can expect to be able to obtain some haulage on all of the "E" machines if only on the Fort Bill "Kipper" and the Summer only day trains along the West Highland line. The situation in England is far more complex. "E" machines are still to be found exiled in Cornwall and at Thornaby (Why?) and their use on anything bar the odd railtour has got to be about nil. More encouraging is the situation regarding 37405/408/417 & 420. Although in pool LWCC, the Crewe non-passenger pool, in times of traction shortage within correct pool LWMC, these locos have got to be favourite to be first to the rescue. I await 37420's first outing with anticipation - Don't you just know that I'll probably be elsewhere at the time and miss it!
- * The new FDCI superpool at Immingham will be providing traction for those trains formerly employing locos out of the FPRI stable. This gives relatively syphon-starved people in the London area a lot more variety than previously, and I'm particularly pleased to see that 37706/707/708 (Former Stratford/Ripple Lane machines) may be expected to return to their former haunts as a result of the pool merging exercise.
- * Stratford also picks up a small allocation of 37/5's for the first time. These are for duties out of Parkeston Quay and Thameshaven, although I understand

that some of the heavier oil trains from Thameshaven are utilising class 58 power now, although I have not seen them myself.

- * Whilst talking about East Anglia, it's worth noting that the 37 content of pool DAMT is only temporary whilst a number of class 47's are fitted with multiple working apparatus for working the Ipswich to Felixstowe liner trips. Phot them whilst you can - The latest finishing date for 37 haulage is now when the new timetable comes in at the end of May, although this date has been put back a few times before.
- * Although the disappearance of 37/0's on revenue earning trains seems imminent I wonder what the future holds for the 37/9's too? These are non-standard locos and have no fixed duties whatsoever as far as I can tell (They basically seem to act as standby locos for when type 5's expire).
- * You will notice from the pool changes that Eastleigh, Bristol Bath Road, Bescot, Heaton and Inverness all loose their class 37 allocation. Motherwell becomes the depot with the largest syphon allocation, but perhaps surprisingly Toton has amassed quite a fleet too. Most of these are exiled from Bath Road, but are still allocated to work engineers trains along the Great Western lines.
- * I have had several reports from people observing Motherwell shed of late which can be done by a) walking from the station down to the public car park just prior to the depot entrance then b) catching any train heading towards Bellshill/Mossend past the top end of the depot. What is most noticeable is that on all the dates when these visits where made, 37004 & 37078 were not to be seen. Presuming that they are still stored somewhere on the premises here, it would seem that they must be inside the shed itself, which probably means that they are busy being robbed of spares - Not good news for these two!
- * Picking one of the many reports to this area (This one was dated Sat/12/March) 37087/153/156/165/188/196/255/403/410/712/714 were noted at Motherwell, and Polmadie had a few too with 37080/116/133/184/211/221 all noted here.
- * Whilst in Scotland, two other things to report - 37801 was noted near Dunbar on a ballast train on Sun/13/March (Hmmm... I don't think I've ever got a photo of a "7" on ballast - Does this happen regularly anywhere? I'll have to attempt a photting expedition if these things can be predicted).
- * Passing through Aviemore on Sat/12/March, a large ice cube was noted. A more detailed examination revealed that it was in fact 37505 covered in snow & ice and obviously a failure (Presumably it came off the O/N ED - IS here).
- * Hexham is a place that rarely gets a mention in the pages of this magazine, but apparently it gets anything up to 4 ballast trips from Tyne Yard per day (2 in the early morning then 2 after lunch). On Thursday 10th March 37003 was the trip loco, with 37235 being used the following day.
- * Meanwhile, Banbury is also looking up - On Sat/19/Feb/94 37896/797 double-headed the Coedbach - Immingham coal train (Approx. passing time please?) whilst on Sat/05/March, the aforementioned train was handled by 37898 alone, but this was more than made up for by other class 37 appearances that day (37408 & 37425 on their respective charter trains, 37131/110 on a Leeds to Southampton liner train and 37254 on a ballast train).
- * 37010 was employed on Sat/22/Jan/94 to drag a failed HST from Westbury to Old Oak Common. What a waste - You'd think that they would do better to wang it through to Paddington on passenger.
- * The Stewarts Lane refurb (Now pool ESBB) have 2 different types of duty. The first is the petroleum trains out of Fawley etc. (And to a lesser extent Grain, near Hoo Junction). The other is the odd construction train from Acton, and from reports recieved, it would appear that a regular working passes through the Balham/Streatham area between 1100 - 1130.
As the 37's are very restricted in what trains they can cope with (I'm afraid that against a class 59, a class 37 isn't that impressive pullwise), it may be a good idea to phot these construction workings whilst you can, as I would predict that if further type 5's became available (Such as a further contraction of the coal fleet), these workings might be the first to go over to type 5 haulage.
- * And finally, 37167 was utilised vice type 5 power on the March - Barham stone train and return on Mon/28/Feb/94.

THOSE HELLFIRE 60'S

Have no fear - Despite the title, I have absolutely no intention of extolling the virtues of the latest diesel class to come out of Loughborough, but rather to show how drastic the changes on the railway have been since the 1960's by detailing 2 depot bashing visits, one in 1994, the other in 1966, to all the depots of South Wales.

Although in 1966, steam was no longer active in South Wales, and the vast numbers seen on this particular visit were all stored or withdrawn, most diesels were runners and it is rather obvious how the need for traction has taken a nosedive in the intervening years, with the decline in the coal industry a major contributor to this.

6TH FEBRUARY 1994

Newport Godfrey Road = 37074, 37905 (plus 3 shunters, 1 31, 1 47 & 3 56).
Cardiff Canton = 37031, 37141, 37197, 37203, 37229, 37263, 37674, 37695, 37703, 37704, 37799, 37802, 37889, 37904 with 37701 passing on an MGR (plus 9 shunters, 5 47, 6 56, 1 59 & 2 60).
Barry (Pass) = 37230 & unknown 37/7 with 37898 passing on MGR.
Margam (Pass) = 37702, 37887, 37890, 37903 (plus 3 shunters, at least 3 56 & 3 60).
Port Talbot (For Gwent Demolition) = 5 shunters.
Swansea Landore = 4 shunters & 4 47.

29TH MAY 1966 (PREPARE TO GET VERY NOSTALGIC!!)

Severn Tunnel Jct. = D6825, D6829, D6852, D6866, D6873, D6876, D6920, D6950, D6975, D6980, D6990 (plus 6 shunters, 1 warship, 1 western, 6 Brush 4's, 1 teddybear & 1 steam (Evening Star)).
Cashmores Scrap Yard, Newport = 32 steam.
United Wagon Co., Newport = 12 steam.
Mountstewarts Dry Dock, Newport = 5 steam.
Newport Pill = 12 shunters.
Newport Ebbw Jct. = D6820, D6832, D6835, D6838, D6846, D6914 (plus 3 shunters, 2 Brush 4's & a teddybear).
Newport Godfrey Road = D6821, D6824, D6828, D6830, D6834, D6837, D6841, D6848, D6867, D6871, D6952, D6971, D6993 (plus 1 shunter & 2 Brush 4's).
Pontypool Road = D6604, D6822, D6859, D6863, D6885 (plus 2 shunters, 3 Brush 4's & 2 teddybears).
Aberbeeg = D6827, D6843, D6872, D6874, D6940, D6998 (plus 2 shunters & 1 teddybear).
Rhymney = D6826, D6833, D6858 & D6974.
Dowlais Cae Harris = D6934, D6973 & D6989.
Merthyr = D6947.
Aberdare = D6600, D6937, D6954, D6972, D6985, D6991 (plus 1 teddybear).
Treherbert = 1 teddybear.
Ferndale = D6957 & D6958.
Abercynon = D6904, D6921, D6942, D6953, D6969, D6986 (plus 1 shunter).
Cardiff Radyr = D6857, D6896, D6906, D6936, D6951, D6956, D6978, D6981, D6994, D6996, D6997 (plus 4 shunters & 6 teddybears).
Cardiff Canton = D6842, D6879, D6926, D6945, D6949, D6955, D6982 (plus 11 shunters, 3 westerns, 5 hymeys, 27 Brush 4's & 10 teddybears).
Barry = D6844, D6899, D6907, D6922, D6923, D6928, D6970 (plus 6 shunters & 1 hyme).
Barry Docks Scrapyard = 111 steam.
Barry Works Yard = 59 steam.
Hayes Scrapyard, Bridgend = 13 steam.
Bridgend Sidings = D6868, D6983 (plus 1 shunter).
Tondur = D6831, D6869, D6903, D6908, D6915, D6918 (plus 1 shunter).
Margam = D6605, D6606, D6608, D6849, D6878, D6889, D6893, D6918, D6930, D6976 (plus 14 shunters, 1 western, 1 hyme, 6 Brush 4's & 2 teddybears).
Neath N&B Bridge St. = D6607, D6925, D6946 & D6988.
Swansea East Dock = D6845, D6903, D6909, D6924, D6931, D6987 (plus 15 shunters, 2 teddybears & 5 steam).

Swansea Landore = D6602,D6853,D6861,D6870,D6881,D6882,D6883,D6884,D6887,D6888,
 D6890,D6891,D6927,D6929 (plus 8 shunters,1 western,11 Brush
 4's,4 teddybears & 2 steam).
 Llanelly = D6603,D6823,D6865,D6916,D6979 (plus 15 shunters).
 Carmarthen = D6601,D6836,D6862,D6886,D6897 (plus 2 shunters).

For the record,on the 1994 trip,24 different syphons were seen,whilst on the 1966 visit,it was a much better figure - 140! I for one can't wait for the invention of time travel!

I am most gratefull to Phil Wood of "Sandringham by Railtours" for the loan of his "Spotting" notes in order to make the above comparison.He also excelled himself by coming up with some highly rateable archive photos from the 1966 visit too.

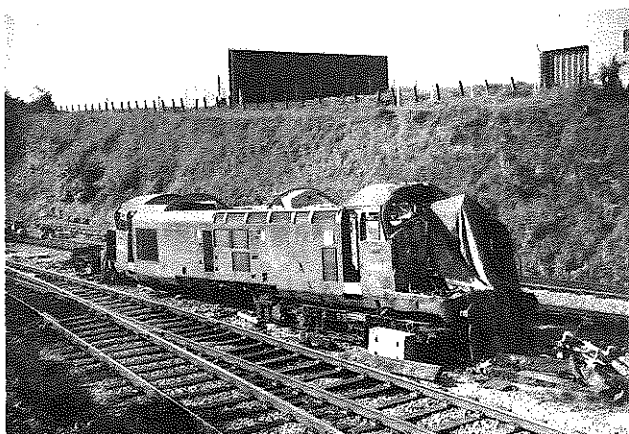


ABOVE = Dowlais Cae Harris shed was one of those old steam sheds that would not look out of place as the set for a Spaghetti western film.The roof of the shed has either collapsed or been removed as dangerously close to collapsing,and the rest of the building doesn't look too healthy either!
 D6934,D6973 & D6989 are seen in this view which is now confined to railway history as Dowlais (At one time served by no less than 4 stations) is no longer on the railway map.

FACING PAGE TOP = A classic view of 6 syphons standing outside the old steam shed at Barry (Now used as a wagon repair depot).

FACING PAGE BOTTOM = Oh dear! The first casualty of the English Electric type 3 class - D6983 - Seen here at Bridgend after it's cataclysmic meeting with D1671.

I am always interested in old photos featuring class 37's from the 1960's, 1970's period for publication in "Syphon" if anyone has something like this available.



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.

QUIZ

This edition I have come up with "The railtour riddler". Basically, I give you 3 class 37 numbers and the railtour name. 1 of the 37's listed did NOT feature on that railtour - I want to know the date of the railtour and the 37 that did not work in each case.

I appreciate that newer converts to the class may find this difficult, so I have listed the railtours in chronological order, starting with one that took place in 1985.

Answers, as usual, towards the back of the magazine.

- 1) 37038, 37128, 37219 THE BLYTH SPIRIT
- 2) 37001, 37023, 37052 THE DELTIC SILVER JUBILEE
- 3) 37044, 37091, 37144 THE INDEPENDANT
- 4) 37137, 37139, 37699 THE HUMBERMAN
- 5) 37035, 37153, 37416 THE CALEDONIAN
- 6) 37211, 37355, 37702 THE GLAMORGAN GROWLER
- 7) 37219, 37414, 37419 THE YORK & WORTH VALLEY EXPLORER
- 8) 37504, 37511, 37517 THE COALVILLE COBBLER
- 9) 37075, 37141, 37298 THE GWENT GROWLER
- 10) 37217, 37244, 37262 THE WENSLEYDALE WANDERER
- 11) 37131, 37225, 37235 THE DOUBLE GLOUCESTER
- 12) 37072, 37235, 37799 THE BARRY BUCKETEER
- 13) 37676, 37678, 37687 THE TYNE, TEES & WEARMAN
- 14) 37008, 37009, 37378 THE NUCLEAR FLYER
- 15) 37032, 37106, 37272 THE SOLENT GROWLER
- 16) 37418, 37421, 37425 THE CAMBRIAN FINALE
- 17) 37681, 37682, 37685 THE BRENTFORD BARD
- 18) 37890, 37892, 37893 THE TAFF VALE TRIUMPH
- 19) 37888, 37892, 37893 THE ROARER REQUIEM
- 20) 37038, 37138, 37201 THE VULCAN VALLEY VENTURER
- 21) 37280, 37411, 37697 THE SEVERN-TAFF CRUNCHER
- 22) 37701, 37702, 37703 THE SOLWAY SCENIC SETTLER
- 23) 37045, 37216, 37903 THE HAMWORTHY QUAY PHEONIX
- 24) 37513, 37514, 37515 THE TEESSIDE TORNADO
- 25) 37065, 37222, 37232 THE TAFF TALISMAN
- 26) 37901, 37905, 37906 THE EXE-SOLENT EXPLORER
- 27) 37075, 37110, 37154 WEST OF ENGLAND COAL POWER
- 28) 37714, 37716, 37884 THE WENSLEYDALE LAMENT
- 29) 37414, 37422, 37514 THE COKER-COALER
- 30) 37680, 37684, 37685 THE CUMBRIAN TYNESIDER
- 31) 37271, 37379, 37414 THE FELIXSTOWE PHEONIX
- 32) 37106, 37410, 37424 THE SKIRL REVISITED
- 33) 37370, 37516, 37798 THE CASTOR & POLLOCKS
- 34) 37358, 37359, 37381 THE CUMBRIAN COASTLINER
- 35) 37051, 37054, 37219 THE CANNY COALMAN
- 36) 37025, 37051, 37069 THE COAL SCUTTLE II
- 37) 37075, 37218, 37225 THE ANGLESEY ODESSEY
- 38) 37068, 37889, 37894 THE NEATH NAVIGATOR
- 39) 37110, 37218, 37261 THE MABINOGIAN
- 40) 37377, 37405, 37422 THE ITCHEN PIDDLE

CLASS 37 GROUP MUGS

Choice of either split & centre code class 37's or special 30th anniversary design.

Available at £2.00 each (Plus £1.00 P&P if by mail order) from the Sales Officer (Address inside front cover).

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

RAILTOUR REPORT

Members who have been with the group for some time will recall that railtour reports used to be a regular feature in the pages of "Syphon". However, in recent times it appears that members have got out of the habit of sending in these reports. Hopefully, the report on "The Southern Mariner" railtour below will jog the memory of members who travel on railtours, and reports on this years railtours involving class 37 haulage will be flooding in to me from now on!

THE SOUTHERN MARINER RAILTOUR - 12TH DECEMBER 1993

The main attractions of this tour were the variety of motive power and rare track for loco hauled passenger trains. This was going to be one of those rarities amongst railtours - It went almost exactly to plan, with only one major hiccup on the day if you exclude the foul weather which I suppose has to be expected given the time of year.

The first leg of the tour from Bristol Temple Meads to Eastleigh was hauled by the rather unusual combination of Foster Yeomans 59,59002 and 56054, although it was doubtful if the 56 was actually working south of Salisbury. At Eastleigh the locos were replaced by 60053 for a trip along the South Coast route as far as Preston Park, where 09026 was bolted on the rear to pilot the train into Brighton.

After a long break at Brighton, our next loco was 73106 which was to haul our train to Newhaven Marine, where locos are rather few and far between nowadays. It was here that we had our class 37 haulage - 37194 to London Victoria, which was a slight change from the advertised route, as the syphon was due to come off at Norwood Junction (Ah well! A bit of bonus mileage behind a class 37 suits me!).

For the last few miles of the journey into London we took the "Red" bit of track via Culvert Junction and Stewarts Lane, instead of the usual passenger train route through Battersea Park (Damn! - I missed out on some highly required track by not going on this tour - Ed.).

56047 was the next loco to drop onto the train, and retracing our steps to Clapham Junction, we then did a complete circle via Balham, Streatham Hill, Herne Hill, Wandsworth Road and Clapham Junction (Windsor Lines) before heading off via Wandsworth Town, Point Pleasant Junction, the LUL District line tracks to Wimbledon and then back onto the LSWR main line - For many people this circuit was the highlight of the day, and most trackbashers cleared off at least some required track for a loco hauled train.

Upon arrival at Wimbledon we were +11 thanks to the provision of a generous amount of recovery time, but from here onwards the grid was getting slower and slower, until it gasped into Woking and expired. 33202 came across from the stabling point here to remove the failed 56, and after some 30 minutes or so, returned to take the train forward to Salisbury. To 37 enthusiasts, it was very frustrating that 37198 and 37293 were both on the stabling point but 33202 was used instead, although it has to be said that most of the railtour participants seemed to be perfectly happy with a slim Crompton! The 33 managed to get the train to Salisbury without losing any more time, and 56054 took over once more for the run back to Bristol.

by Michael Gibson (37891)

AUDIO CASSETTES

"SYPHONS" or "SYPHONS - THE SECOND EDITION".

Available at £3.00 each (Plus £0.50 P&P if mail order) from the Sales Officer (Address inside front cover).

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

FEATURED LOCOS

With only 37032 disappearing off BR's books this time around, this gives me a chance to cover a few of the locos which members have specifically requested.

37032

Yet another Vulcan Foundry machine bites the dust (It's identity this time being EE number 2895, Vulcan Foundry number D611). It's life in BR hands has spanned exactly 32 years, being new to the railway in March 1962. It's first BR number was D6732, and this boilered machine started work from Hull Dairy-coates, where it remained until it's reallocation to Healey Mills in October 1969. As has happened to so many a loco, it then went through a period of wandering from depot to depot, with reallocations to Tinsley (October 1970), Thornaby (May 1971) and Gateshead (November 1972). Whilst at this latter depot, it received it's first TOPS number 37032 in February 1974, then moved depot back to Thornaby a month later.

It's rate of reallocation at this time slowed down a bit, with it's next move, back to Gateshead, not being made until October 1977. The game of ping-pong continued in January 1981, when the machine was reclaimed by Thornaby, and at about this time it lost it's boiler, but in return gained dual braking and an extra fuel tank.

Tinsley became home to this loco for the first time in 14 years after it's transfer there in September 1985, but Thornaby once again claimed the machine in March 1986. This was destined to be the last time this loco was associated with Thornaby, as by January 1987, it was back at Tinsley once more. Whilst here it briefly became 37353 between June 1988 and June 1989 when it was fitted with revised bogies and gearing, but in common with many of the other series one syphons, it's speedy return to a "Standard" machine seems to suggest that perhaps series two machines are better suited to this modification (Any technical bods know why?).

In April 1991, 37032 got an allocation to Immingham for the first time, when it initially transferred to the FAXI Anglian construction pool, then later on to the FBI Buxton construction fleet. However, it's final few months were spent back at Tinsley (May to November 1992).

By this time, the shrinking class 37 fleet needed by RFD, and the need for spares for those still in service required casualties, and 37032 was one of those machines that ended up in the wrong place at the wrong time, and on 13th November 1992 it was officially transferred from MDYT into the MDYX storage pool. Transfer to TLF was achieved in December 1993, but unlike some of it's classmates, this did not help it's BR career, and on the 4th March 1994 it was officially withdrawn, and as such, the "Red stripe railfreight" livery became extinct as far as class 37's are concerned (Although several of the withdrawn syphons still sport this livery of course).

Space prohibits me from a complete listing of 37032's passenger work, but the last 5 workings that I know about are:

06.11.89 1740 AB - Montrose, 1840 Montrose - AB.
13.04.91 "The Solent Growler" railtour D/H 37272.
01.07.92 0650 BN - LLS, 1037 LLS - BN, 1325 BN - LLS, 1712 LLS - BN, 1920 BN - MV.
02.07.92 0706 BN - MV, 1714 MV - BN, 1857 BN - LLS, 2152 LLS - BN.
03.07.92 0650 BN - LLS, 1037 LLS - BN, 1325 BN - LLS then failed (31324 for the rest of the diagram).

Hopefully, this will not be an end to it's passenger workings however. Now that it is preserved, one day it may be possible to see this machine once more haul a full rake of coaches, although probably only on a preserved line (Railtrack charges are apparently rather steep!).

37241

I'm rather pleased that a member has requested this machine, as it's one of my top machines too (I suppose that one day I had better do a top 10 and explain

my preferences for certain locos).

Coming out of Vulcan Foundry (EE number 3498, Vulcan Foundry number D929) in September 1964, it was one of the many series two machines at this time being delivered to South Wales depots. This particular machine went to Cardiff Canton initially, but in its first decade, it did get shuttled from Canton to Landore and visa versa a few times. It was renumbered into the TOPS scheme from Landore during April 1974, and stayed at this depot until its first English posting, to Bristol Bath Road, in May 1980.

Wanderlust developed then, and the loco visited a number of depots in the period from 1986 to 1989 - Tinsley in August 1986, Cardiff Canton in January 1987, Tinsley again in August 1987, Immingham in October 1987, Stratford in January 1988, Immingham again in October 1988 and Thornaby in May 1989.

It spent about 2½ years at Thornaby before suffering 2 months in store between November 1991 and January 1992 (At this time, it was heavily rumoured that this would be withdrawn). Fortunately, this loco was rescued to work Petroleum traffic out of the Ellesmere Port area (Pool FPBI/IM), but although the loco remained in Petroleum hands, it only lasted here for about 2 weeks before going to FPEK/CF, then in January 1993 on to the Grangemouth pool (FPAG/IM).

From March 1993 it became an engineers loco, first with the Immingham restricted use pool FLJW, then later with the Stratford pools NKJS/NKJW. I'm glad to say that this loco is still frequently seen in traffic, although sadly only on the engineers "Network" services.

Again, so I can fit 3 locos into this couple of pages, only the last 5 passenger workings are listed, although in 1980's, this had a few passenger outings:

12.02.87 1720 Paddington - Milford Haven (Bridgend - Swansea).

28.05.87 0703 LLS - Newcastle (Mirfield - Leeds).

11.08.88 1000 Norwich - Liverpool St. (Ipswich - Liverpool St. D/H 37104).

16.07.90 1217 IS - GQS (PH - GQS replacing 37240).

19.04.91 1137 Sheffield - Leeds (DMU failure).

As you can see, many of its workings are rescue jobs. I suppose the last train on which you could have bargained for 37241's appearance was on 11th September 1986, when it worked the 0740 GC - Carlisle via Dumfries & 1055 return service. About time it came out on a railtour!

37803

Yes, yet another Vulcan Foundry machine (EE number 3386, Vulcan Foundry number D852), this loco entered service as D6908 from Landore depot in November 1963. Although a little less travelled than the other two class 37's featured this time, it nevertheless did the usual shuttle between Landore and Canton until (After picking up its TOPS number from Landore in February 1974) it was transferred to Bristol Bath Road in August 1979.

37208 (For this is what this loco became after 1974) stayed at Bristol for close on to 7 years until once again it was allocated to Cardiff Canton, as from June 1986, prior to its call to Crewe for the battering of its life. By October 1986, it had emerged from Crewe Works a changed machine, and with the new identity of 37803. It returned to Canton as a designated power station coal loco (The pool has been variously known as FECA, FEAK, FEKK and FCKK) and was frequently to be seen hauling coal trains to Aberthaw power station near Barry.

By May 1993, class 56's were starting to make inroads into this traffic, and 37803 was transferred to the Immingham petroleum fleet (FPCI). It lasted here until January 1994, when it was officially transferred to the Stewarts Lane construction pool (FARB, now ESBB), although I have not heard of this particular loco being seen in the area yet - It may still be awaiting attention at Immingham as it was for some months before the new railway setup came in. Anyone seen this loco lately?

Passenger workings are:

24.07.89 0807 CF - WM (CF - WB. 37211 took over. 37/7's too heavy for WM line),
1653 WM - CF (WB - CF).

25.04.90 1515 Newcastle - CF (York - presumably CF).

PASSENGER INFORMATION

Well, I got an astonishing response of 3 replies (Thats about 1% of the membership) to my question of what format you prefer passenger gen presented in, and all 3 tended to go for the tabulated format, so that format continues with this issue.

Incedentally, a couple of people have asked why I don't seem to report much gen from Scotland - The answer is simple - I get very little reported from Scotland. Hopefully this will change when people start making their summer forrays to cane in the NB's on the Kyles.

Anyway, on with the gen.....

	2F67	2K64	1D64	1K64	1D70	1G81	1G81	1D76	1D69	1G80	1D61	1D79	1D40
	0802	056	1133	1430	1656	1828	1955	2152	1733	0320	0715	1200	1355
	CE- LLS	LLS- CE	CE- HH	HH- CE	CE- LD	LD- BI	CE- BI	BI- HH	CE- HH	HH- BI	BI- HH	HH- LJ	LJ- HH
12.01.94	429	429	429	429	*	*	429	429	*	402	402	402	402
13.01.94	402	402	402	402	*	*	402	402	*	429	429	429	429
14.01.94	429	429	429	429	429	429	*	429	*	402	402	402	402
15.01.94	*	*	402	402	*	*	*	*	*	429	429	429	429
16.01.94	*	*	*	*	*	*	*	*	418	*	*	*	*
17.01.94	429	429	429	429	*	*	429	429	*	418	=01=	=02=	=02=
18.01.94	418	418	402	402	*	*	402	402	*	429	429	429	429
19.01.94	429	429	429	429	*	*	429	429	*	402	402	402	402
20.01.94	402	402	402	402	*	*	402	402	*	429	429	429	429
21.01.94	422	422	422	422	422	422	*	422	*	402	402	402	402
22.01.94	*	*	=03=	=03=	*	*	*	*	*	422	422	422	422
23.01.94	*	*	*	*	*	*	*	*	402	*	*	*	*
24.01.94	429	429	429	429	*	*	429	429	*	402	402	402	402
25.01.94	402	402	402	402	*	*	402	402	*	429	429	429	429
26.01.94	429	429	429	429	*	*	429	429	*	402	402	402	402
27.01.94	418	418	418	418	*	*	418	418	*	429	429	429	429
28.01.94	402	402	402	402	402	402	*	402	*	418	418	418	418
29.01.94	*	*	418	418	*	*	*	*	*	402	=04=	414	414
30.01.94	*	*	*	*	*	*	*	*	414	*	*	*	*
31.01.94	402	402	402	402	*	*	402	402	*	414	414	414	414
01.02.94	414	414	414	414	*	*	?	?	*	402	=05=	=06=	=07=
02.02.94	414	414	414	414	*	*	414	414	*	=08=	=09=	=10=	=10=
03.02.94	402	402	=10=	=10=	*	*	414	414	*	=11=	=12=	414	414
04.02.94	402	402	402	402	402	402	*	=13=	*	414	414	414	414
05.02.94	*	*	=14=	414	*	*	*	*	*	402	402	402	402
06.02.94	*	*	*	*	*	*	*	*	414	*	*	*	*
07.02.94	418	418	418	418	*	*	418	418	*	414	414	414	414
08.02.94	=15=	=15=	=16=	418	*	*	418	418	*	418	418	418	CAPE
09.02.94	425	425	425	425	*	*	418	=17=	*	418	=18=	414	414
10.02.94	402	402	429	429	*	*	418	418	*	418	418	418	418
11.02.94	402	402	402	CAPE	DMU	402	*	402	*	418	418	418	418
12.02.94	*	*	414	414	*	*	*	*	*	402	402	402	402
13.02.94	*	*	*	*	*	*	*	*	402	*	*	*	*
14.02.94	414	414	414	414	*	*	414	414	*	=19=	=20=	407	407
15.02.94	=21=	=21=	=21=	=21=	*	*	402	402	*	414	414	414	414
16.02.94	421	421	421	421	*	*	421	421	*	402	402	402	402
17.02.94	414	414	414	414	*	*	429	429	*	421	421	421	421
18.02.94	421	421	421	421	DMU	=22=	*	=23=	*	429	429	429	429
19.02.94	*	*	414	414	*	*	*	*	*	429	429	429	429
20.02.94	*	*	*	*	*	*	*	*	402	*	*	*	*
21.02.94	421	421	421	421	*	*	402	402	*	402	402	402	402
22.02.94	414	=24=	429	429	*	*	402	402	*	402	402	402	402
23.02.94	414	=25=	429	429	*	*	429	=26=	*	402	402	402	402
24.02.94	407	407	407	407	*	*	407	407	*	418	418	418	418

	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 1355 LJ- HH
25.02.94	418	418	418	418	418	418	*	418	*	407	407	407	407
26.02.94	*	*	422	422	*	*	*	*	*	418	418	418	418
27.02.94	*	*	*	*	*	*	*	*	418	*	*	*	*
28.02.94	422	422	422	422	*	*	422	422	*	418	418	418	418
01.03.94	407	407	407	407	*	*	407	407	*	422	422	422	422
02.03.94	422	422	422	422	*	*	422	422	*	407	=27=	=28=	418
03.03.94	418	418	418	418	*	*	418	418	*	422	422	422	422
04.03.94	429	429	429	429	429	429	*	429	*	418	418	418	418
05.03.94	*	*	418	418	*	*	*	*	*	429	429	429	429
06.03.94	*	*	*	*	*	*	*	*	=29=	*	*	*	*
07.03.94	425	425	425	425	*	*	425	425	*	=29=	=29=	=29=	=29=
08.03.94	418	418	418	418	*	*	418	418	*	425	425	425	425
09.03.94	429	429	429	429	*	*	429	429	*	418	418	418	418
10.03.94	421	421	421	421	*	*	421	421	*	429	429	429	429
11.03.94	418	418	418	418	418	418	*	418	*	421	421	421	421
12.03.94	*	*	421	421	*	*	*	*	*	418	418	418	418
13.03.94	*	*	*	*	*	*	*	*	?	*	*	*	*
14.03.94	414	414	414	414	*	*	=30=	=31=	*	?	407	407	407
15.03.94	425	425	425	425	*	*	=32=	=33=	*	=34=	422	422	422
16.03.94	425	425	407	407	*	*	414	414	*	422	422	422	422
17.03.94	407	407	407	407	*	*	407	407	*	414	414	414	414

	1K67 1600 HH- CE	1J01 0705 BN- MV	1D37 0950 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
12.01.94	402	422	422	422	422	421	421	421	421	*	*	*
13.01.94	429	421	421	421	421	422	407	407	407	*	*	*
14.01.94	402	407	407	407	407	421	421	421	421	*	*	418
15.01.94	429	*	407	407	*	*	*	*	*	*	*	*
16.01.94	*	*	*	*	*	*	*	*	*	414	414	*
17.01.94	=02=	421	421	421	421	407	=35=	=35=	=35=	*	*	*
18.01.94	429	=35=	422	422	422	421	421	421	421	*	*	*
19.01.94	402	421	421	421	421	422	422	422	422	*	*	*
20.01.94	429	422	=36=	=36=	425	421	418	418	418	*	*	*
21.01.94	402	418	418	418	418	425	425	425	425	*	*	414
22.01.94	422	*	418	418	*	*	*	*	*	*	*	*
23.01.94	*	*	*	*	*	*	*	*	*	414	414	*
24.01.94	402	425	425	425	425	418	421	421	421	*	*	*
25.01.94	429	421	421	421	421	425	425	425	425	*	*	*
26.01.94	402	425	425	425	425	421	421	421	421	*	*	*
27.01.94	429	421	421	421	421	425	422	422	422	*	*	*
28.01.94	418	422	=37=	=38=	429	421	421	421	421	*	*	414
29.01.94	=39=	*	425	425	*	*	*	*	*	*	*	*
30.01.94	*	*	*	*	*	*	*	*	*	422	422	*
31.01.94	414	421	421	=40=	418	425	425	425	425	*	*	*
01.02.94	=41=	425	425	425	425	418	418	418	418	*	*	*
02.02.94	=10=	418	418	418	418	425	425	425	425	*	*	*
03.02.94	414	425	425	425	425	418	418	418	418	*	*	*
04.02.94	414	418	425	425	429	425	425	425	425	*	*	422

	1K67	1J01	1D37	1J44	1F01	1J03	1N01	2F59	2N54	2M33	2V61	1M89
	1600	0705	0950	1330	1725	0712	1714	1908	2152	1315	1915	1640
	HH-	BN-	MV-	HH-	MV-	SP-	MV-	BN-	LLS-	CF-	LLS-	CF-
	CE	MV	HH	MV	SP	MV	BN	LLS	BN	LLS	CF	MOX
05.02.94	402	*	429	=42=	*	*	*	*	*	*	*	*
06.02.94	*	*	*	*	*	*	*	*	*	422	422	*
07.02.94	414	407	407	407	407	=43=	425	425	425	*	*	*
08.02.94	414	=44=	407	407	=21=	407	407	407	407	*	*	*
09.02.94	414	407	407	407	407	=21=	=45=	DMU	DMU	*	*	*
10.02.94	418	=46=	407	407	407	407	425	425	425	*	*	*
11.02.94	418	425	425	425	425	407	407	407	407	*	*	422
12.02.94	402	*	425	425	*	*	*	*	*	*	*	*
13.02.94	*	*	*	*	*	*	*	*	*	422	422	*
14.02.94	407	418	418	418	418	425	425	425	425	*	*	*
15.02.94	414	=47=	418	418	=24=	418	418	418	418	*	*	*
16.02.94	402	418	418	418	418	=24=	407	407	407	*	*	*
17.02.94	421	407	407	407	407	418	425	425	425	*	*	*
18.02.94	429	425	425	425	425	407	407	407	407	*	*	*
19.02.94	429	*	425	425	*	*	*	*	*	*	*	*
20.02.94	*	*	*	*	*	*	*	*	*	422	422	*
21.02.94	402	407	407	407	407	425	425	425	425	*	*	*
22.02.94	402	425	425	425	425	407	407	407	407	*	*	*
23.02.94	402	=48=	425	425	=49=	425	=50=	=51=	=51=	*	*	*
24.02.94	418	414	414	414	=49=	CAPE	DMU	DMU	DMU	*	*	*
25.02.94	407	=52=	DMU	DMU	429	414	421	421	421	*	*	422
26.02.94	418	*	429	429	*	*	*	*	*	*	*	*
27.02.94	*	*	*	*	*	*	*	*	*	=53=	=54=	*
28.02.94	418	421	421	421	421	429	429	429	429	*	*	*
01.03.94	422	429	429	429	429	421	421	421	421	*	*	*
02.03.94	418	421	421	421	421	429	429	429	429	*	*	*
03.03.94	422	429	429	429	407	421	421	421	421	*	*	*
04.03.94	418	421	421	421	407	407	407	407	407	*	*	=55=
05.03.94	429	*	421	421	*	*	*	*	*	*	*	*
06.03.94	*	*	*	*	*	*	*	*	*	=56=	414	*
07.03.94	=29=	407	407	407	422	421	407	407	407	*	*	*
08.03.94	425	407	407	407	407	422	422	422	422	*	*	*
09.03.94	418	=57=	=57=	=57=	=57=	=58=	=58=	407	407	*	*	*
10.03.94	429	407	407	407	407	422	422	422	422	*	*	*
11.03.94	421	422	422	422	=59=	407	425	425	=60=	*	*	414
12.03.94	418	*	422	422	*	*	*	*	*	*	*	*
13.03.94	*	*	*	*	*	*	*	*	*	=61=	418	*
14.03.94	407	?	?	?	?	422	429	429	429	*	*	*
15.03.94	422	429	429	429	429	421	421	421	421	*	*	*
16.03.94	422	421	421	421	421	429	429	429	429	*	*	*
17.03.94	414	429	429	429	429	422	422	422	422	*	*	*

KEY:

* Train not booked to operate on this day according to GBTT.
CAPE Train cancelled, usually due to non-availability of stock/traction.
DMU Train covered by DMU.
? No reports received regarding this train.
=01= 37418 BI - CE, 47532 CE - HH.
=02= 47532.
=03= 47492.
=04= 37402 BI - CE, 37414 CE - HH.
=05= 37402 BI - LJ then failed, 37503 (37402 DIT) LJ - HH.
=06= 37503.

=07= 31229.
 =08= 37429 HH - CE,31456 CE - BI.
 =09= 31456 BI - CE,31432 CE - HH.
 =10= 31432.
 =11= 37414 HH - CE,37429 CE - Stafford then train caped after loco struck tree
 (I know - I was on that train trying to boost my mileage on 37429 - I didn't
 get much!).
 =12= Train started from Stafford.31456 Stafford - CE,37414 CE - HH.
 =13= 37402 BI - CE,31456/37402 D/H CE - HH.
 =14= 37414/31456 D/H.
 =15= 31444.
 =16= 37421 CE - Abergele then failed.37418 (37421 DIT) Abergele - HH.
 =17= 37418 BI - CE,31456/37418 D/H CE - HH.
 =18= 37418 BI - CE,37414 CE - HH.
 =19= 37402 HH - Ty Croes then failed.Passengers detrained onto DMU replacement.
 =20= Train started from CE with 37407.
 =21= 31410.
 =22= DMU LD - CE then train caped (BNS flooded!!!).
 =23= Train started from CE with 37429.
 =24= 31418.
 =25= 31455.
 =26= 37429 BI - CE,37418 CE - HH.
 =27= 37407 BI - CE,37425 CE - Holywell then failed,31144 (37425 DIT) Holywell - HH.
 =28= 31144.
 =29= 37408 (By this time no longer a passenger machine hence special note).
 =30= 37407 CE - BNS then loco to Saltley for fuelling.Managed to derail itself on
 shed,so train caped.
 =31= Train started from CE with 37402.Stock at BNS brought up later by 47802.
 =32= 37402/37425 D/H CE - Stafford,37425 Stafford - BI.
 =33= 37425 BI - CE,37422 CE - HH.
 =34= 47802 HH - CE,37422 CE - BI.
 =35= 31465.
 =36= Main train loco 37422.Had to be piloted LJ - HH & return by 31327 due to drivers
 door being jammed shut!!! It has not been revealed how the driver managed to
 get out!
 =37= 37422 MV - LJ then failed.31199 (37422 DIT) LJ - HH.
 =38= 31199 HH - LJ,37429 LJ - MV.
 =39= 37414 HH - LJ,37350/37414 D/H LJ - CE.
 =40= 37421 HH - Penmaenmawr then failed.31306 (37421 DIT) Penmaenmawr - MV.
 =41= 31229/37402 D/H.
 =42= 37429 HH - LJ then train caped when something fell off loco and damaged
 leading coach!!!!
 =43= 31439.
 =44= 37425 BN - Preston then failed.56076 Preston - MV.
 =45= 37421 MV - Poulton le Fylde then failed.Assisted into BN by unknown 31/4.
 =46= 31439 (37421 DIT).
 =47= 37407 (37425 DIT).
 =48= 37407 BN - Preston then train caped after loco failure.
 =49= 31456.
 =50= 37421 MV - Kearsley then failed,31421 pushed train to Bolton then train caped.
 =51= 31421.
 =52= 37425 BN - Preston then train caped after loco failure.
 =53= 37425 CF - Hartford then train caped after loco failure.
 =54= 37422 (37425 DIT) LLS - CE,37422 CE - CF.
 =55= 37042.
 =56= 37408/37414 D/H CF - CE,37414 CE - LLS.
 =57= Trains worked by 37422.Trains used MP not MV due to a derailment.
 =58= Trains worked by 37407.Trains used MP not MV due to a derailment.
 =59= DMU worked 1725 MV - SP due to late running of 1330 HH - MV.37422 worked
 1820 MV - SP instead.

=60= 37425 BN - Leyland then train capped after loco failure.
 =61= Revised diagram due to engineering works.37418 worked 1326 CE - Shrewsbury,
 1529 Shrewsbury - LLS.

OTHER WORKINGS:

12.01.94 Havant - MP "Footex" via Southampton,WB,Dr. Days Jct.,Maindee Jct. & Marches line.
 MP - Fareham "Footex" via CE,Coventry,Reading,Earley & Guildford.
 37418 Havant - WB then failed.
 37141 WB - BTM (Diverted) then failed.
 37213 BTM - MP,MP - Fareham throughout!
 30.01.94 37402 0850 Euston - HH (HST drag CE - HH).
 02.02.94 37377 0905 Poole - York (? - Reading).
 37422 0653 WB - WM,0853 WM - BTM,1128 BTM - CF.
 13.02.94 37194 1705 Poole - BNS.
 15.02.94 37109 0630 Paddington - BNS (Didcot - BNS after 47483 encountered the wrong sort of snow).
 37422 0653 WB - WM,0853 WM - BTM,1000 CF - Paignton (BTM - Paignton),
 1340 Paignton - Swindon (Paignton - BTM),1720 BTM - CF.
 16.02.94 37422 0653 WB - WM,0853 WM - BTM.
 17.02.94 0653 WB - WM,0853 WM - BTM.
 19.02.94 37416 Carmarthen - Newport "Ruggex" (? - Newport),CF - Carmarthen "Ruggex".
 37422 Carmarthen - Newport "Ruggex" (Carmarthen - ?).
 37903 Swansea - Carmarthen "Scrummager 2" mini-railtour.
 20.02.94 37358 "Standedge Stomper" railtour (Wakefield Kirkgate - Sheffield via Barnsley).
 22.02.94 37251/683 O/N IS - EU (IS - ED).
 37424 O/N FW - EU (FW - ED).
 37430 O/N EU - FW (ED - FW).
 37505/510 O/N AB - EU (AB - ED).
 23.02.94 37675 (87035 DIT) 1520 Euston - LLS (Hartford - LLS).
 25.02.94 37251/37683 O/N AB - EU (AB - ED).
 37430 O/N FW - EU (FW - ED).
 37505/37685 O/N IS - EU (IS - ED).
 01.03.94 37401 O/N EU - FW (ED - FW).
 37431 1220 IS - AB.
 03.03.94 37414 0931 BTM - WM (WB - WM),1300 WM - BTM (WM - ?).
 05.03.94 37408 West Ruislip - Carlisle & return (Chiltern trains charter).
 37892 "Mid-Hants diesel weekend".

"HAMPSHIRE HOG" RAILTOUR

37405 MP - CE.
 37425 CE - Signal before Eastleigh station.
 47297 Signal before Eastleigh station - Southampton W Docks.
 37375 Southampton W Docks - Eastleigh.
 47297 Eastleigh - Southampton E Docks.
 37375 Southampton E Docks - Eastleigh.
 37425 Eastleigh - Alton.
 37425 Alton - Leamington Spa.
 47580 (37425 DIT) Leamington Spa - CE.
 37405 CE - MP.

06.03.94 37892 "Mid-Hants diesel weekend".
 09.03.94 37414 0653 WB - WM,0853 WM - BTM.
 10.03.94 37113/37685 O/N IS - EU (IS - ED).
 37198 0905 Poole - York (poole - Reading).
 37214/37510 O/N AB - EU (AB - ED).
 37414 0653 WB - WM,0853 WM - BTM.

- 11.03.94 37214/37510 O/N EU - IS (ED - IS).
 37427 1220 IS - AB,1714 AB - IS.
 37431 0552 IS - AB,0920 AB - IS.
 37505/37510 O/N IS - EU (IS - ED).
 15.03.94 37214/37510 O/N IS - EU (IS - ED).
 37250/37685 O/N AB - EU (AB - ED).
 37418 1520 Swindon - Cheltenham,1733 Cheltenham - Swindon,2000
 Swindon - Cheltenham,2110 Cheltenham - BNS (All "Naggex" specials
 in association with Cheltenham Gold Cup).
 16.03.94 37214/37510 O/N AB - EU (AB - ED).
 37250/37685 O/N IS - EU (IS - ED).
 37418 1733 Cheltenham - Swindon,2000 Swindon - Cheltenham,
 2110 Cheltenham - BNS.
 17.03.94 37418 1733 Cheltenham - Swindon,2000 Swindon - Cheltenham,
 2110 Cheltenham - BNS.
 19.03.94 37403/37408 "Worksop Wanderer" railtour (Chalmerston Sdgs. - Ayr).
 37429 0950 MV - HH,1330 HH - MV.

ADVANCE GEN FOR SUMMER TT:

I've had various bits of gen passed my way,some of which contradicts other bits!
 I've supplied below what I feel is the most reliable gen for the NW workings.
 This is incomplete (No details of Sunday workings) and is subject to verification
 when the new GBTT comes in at the end of May.

M - F ONE: 0932 CE - HH,1155 HH - CE,1824 CE - Bangor,2032 Bangor - CE.

M - F TWO: 1424 CE - HH,1655 HH - BI,2152 BI - HH.

M - F THREE: 0315 HH - BI,0946 BI - HH,1555 HH - CE.

M - F FOUR: 0721 SP - MV,1012 MV - HH,1330 HH - MV,1728 MV - BN.

M - F FIVE: 0708 BN - MV,1710 MV - SP.

SAT ONE: 0932 CE - HH,1310 HH - BN.

SAT TWO: 1824 CE - Bangor,2032 Bangor - CE.

SAT THREE: 0315 HH - BI,0946 BI - HH,1655 HH - BI,2040 BI - Chester.

SAT FOUR: 0721 SP - MV,1012 MV - HH,1330 HH - MV.

SAT FIVE: 1015 BN - HH,1555 HH - CE.

As for the Scottish gen,I think that the "Kippers" should run pretty much as now,
 the IS - AB diagram is rumoured to go DMU,but the IS - ED line should pick up
 2 loco hauled diagrams again,at least for the summer period.

Kyles should have some NB action as usual during peak summer months,and on the
 West Highland,a peak summer operation from GQS - Oban or Fort William (Depending
 on which day you travel) should make for a summer of fun in the Highlands!

RELIABLE GEN (AND CONFIRMATION OF THE NW DIAGRAMS DETAILED ABOVE) IS NEEDED AS
 SOON AS POSSIBLE PLEASE.

I hope to be able to give a complete rundown in the next magazine.

TOP WORKINGS OF THE LAST FEW MONTHS:

Well,much rateable haulage to note this time around.37042 appearing on the 1640
 FO CF - MOX on the 4th March is definately worthy of mention,but so is 37213's
 excursion on the 12th January.However,I'm going to go for 37377 appearing on a
 "Proper" train on the 2nd February as my choice this time around (It hadn't
 worked a passenger in years,came out on a railtour detailed in the last mag.
 and has now,at last,worked a timetabled train,presumably due to spoon failure).

QUIZ ANSWERS

- | | |
|---------------------|---------------------|
| 1) 27.08.85,37128. | 21) 18.01.92,37411. |
| 2) 05.07.86,37023. | 22) 25.02.92,37702. |
| 3) 04.07.87,37144. | 23) 15.03.92,37903. |
| 4) 25.07.87,37137. | 24) 20.09.92,37514. |
| 5) 11.06.88,37153. | 25) 04.10.92,37232. |
| 6) 06.05.89,37211. | 26) 08.11.92,37905. |
| 7) 13.05.89,37419. | 27) 15.11.92,37075. |
| 8) 11.06.89,37517. | 28) 02.01.93,37716. |
| 9) 14.04.90,37075. | 29) 06.03.93,37414. |
| 10) 27.05.90,37262. | 30) 13.03.93,37685. |
| 11) 01.07.90,37225. | 31) 17.04.93,37379. |
| 12) 19.08.90,37072. | 32) 12.06.93,37424. |
| 13) 08.09.90,37678. | 33) 26.06.93,37370. |
| 14) 30.03.91,37008. | 34) 31.07.93,37359. |
| 15) 13.04.91,37106. | 35) 28.08.93,37051. |
| 16) 12.05.91,37425. | 36) 04.09.93,37025. |
| 17) 22.06.91,37681. | 37) 11.09.93,37218. |
| 18) 22.06.91,37890. | 38) 02.10.93,37894. |
| 19) 30.06.91,37893. | 39) 16.10.93,37110. |
| 20) 28.07.91,37038. | 40) 06.11.93,37422. |

PHOTOS:

FRONT COVER - When 33101 failed on the 0956 Salisbury - Cardiff "Ruggex", it was left to 37701 to work the next leg of the special diagram, a Cardiff - Hereford enthusiasts special.
The train is seen here prior to departure from Cardiff on 6th February 1993.
(Photo = Alan Hawkins).

TOP RIGHT - Engineers trains are now the staple diet of most 37/0's, and in this view, 37146 is seen on such a duty at Banbury on 30th May 1992.
(Photo = K. Palmer).

BOTTOM RIGHT - And now, a series of 3 photos already consigned to the history books. In this first photo, 37359 hauls the Ripple Lane - Immingham van train, much mentioned in the "Newsdesk" section of late, through Homerton, on the busy North London line. Since the recent pool changes, 37/3's appear on this train no longer. The date of the photo is Mon/28/Feb/94.
(Photo = Steve Branch).

BACK COVER TOP - The same train, but on a different date (Wed/15/Dec/93) saw the rare appearance of 37382 at Stratford. The machine sounded most unwell on this occasion, and it was not really much of a surprise that it was put into stored unserviceable status a month after this photo was taken.
(Photo = Steve Branch).

BACK COVER BOTTOM - And finally, another 37/3 that currently has a shadow hanging over it, being stored unserviceable too since October 1993. It is seen here in happier days at Melton Ross on Thur/27/Jan/91, whilst double heading an ore train with 37351.
(Photo = Steve Branch).

