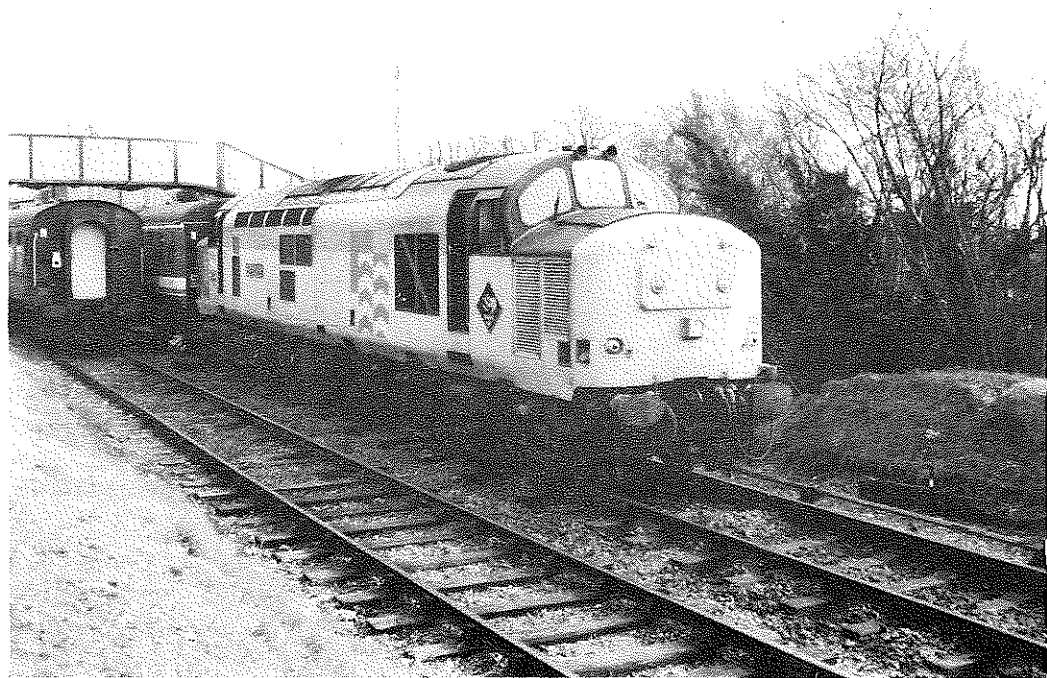


SYPHON!

THE MAGAZINE OF
THE CLASS 37 GROUP

JUNE 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

JUNE 1994

With this edition of the magazine, I will have completed my first yearsworth of "Syphon"s, and to say that it has been a year of changes, both for the railway industry, which of course has a direct bearing on the class 37 survival prospects, and for our group, would be something of an understatement.

Regretably, the group committee has once again been put in a state of flux with the immediate resignation of Neil Murphy, and the decisions of Steve Keeble and Dean Warner not to stand for re-election at the November AGM.

For the time being, please note the reshuffle of committee responsibilities listed on the previous page. However, in effect, the DISTRIBUTION, MEMBERSHIP and SECRETARIES jobs are all vacant, and to avoid overloading the remaining members of the committee, it is important that we recruit some "New blood" in order to take on the vacant tasks - If you can help, please drop a line to Michael Millward in the first instance.

On a brighter note, we may not have bought a class 37 yet, but we have at least got some sort of wheeled device as a group asset, with the recent construction of a mobile trailer come sales stand. It's first appearance was at the Worcester open day on Sunday 22nd May (Of which more later), with other dates fixed up for the North Norfolk Diesel Gala at Weybourne (4th June) and Doncaster Works open days (9th & 10th July - See advertisement for same later in the mag.). If you are at either of these events, don't forget to visit us!

The Worcester open day was quite a success, but has left us with low stocks in some areas (Although we will of course be replenishing our stocks at the earliest opportunity, but the designs of certain items may be different. A complete summary of changes since the last edition of the mag. appears below:

- * We are now down to our last $\frac{1}{2}$ dozen mugs. Immediate ordering is advised to avoid disappointment!
- * On Saturday 21st May, we added a new item to our sales list - Group clocks. Within 24 hours, every last one was sold! We will of course be making a further batch available, but with them being popular, and with the Doncaster Works open day looming, early ordering is advised - Currently, we are offering two versions of a wall mounted clock, either a white clock with "The class 37 group" and a $\frac{3}{4}$ view (Drawing) of a series I and a series II syphon. The other style is a picture clock (Clock colours vary). The initial choice of pictures was 37032, 37038, 37063, 37097, Probably 37278 (The number is not readable unfortunately), 37401, 37427, 37520 or 37893 - These are likely to feature once more, with possible additions to the range later on. The price is £6.99 plus £1.50 P&P if ordered by mail.
- * Regretably, P&P charges have had to be put up to £1.50 for Videos and Sweat-shirts, but the P&P cost for back copies of the magazine has gone down, with either 1 or 2 magazines costing 25p, but 3 or more costing 50p.
- * We are also now taking orders for the 1995 Modern Traction and Steam Traction calendars at £3.95 per copy plus 50p P&P. Please order and send money now, although it may be a little time before the cheques are cashed. For your information, the modern traction calendar has photos of 59002 at Freshford (Cover), 58034 at Cottam Power Station, 31302 at Drigg, 60086 at Avonmouth, a tram at Greenholme, 56033 at Box, 31465 at Grange-over-Sands, 37073 at Pangbourne, D5300 & D5301 at Duncraig, 20132 & 20087 at Boston, 47711 at Bradford-on-Avon, 33116 at Weymouth, 86253 at Roade, 47640 & 47845 at Dawlish, 50033, 50037 and D400 at Staveley and 37414 at Holyhead (Cover).

That just leaves me to thank all those who sent in pictures and gen which featured in this edition of the magazine. These top men are Michael Gibson, David Wilson, John Hooson, John Dewing, John Haydock, "37098", Ian Vandervell, Alex Hall, R.S. Wills, "Sandringham by Railtours", Jefferson "Starship" King, Simon Jowett, M. Wren, Alan Hawkins (Sorry, still no response to your question - I did try Alan!) and last but not least Henry Freyne.

The deadline for the August edition of the magazine will be first poston Friday 29th July. As I start typing the moment this postal delivery is made, please post in plenty of time!

MEMBERSHIP NEWS:

A warm welcome first of all to our new members Stephen Pizze (37125), Rob Morel (37126), Ray Manka (37127), Neil Hawley (37223) and Mrs. S. Barnes-Evans (37407). Also, thanks are due to the following "Old" members who have kept the faith and renewed for another year - Mr. S. King (37012), Mr. K. Lewis (37014), Mr. R. Hall (37017), Kevin Green (37019), Mr. P. King (37023), Russel Barr (37037), Mrs. M. King (37059), Rod Saunders (37085), Dianne Saunders (37086), Master N. Saunders (37087), John Pinion (37119), Mr. A.P. Sayer (37123), Mr. R. Cavanagh (37124), Mr. M. Parker (37129), Mr. M. Reynolds (37130), Tim Dawe (37136), Mr. D. Warren (37137), Timothy Streten (37139), Mr. D. Jennings (37140), Stephen Miles (37151), Jonathan Bird (37167), Mr. S.M. Rooke (37176), Alan Hawkins (37177), Mr. C. Ball (37191), Howard Jarvis (37192), Miss H. King (37200), Mr. R. Page (37201), Andrew McGovern (37204), Mr. J. Tilbury (37206), Mr. R. King (37208), Mr. J. King (37209), Mr. M.J. Cox (37215), Mr. J. Knapton (37249), Mr. M. Gibson (37891) and last but not least, Mr. A. Gooch (37893 now renumbering to 37905).

This means that by my reckoning, the following numbers are still available, should you want to change your membership number:

37/0: 016 028 048 095 096 107 128 147 155 157 163 164 165 169 173 174 183 186
187 189 190 197 199 220 221 226 234 236 246 252 256 259 269 270 271 272
273 280 281 282 283 284 285 286 288 289 290 291 292 293 294 295 296 297
298 299 300 301 302 303 304 306 307 308 310 311 312 313 314 320 321 322
323 324 325 326
37/3: 351 352 353 354 355 356 357 358 359 370 371 372 373 374 375 376 377 378
379 380 381 382
37/4: 401 406 411 412 413 415 417 419 424 426
37/5: 502 503 504 506 507 508 509 510 512 513 514 515 516 517 518 519 520 521
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
37/7: 701 702 703 704 705 708 711 712 713 714 715 717 719 796 798 799 800 801
802 803 883 884 885 886 889 893 894 895 896 897 899
37/9: 901 902 903 904 906

Having successfully sold 37905 for a £1.00, I'll try my hand at disposing of 37190 next. This loco is of course one of the first batch to enter preservation (The other 3 numbers are already spoken for), so as an up and coming syphon (Although it may take a little time to get back into an operable state), I feel that someone out there will feel it worth a £1.00 to snap up this prestigious membership number.

For this, or any other, application to change membership number, write to the MEMBERSHIP SECRETARY enclosing a £1.00 cheque or PO made payable to "The Class 37 Group".

MONTHLY DRAW:

Recent winners have been Mr. S. Mackay (37060) in March, and Mr. M. Reeve (37148) in April.

If you wish to join in the monthly draw, write to the MONTHLY DRAW CO-ORDINATOR for an application form. The cost is from £1.00 per month, although multiple entries at £1.00 each are permissible.

PRESERVATION FUND:

The total at time of going to press is £10,664.07.

CLASS 37 GROUP KEY FOBS Leather key fobs in a choice of colours (Red, blue, white, green, black or tan. Price 50p each (Plus 25p P&P if ordered by mail). Available at our stand at certain open days, or direct from our Sales Officer. Please make cheques payable to "The Class 37 Group".

BRITISH RAIL MAINTENANCE LIMITED



SATURDAY 9th and SUNDAY 10th JULY 1994

1000 hrs to 1700 hrs

THE 'PLANT WORKS' CRIMPSALL WORKSHOPS

HEXTHORPE, DONCASTER

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ENTRANCE VIA

KIRK STREET, HEXTHORPE ONLY

ADMISSION

ADULTS £2.00

CHILDREN 0.50p



EVENT ORGANISED BY THE DEPOT CHARITY COMMITTEE - REGISTERED CHARITY No. 1008599

NEWSDESK

By way of an experiment,I'm listing the news on a company by company basis, as from now onwards,each part of the railway is expected to become increasingly divorced from each other.

One bit of general news before I start however.I understand that all traction, and presumably rolling stock as well in due course,has nominally been allocated a reference number by Railtrack.In the case of the 3 freight companies,this takes the form of the companies prefix letter (E for TLF SE,F for TLF NE and L for TLF W) followed by an individual four figure number.I do not know if these numbers are ever likely to be carried on the sides of locomotives,but I for one don't like the idea that perhaps the class 37 fleet will end up being numbered "E4472","L6202" or "F0888"!Ghastly!

RAILFREIGHT DISTRIBUTION

Reallocations:

Name removed:

37110 TI - Su DAMT - DAYX
37154 TI - Ss DAMT - DAYX
37218 TI - Ss DAMT - DAYX
37238 TI - Su DAMT - DAYX

37154 Johnson Stevens Agencies

Gen:

As you'd expect,with only 4 members of the class left in traffic (131/178/225 & 298),most sightings have been confined to the Ipswich area,where they are still to be found working the occasional liner train trip along the Felixstowe branch. However,even on these duties,47's either in pairs or singly handle much of the work.

Surprisingly,37131 & 37225 did make at least one foray deep into unusual territory though,working a Leeds - Southampton liner on Saturday 7th May,and returning on the balancing working on the Sunday.The pair was in the Leeds area having worked a Felixstowe - Leeds liner in order to return to Tinsley for maintenance.

By the time this edition of the magazine reaches you,it is quite likely that RFD will have retired it's last class 37's in favour of the 47 (Although I have heard that these locos are giving a bit of trouble just at the moment). It is expected that the 8 RFD syphons will be sold to one of the freight companies.As at least 6 of these are runners,this may have the effect of displacing some of the more unwell 37's onto the scrap lines.

TRAINLOAD FREIGHT NORTH EAST

Reallocations:

37083 IM - Su FDDI
37144 IM - Su FDDI - FDYX
37252 IM FDRI - FDDI
37501 IM FABI - FEPS *CORRECTION* then
IM - Ss FEPS
37502 IM FPJW - FEPS *CORRECTION* then
IM - Su FEPS
37504 CD - IM RCLC - FEPS *CORRECTION* then
IM - Ss FEPS
37506 TE - IM FMPY - FEPS *CORRECTION* then
IM - Su FEPS

37507 Su FPYX - FEPS *CORRECTION*
 37508 IM FPRI - FEPS *CORRECTION* then
 IM - Ss FEPS
 37511 IM FPYI - FEPS *CORRECTION* then
 IM - Su FEPS
 37513 IM - Su FPCI - FEPS
 37514 TE - IM FMPY - FEPS *CORRECTION*
 37687 IM FPYI - FEPS *CORRECTION* then
 IM - Su FEPS
 37690 ML - IM FCPM - FEPS *CORRECTION* then
 IM - Su FEPS
 37691 IM FPRI - FEPS *CORRECTION* then
 IM - Ss FEPS

Name removed:

37358 P & O Containers

Livery changes:

37717 Metals - Petroleum

Gen:

This company seems to hold more class 37's at risk than any other at the moment. Although 37888 has been sent to Crewe works at last, many of the stored unserviceable 37/0's and 37/3's linger on at the depot awaiting a decision as to their future. 37083/101/104/144 & 381 have all been observed of late, but 37382 is no longer in sight, so this may have been taken inside the depot for further robbing. 37209 meanwhile seems to have been abandoned in Doncaster yard, and is rumoured to be next in line for withdrawal.

As for the FEPS 37/5's, all bar 37514 are now in storage, ready for their adoption by European Passenger Services. With 37690 & 691 being amongst this batch, another livery is now no longer to be seen, as these were the last of the class to carry the original grey railfreight livery, with yellow cabs. I expect that with these syphons being acquired by EPS to work the Channel Tunnel "Kippers", they will repaint all of these locos in some new (Eurostar?) livery prior to re-entering service.

Prior to the great FEPS layup, 37504 & 690 were noted at Cottingham (On the Hull to Bridlington line) on ballast trains on Sunday 3rd April. On Saturday 7th May, Cottingham was host to another "5", 37699, whilst on the same day, York stabling point held 37053/065/097/239/358 & 415.

An unusual event on Sunday 20th March was the treble heading of the Holyhead - Humber service, with superpower in the form of 37713/717 & 883. One usually suffices, so it may have been a transit move.

Perhaps even more unusual was the use of Imminghams last remaining restricted use 37, 37271, on the Peterborough - Bow Plasmor train on Thursday 21st April, vice the normal "5" from the FDCI pool. It returned back from whence it came on the Bow - Heck empties later that morning.

Another standard to make an escape from normal ballast train work was 37235. On Monday 9th May it was also observed far from home, working an Ellesmere Port - Saltend tank train.

It is pleasing to note that since the big split, it seems to have become more common to have 37's (And other forms of traction not now normally associated with revenue earning traffic) stand in for booked forms of traction in times of need. Long may this continue!

In the York area, a daily Lackenby to Llanwern steel slab train appears at around 1130 with Thornaby HGR's at the helm. However this train utilised 37239 on 13th April, and was followed by 37053 minutes later with a rake of empty BDA's.

A second booked syphon working through York is the Leith - Immingham Norsk Hydro train, passing through at around 1700 with FDCI 7's the normal power.

Most PW work drops syphons in this area, but a fair few traffic specials have yealded syphons too with 37516 & 37419 and 37358 & 37378 appearing during the evening of 28th April, and 37514 & 37682 appeared on a tank train at 1000 on the 3rd May.

 TRAINLOAD FREIGHT SOUTH EAST

Name fitted:

37023 Stratford TMD Quality Approved *AMENDED*
 37379 Ipswich WRD Quality Approved
 37890 The Railway Observer

Name removed:

37800 Glo Cymru

Livery changes:

37055 RFD - TLF anonymous

The TLF SE setup has wasted no time in pressing it's syphon fleet into service on all sorts of trains. One of the more unusual workings was on Sunday 10th April 1994 when 37379 & 676 were noted in the Brondesbury area top & tailing a rake of Redland stone wagons, presumably whilst undertaking ballast duties. On Saturday 23rd April, 37241 & 370 were utilised to cover the Ipswich - Felixstowe liner trips vice RFD spoons. Also at Ipswich for a few weeks, 37114 from Toton was noticed on local ballast work here on a number of occasions during early May.

37047 was used to haul chopper 20169 over the North London line on Wednesday 27th April, whilst on Monday 2nd May, 37162 also appeared on this line, hauling a rake of condemned underground stock en-route to Snailwell. Totons 37138 & 174 also made local appearances on Friday 6th May, when they picked up a Llandarcy - Grain tank train between Swindon & Acton, then sprinted over to Marks Tey to work a sand train back to Hayes. I think the moral of this story is to always take a camera with you when going anywhere near a railway line - You never know just what might turn up.

As mentioned in the last edition of "Syphon", 58's have indeed taken over most of the duties from Thameshaven, although I think that the Thameshaven - Norwich is still 37 hauled, as are the trains from Parkston - North Walsham & Longport. Hopes were high when a 58 failed on the Cambridge tanks recently, but regrettably the population of Cambridge had to don dark glasses when Stratford shed sent out the glowing spoon, 47803, instead of the expected 37.

Whilst on the subject of colour schemes, East Ham car sheds is now regularly host to approximately 4 locos whilst the LTS lines are being modernised. On Tuesday 10th May 37023 (Engineers livery), 37219 (Blue), 47802 & 47804 (Intercity) all mingled with NSE liveried units whilst they awaited their nights work. Weekends at Three Bridges also seems to have some syphon interest. As an example, on Saturday 7th May, 37194/220 & 380 were all noted, preparing themselves for ballast trains.

 TRAINLOAD FREIGHT WEST

Reallocations:

37696 ML FCPM - LGPM *CORRECTION*

Name removed:

37675 William Cookworthy

Name fitted:

37025 Inverness TMD
 Quality Assured
 37402 Bont-Y-Bermo
 37403 Ben Cruachan
 37418 East Lancashire Railway

Livery changes:

37025 Engineers - Large logo blue with Highland stag
37403 RFD - BR green
37404 Mainline - TLF anonymous
37409 Mainline - Coal
37417 Mainline - TLF anonymous
37418 Petroleum - Regional Railways

Gen:

Another company with a few syphons at risk.37004 & 37078 continue to give concern at Motherwell, whilst 37201 lingers on at Inverness.37248 has now been recovered from Doncaster by TLF W, and is apparently now at Canton, although it is not known as yet if this is to be repaired or just used as another source of spares. Other tamperings with the TLF W fleet have included to long overdue overhaul of 37418's engine, so that it now sounds like a 37 at last, leaving 425 still to be dealt with in this manner, before it expires perminantly some day! Poolmate 429 has however been quite active on the passenger diagrams, but also finding time out to work a train of ex-works and condemned Mk.II coaches through Stalybridge on Monday 25th April.

West's 5's are also finding work in the North West area, being noted hauling an Ellesmere Port - Sellafeld fuel oil train on several occasions (The empties from this working return through Preston at around midday on Saturdays I am informed), whilst 37675 tried it's hand at working a Valley - Sellafeld train on the 17th May (Although it didn't get far. It had to be dragged DIT from Llandudno Junction by a pair of goyles after failing). It's a shame that the reason for no "E" diagrams on the Barrow line is the lack of driver knowledge, yet freights seem to manage OK.

The 9's appear to have picked up regular work at last, with a pair putting in commonplace appearances on the Margam - Round Oak trains.

Down in TLF Wests "Wild west" area, which is physically separete from the rest of the companies area, with TLF SE "Owning" the Bristol area, much of interest is occurring. Of course, with recent changes to this fleet of china clay locos, they are now a much more colourfull bunch anyway, but 37416 returned from works unexpectedly repainted back into Mainline livery. As well as the LNLK fleet, it is also usual to have a ballast loco or 2 outstationed here, and it would appear that all locos get a turn on china clay duties, although of course the 0's have slightly less haulage power than the 5's. A recent visit to the duchy revealed over the space of a week that all of the LNLK fleet, plus 37146 & 254 put in appearances on the Lostwithiel - Fowey branch. It is also worthy of note that the Burngullow - Irvine train now works into Newport ADJ where a loco change is now made. At the moment, the northern section of this train is still in the hands of LNLK syphons, most of the pool being observed in recent weeks at Warrington by a correspondant, but a rumour is rife that grids may inherit this part of the service in time.

Further observations on the TPO network reveal that 37012 worked the GWTPD Down on 22nd March between Exeter SD & Plymouth, whilst 37207 had charge of the South Wales TPO Up between Cardiff & BTM on 30th March.

Another unusual working was noted on the Exmouth branch on 25th March, when 37098 & 47576 were noted top & tailing the ECS for a troop train. The same train was seen later passing Bristol with 37098 still flailing away on the rear!

QUIZ

Now here's something that should appeal to all you closet "Trekkies" out there. The name of the game is "SPOT THE VULCAN", but instead of looking out for Captain Kirk's pointy-eared chum, your mission, should you decide to accept it, is to decide which of the list of class 37's listed below was built at Vulcan Foundry (For each set of 3 numbers, only one will be a Vulcan - The other two will be RSH machines). Answers, as usual, towards the back of the mag. - May the force be with you!

- | | |
|-----------------------|-----------------------|
| 1. 37069 37096 37198 | 18. 37886 37887 37888 |
| 2. 37087 37141 37162 | 19. 37073 37188 37298 |
| 3. 37116 37128 37884 | 20. 37054 37095 37692 |
| 4. 37190 37373 37681 | 21. 37066 37071 37185 |
| 5. 37092 37165 37202 | 22. 37083 37403 37683 |
| 6. 37068 37078 37088 | 23. 37507 37508 37509 |
| 7. 37370 37371 37372 | 24. 37516 37517 37518 |
| 8. 37174 37184 37194 | 25. 37072 37706 37898 |
| 9. 37191 37904 37906 | 26. 37890 37891 37892 |
| 10. 37026 37070 37197 | 27. 37074 37431 37676 |
| 11. 37358 37503 37675 | 28. 37079 37691 37710 |
| 12. 37370 37375 37899 | 29. 37670 37894 37897 |
| 13. 37167 37422 37689 | 30. 37797 37802 37803 |
| 14. 37075 37153 37196 | 31. 37502 37708 37885 |
| 15. 37679 37685 37694 | 32. 37077 37687 37703 |
| 16. 37080 37677 37690 | 33. 37668 37672 37711 |
| 17. 37716 37717 37718 | |

And now, an appeal for help - I am hoping to do next editions quiz in the form of a set of anagrams based on either names carried by class 37's, or stations frequented by class 37's on regular passenger trains this year. As anagrams (And their unravelling) have never been a strong point with me, any contributions (Even if only the one anagram) would be extremely welcome, so I can collate all the contributions received, along with a few of my own efforts, into a reasonably sized quiz.

THE BIG E ON 2ND MAY 1994
LONDON PADDINGTON - EXETER ST DAVIDS AND RETURN by Ian Vanderveil (37421)

On arrival at Paddington 47707 had arrived with the stock to form our 08.33 departure, with 20118+20131 at the front, with a right time departure.

The boredom of a slow run to Reading was only broken by the sight of 37703, 37893, 37798 with 60039, 60100 and 47462 all of which were stabled at Acton Yard.

We continued on down the Berks & Hants Line to just outside Westbury where we were stopped by a red signal. We were informed over the train's tannoy that a preceeding freight train had failed and to avoid a lengthy wait, we would be diverted via Bath and Bristol.

At Bath the 3 x 37's on the inward Railtour from York to Exeter were passed. Our arrival at Exeter was some 45 mins late.

The stabling point there had 37142 & 37010 present and at the Riverside Rail Fair were 37197 & 37230.

Our return at 17.33 was behind 37799 + 37796 + 37896 all in coal sector livery. Our departure was 20 mins late but after a very fine run back via the Berks & Hants Line we reached Reading only 10 mins late.

37162 was viewed on ballast at Taplow and arrival back in to Paddington was 15 mins late due to engineering work between Acton Yard and Paddington.

A VERY INTERESTING DAY

Having suffered the Dyfed Dub Dub we thought we'd have a go at the all CI 37 traction tour with the Pathfinders Hampshire Hog.

37405 rolled into Crewe with 8 on, at 05-15hrs, 6min down from Piccadilly and was declared a failure due to no E.T.H. 37405 was exchanged for 37425, departure was now 35min down. We travelled up the WCML to Nuneaton, across to Leamington Spa and on to Didcot and Swindon. Swindon held 37048/137/142/174. Continuing now 32min late via Melksham to Westbury where 37035/054 were stabled. Then onto Salisbury and Romsey where we came to a grinding halt at the signal which was pulled off for the Redbridge direction. The driver had decided the snow ploughs on 37425 were in the lowered position and would foul the live rails. Words with the signaller and control decided the train would now go to Eastleigh and be met by fitters, now 46min late. A stop is now made at the signal before the southern mainline. Fitters amble up the line after 20min stopped there, out come the spanners and big hammers. Sounds are then heard as though they were trying to hammer them off than to raise them. After a length of time, news came through, the front ones are up, but the rear pair won't budge. 37425 is now detached from the train and is deposited on the opposite line. Some unfriendly person in the control now decides to despatch Spoon 47297 to rescue us. With the Spoon up front we now arrive at Southampton 141min late. Departing 137min late our arrival at Western Docks berth 105 is met by 37375 to haul us back to Eastleigh. Arrival at Eastleigh, we now reverse to let the Spoon have a go to Eastern Dock departing 119min late. Passing Eastleigh T.M.D. a dutch livery CI 37 is seen and those with binoculars decided between them it had 3 different identities. We arrive at the QE II terminal platform and everybody alights to photograph 37375 in glorious sunshine. Opposite is a gigantic box floating in the dock with NISSAN on the funnel, it looks nothing like a ship, just a box. Everybody is rounded up and herded back onto the train and back to Eastleigh. Here off goes the Spoon and 37375, and back comes 37425 with lifted snow ploughs. Departing 115min late we set off for Alton for the diesel gala, (That's what we were promised) via Corsham, Havant and Guildford. Arrival at Alton is 16-53hrs, 110min late and D7018 is on the train in the Mid-Hants platform. Everybody makes for the barrier and are barred by the Mid-hants staff from their platform. The move was out to Medstead or Ropley and have 37892 back to Alton which would have salvaged something from the original 2hrs 20mins we should have had there. D7018 departs practically empty and we had to watch it disappear down the line. 15min later 37892 draws in, uncouples and transfers to the next line where it couples up to 47004 in beautiful condition in it's new two tone green livery. These two will now work the last train of the day to Alresford at 17-35hrs, but we are told our train departure from Alton will be as advertised. 11min later than advertised we depart with 37425 still in charge and we travel via Woking, Chertsey, Acton Central, and this with a blonde woman driver. We stop passed Neasden Junction on the goods line leading to the Marylebone line for a crew change. Continuing 45min late, now the new driver forgets we have a stop at South Ruislip and stops 1/4 mile passed the station. After 10min we continue and a decision is made to stop at West Ruislip instead. Continuing we now start to make up time arriving at Banbury only 22min down. 37408 is in the next platform in ex-works condition on a Regional Railways set working a West Ruislip to Carlisle charter. Arrival at Leamington Spa is 20min late and now the gremlins really get in and 37425 is declared a failure with low power. Then the rumours abound that this is the fourth time it's failed since the previous saturday and the first time it's worked since it's last failure on Wednesday. Rescue comes in the form of another spoon 47580 from Salfley. Our ex-publicity officer wasn't very pleased Spoon bashing, giving a very uncomplimentary gesture when asked about getting 2 Spoons in one day in. Departure from Leamington Spa is now 108min late. We now travel via Coventry and Bescot where 37669 is stabled in the down sidings and on to Crewe where 37042/803 and another unidentified 37 were stabled. Arrival at Crewe is 96min late and we leave the train. An announcement is made that both the 47 and 37425 are to be removed and 37405 put back on the train to Piccadilly. A very interesting day.

THE PIXIE (Pathfinder tours) - 3rd April 1994

by Michael Gibson

With a not too early start of 0910 from Bristol TM, I automatically assumed that I could stay in a B&B without the hassle of requesting an early breakfast. I was told the night before that a breakfast at 0800 would be no problem, yet at the appointed time there was no sign of the landlord, and he still hadn't appeared at 0840. By this time I'd had enough of waiting and just as I was about to leave, I was confronted by a man, estimated age 75, who enquired whether I wanted any breakfast. Quite bemused when I explained that I didn't have any time, he then had the cheek to demand money for my nights stay (I had a similar experience years ago in "The White House" hotel in London - Ed.). Warning to all persons reading this - My bad experience was at the "Pembroke" guest house in Bedminster, so you have been warned!

I arrived at Temple Meads station with 5 minutes to spare, where 37521 was at the head of my train to work the first part of the tour (This loco was a surprising choice as I had heard that it was on the depot for repairs). Nevertheless, we didn't lose any time, and even managed to arrive at Plymouth 7 early. Here I at last managed to get some much needed food whilst 37668 was attached to the back. After a 30 minute break we headed down the Tamar Valley line to Bere Alston for our first photo-stop in weather conditions akin to the Amazon rainforest in the rainy season. After ending up like a drowned rat (We don't want mention of class 25's in this publication - Ed.), it was the turn of 37668 to lead the way for the short climb to Calstock for an hours break where one could enjoy the pleasures of getting drenched for the second time that day. Meanwhile, there were problems with 37521 when it refused to start up (I knew that would happen) and after the attentions of the driver, it barely made it back to Bere Alston where 37668 took over again for the run to Bere Ferrers where we had an hour to kill. Several tour participants opted for brake van rides at the adjacent museum (Scoopers! - Ed.), but even that didn't go according to plan, as the industrial shunter had failed too, and took a good 20 minutes to restart! Upon departure from Bere Ferrers, we were informed that 37521 had burst (Not surprising really) and there were no available spare locos in the Plymouth area, which meant that the rest of the tour itinerary to Moorswater and the Looe branch was capped. This resulted in the single brain cell brigade threatening the Pathfinder stewards and generally making a nuisance of themselves to other tour participants as well. It is incidents like these which probably make railtour organisers wonder if it's all worth the effort.

At Plymouth 37521 was placed DIT inside 37668 for the run back to Bristol, and Plymouth was left running 3 hours ahead of time. However we were subjected to a lengthy stop at Exeter where the Transport Police removed the aforementioned troublemakers from the train, and a signal failure a few miles south of Bristol provided the final twist for a day which had turned into one big farce (This is one of the reasons that I rarely go on railtours myself nowadays - Too many tours end up doing less than they set out to do - Ed.) with a +68 upon arrival at Bristol TM.

THE CREAMED LEEK (Hertfordshire Railtours) - 17th April 1994

also by Michael Gibson

90001 provided the motive power from Euston to Stafford on this tour, being routed via Coventry and Bescot, from where 37417 and 37420 (Yes - "The Scottish Hosteller" at long last!) were to take over top & tailing on the Caldon Low branch. I took up my "Phot position at the south end of Stafford station hoping to record the historic moment of 420's working on a passenger train, but there's an old saying that "Every silver lining has a cloud" (Are you sure about that? - Ed.) and it was soon discovered that 420 had burst - Brilliant! Once we had all reboarded, 37417 took the train through to Stoke by itself, where we awaited a replacement loco to take us further which duly appeared in the form

of 37407. By the time we were ready to leave, we were 28 minutes down. Problems with leaking fuel resulted in 37417 providing assistance from the rear between Leek Brook and the summit, and in fact 407 had to be shut down at one point. Unfortunately, we weren't allowed out of the train at Caldon Low, although permission for a phot stop at Leek Brook Jct. was given on the way back. Once again, 417 had to provide assistance from the rear between Stoke and Stafford (407 was obviously not well at all), and 90001 was reattached for the sprint back to Euston.

EDITORS NOTE: So, the 420 enigma lives on (420 is by far the rarest of the Crewe based "E" fleet - All the others have worked in 1994). If anyone has any photos or articles featuring 37420 (Formerly D6997 and 37297) past or present, please send them in - I feel a feature is in order!

FEATURED LOCO

Although the stored unserviceable 37/0's and 3's are certainly at some risk of condemnation, and the "Weekend only" fleets are also to be looked at shortly, so I understand, at the time of going to press no further withdrawals had taken place, so I can have another crack at peoples requested locos.

This edition, it's the turn of 37715, which was built by Vulcan Foundry at Newton - le - Willows, and entered service with BR from Norwich shed as 6721. Being a boilered machine, it immediately gained much in the way of passenger work, which continued with recent transfers to 30A Stratford in September 1961 and 31B March in October 1969.

In October 1971 it left East Anglia for a while, being posted to 51L, later TE Thornaby, where it had its new TOPS number applied during February 1974. Still a boilered and vac only machine, it returned to March in January 1976 by way of Immingham, where it had resided for 22 months, then in May 1978 it was welcomed back into the Stratford fold.

This is where my records regarding fixtures and fittings enter a bit of a black hole, as between 1977 and 1983 37021 was dual braked, although it remained a vac only machine for some time after this, possibly c. 1986 (I keep meaning to plug this gap, but editing this mag. takes up a lot of my "Leisure time" so this is proceeding a lot more slowly than I would have hoped for!). Meanwhile, it's allocation activities are a lot more well known, being transferred to Eastfield in January 1981, back to Stratford again that November, then in May 1985 to Inverness before being passed on to Eastfield again in January 1986 then Motherwell in May 1988.

By now, the HGR rebuild plan was in full swing, and whilst technically allocated to Cardiff from July 1988, it may not have actually reached Wales until being battered into 37715 by November 1988. It started its life with a new identity in the Canton metals pool FMCH, later FMHK, although by June 1991 it was being passed back to one of its old depots Thornaby to operate from their FMTY metals pool. The machine lasted here until the 60 invasion cascaded syphons all over the place in 1993, and from February of that year, it worked in FPYI, FCPA and FPCI pools from Immingham depot, then from January 1994 it became a Stewarts Lane machine, operating initially from pool FARB, then from the March 20th big split, from TLF South East's ESBB pool, which handles both Construction duties from the Acton area, and Petroleum duties from the Eastleigh area.

As you would expect from a former boilered loco, in its early years it was in daily use on passenger trains, but in recent years, workings have become progressively rarer. Those workings that can be listed in detail are shown on the next page:

As 37021:

- 08.08.82 1105 Liverpool St. - Cambridge then ? Cambridge - Liverpool St.
03.01.86 1135 Inverness - Wick (This train was D/H 37263 between Inverness & Georgemas Jct.) then 1805 Wick - Inverness.
04.01.86 0655 Inverness - Kyle, 1110 Kyle - Inverness then 1755 Inverness - Kyle.
07.01.86 0635 Inverness - Wick between Inverness & Ardgay then 0605 Wick - Inverness back to Inverness (Swapped trains with 37183 at Ardgay!).
08.01.86 1835 Inverness - Wick.
09.01.86 0605 Wick - Inverness (Being D/H 37264 between Georgemas Jct. & Inverness).
04.03.86 1430 Inverness - Edinburgh (Acting as pilot to 47205 - Worked from Inverness - Perth).
13.05.86 2300 Edinburgh - Glasgow QS (Winchburgh Jct. - Glasgow QS assisting failure).
30.07.86 1803 Glasgow QS - Perth (Plean - Stirling hauling failed 37413 DIT. Train capped at Stirling).
25.08.86 0730 Glasgow C - Ayr, 0915 Ayr - Girvan, 0958 Girvan - Glasgow C, 1435 Glasgow C - Girvan & 1630 Girvan - Glasgow C (All vice DMU).
19.03.88 0700 Aberdeen - Glasgow QS (Stirling - Glasgow QS).

Then as 37715:

- 04.11.89 0833 Manchester V - Blackburn via Rochdale loop (Other reports quote Manchester V - Rochdale only, but I feel that it must have gone all the way in order to pick up the next working) then 1019 Blackburn - Manchester V (Both vice DMU).
25.02.90 1530 Euston - Glasgow C then 1830 Euston - Blackpool N (Both can drags between Warrington BQ & Preston via Lostock Jct. due to OHL damage on WCML).

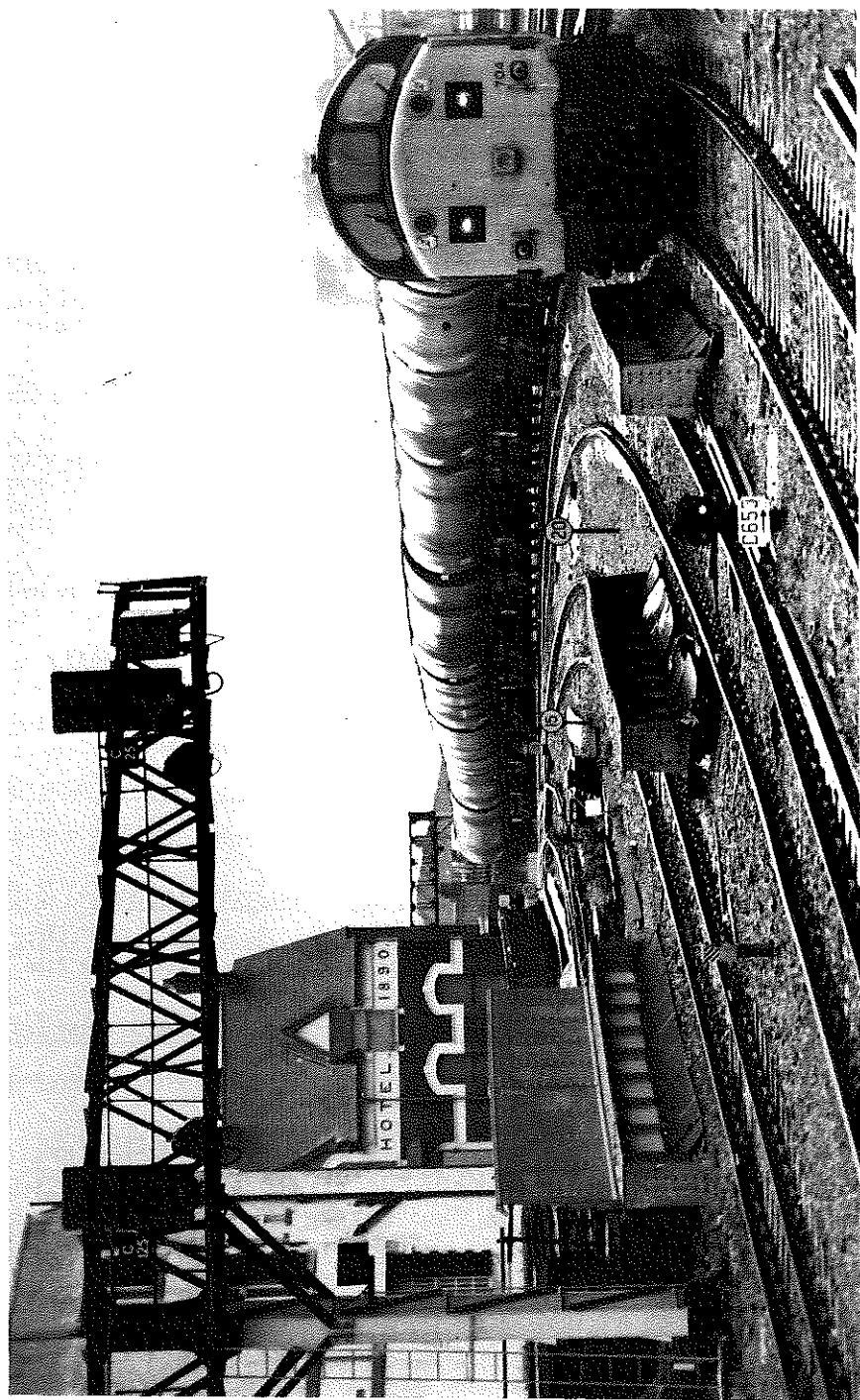
SMALL ADS

Small Ads are available for only 50p per line per edition of the magazine. This is a very economical way of advertising to the membership (The advert, whilst it must be legal, decent, honest etc. doesn't have to be railway orientated), and in this issue, we have a real ale mag. advertising. I actually forked out for a copy, and I must say that in my opinion it was £1.50 well spent (I didn't know that "Beer scoopers" existed!).

THE INDEPENDANT IMBIBER REAL ALE MAGAZINE Summer 94 edition now available, includes articles on real ale & real cider, puzzles, and 12 pages on gen on new beers & new breweries. After expenses have been covered (Printing, postage etc.), any profit will be passed on to The Class 37 Group's preservation fund. Send an A5 size SAE & cheque for £1.50 (Payable to A. Hall) to Mr. A. Hall, Basement flat B2, 27 Adelaide Crescent, Hove, East Sussex BN3 2JH.

NEW MAGAZINES:

2 new magazines are due to hit the newsstands within the next month, "TODAYS RAILWAYS" aimed at those people who can get to Europe to sample some of the traction there, and "TRACTION", aimed at UK enthusiasts. Look out for them both!



MY TOP TEN

by Jefferson "Starship" King (37030).

1) 4TH JANUARY 1988 - 37430 0204 CREWE - CARDIFF:

A memorable run for 430. On a cold still morning, it was a definite "Stay at the droplight throughout" journey which introduced me to just how good 37's could be, and made a welcome change from the usual spoons that produced every other time I turned up for this service.

2) 10TH AUGUST 1989 - 37410 2100 EUSTON - FORT WILLIAM EX-GLASGOW CENTRAL:

Memorable for several reasons. 37410 was my penultimate 37 for sight (Sad eh?) and I required the route throughout. A great run by 410 when there were still seats on this service.

3) 17TH AUGUST 1989 - 37415 1252 DINGWALL - KYLE OF LOCHALSH & 1528 RETURN:

After a rancid bus to Dingwall, 37415 was excellent throughout to Kyle and back. The scenery being the best in the country, I hope that syphons will be allowed to plough along this line for many years to come.

4) 19TH JULY 1990 - 37175 1658 DYCE - MONTROSE:

What a monstrous looking loco. Large logo, Highland stag symbols, ploughs, black headcode panels and a weatherbeaten look to top it off. Very real in my book. A photo of this loco appears elsewhere in the magazine.

5) 14TH SEPTEMBER 1991 - 37031 & 37252 1045 CAMBRIDGE - KINGS LYNN & 37023 & 37245 1215 KINGS LYNN - CAMBRIDGE:

Cambridge gala day, and scratches galore to be had. A pair of 37's to Kings Lynn for another pair back to Cambridge was an obvious highlight.

6) 27TH AUGUST 1992 - 37059 & 37063 2010 INVERNESS - EUSTON TO EDINBURGH:

My first ever sleeping berth overnight, and I could hear the 37/0's stagger and storm, even inside my cabin.

7) 26TH JUNE 1993 - 37371 RESCUES "CASTOR & POLLOCKS" RAILTOUR:

With a bad case of spoon failure at Connington tip, 37371 charged to the rescue from Peterborough and after attaching to the train gave a fine performance to Kings Cross.

8) 10TH AUGUST 1993 - 37113 & 37510 2125 ABERDEEN - EUSTON TO EDINBURGH:

I had this pair 4 times during my summer railrover, and enjoyed them each time out. At least they have kept seats on this service.

9) 12TH AUGUST 1993 - 37035 1630 WEYMOUTH - BRISTOL TEMPLE MEADS:

I got up late on this day, and after speeding off down to Weymouth, I fell onto 37035. I should have actually been in the north west by midday.

10) 17TH AUGUST 1993 - 37214 & 37505 2020 INVERNESS - EUSTON TO EDINBURGH:

My second time on a "Kippers only" service. 37059 & 37063 were so impressive in 1992, I just had to do it again. Prior to this memorable journey, I had taken 427 from Aberdeen to Inverness to pick up 294 on the 1235 Kyle service for 156 on the 1510 return, unaware that by doing this move, I was to miss out on 111 performing down the middle. Damn!

WINTER PASSENGER INFORMATION

I'm going to follow the same pattern as in recent issues of the mag. this time, with NW diagram gen. shown in tabulated form, and other reports in the more conventional format. However, due to a significant drop in the reports I have got from the North West this time, there are a lot of blank spaces I'm afraid. Where a date has not been listed, this means that I have had no reports at all covering that day.

2F67	2K64	1D64	1K64	1D70	1G81	1G81	1D76	1D69	1G80	1D61	1D79	1D40	1K67
0802	0956	1133	1430	1656	1828	1955	2152	1733	0320	0715	1200	1355	1600
CE-	LLS-	CE-	HH-	CE-	LD-	CE-	BI-	CE-	HH-	BI-	HH-	LJ-	HH-
LLS	CE	HH	CE	LD	BI	BI	HH	HH	BI	HH	LJ	HH	CE
18.03.94	?	?	?	421	421	*	421	*	?	?	?	?	?
19.03.94	*	*	?	?	*	*	*	*	=01=	425	?	?	?
21.03.94	?	?	421	421	*	*	421	421	*	?	425	425	CAPE
22.03.94	?	?	408	408	*	*	?	?	*	421	421	421	421
24.03.94	?	?	429	429	*	*	429	429	*	421	421	421	421
25.03.94	?	?	?	?	?	?	*	?	*	429	429	?	?
28.03.94	?	?	?	?	*	*	429	?	*	?	?	?	?
30.03.94	?	?	?	?	*	*	429	?	*	?	?	?	?
04.04.94	?	?	402	402	*	*	?	?	*	?	429	?	?
05.04.94	?	?	?	?	*	*	402	?	*	?	?	?	?
07.04.94	?	?	?	?	*	*	402	?	*	?	?	?	?
08.04.94	?	?	?	429	429	*	429	*	?	?	?	?	?
09.04.94	*	*	402	402	*	*	*	*	429	=02=	407	407	407
10.04.94	*	*	*	*	*	*	*	407	*	*	*	*	*
12.04.94	407	407	?	?	*	*	?	?	?	402	?	?	?
15.04.94	?	?	?	402	402	*	402	*	?	?	?	?	?
16.04.94	*	*	?	*	*	*	*	*	402	402	?	?	?
20.04.94	?	?	?	*	*	*	407	*	?	?	?	?	?
24.04.94	*	*	*	*	*	*	*	407	*	*	*	*	*
25.04.94	?	?	422	422	*	*	?	?	*	407	407	407	407
26.04.94	?	?	?	*	*	*	429	429	*	?	?	?	?
27.04.94	?	?	425	425	*	*	?	?	*	429	429	429	429
29.04.94	?	?	?	425	425	*	425	*	?	?	?	?	?
30.04.94	*	*	?	*	*	*	*	*	425	425	?	?	?
01.05.94	*	*	*	*	*	*	*	425	*	*	*	*	*
05.05.94	425	425	?	?	*	*	418	=03=	*	?	402	402	402
09.05.94	?	?	?	*	*	*	414	414	*	?	?	?	?
10.05.94	?	?	?	*	*	*	402	?	*	?	?	?	?
12.05.94	?	?	?	*	*	*	402	?	*	?	?	?	?
14.05.94	*	*	402	402	*	*	*	*	*	=04=	?	?	?
15.05.94	*	*	*	*	*	*	*	402	*	*	*	*	*
16.05.94	?	?	?	*	*	*	425	425	*	402	402	402	402
17.05.94	402	402	?	?	*	*	?	?	*	425	=05=	CAPE	=06=

1J01	1D37	1J44	1F01	1J03	1N01	2F59	2N54	2M33	2V61	1M89
0705	0950	1330	1725	0712	1714	1908	2152	1315	1915	1640
BN-	MV-	HH-	MV-	SP-	MV-	BN-	LLS-	CF-	LLS-	CF-
MV	HH	MV	SP	MV	BN	LLS	BN	LLS	CF	MOX
19.03.94	*	429	429	*	*	*	*	*	*	*
21.03.94	?	429	429	?	?	?	?	*	*	*
22.03.94	?	422	422	?	?	422	422	*	*	*
23.03.94	?	?	?	?	?	414	414	*	*	*
24.03.94	?	414	414	?	?	?	?	*	*	*

	1J01	1D37	1J44	1F01	1J03	1N01	2F59	2N54	2M33	2V61	1M89
	0705	0950	1330	1725	0712	1714	1908	2152	1315	1915	1640
	BN-	MV-	HH-	MV-	SP-	MV-	BN-	LLS-	CF-	LLS-	CF-
	MV	HH	MV	SP	MV	BN	LLS	BN	LLS	CF	MOX
26.03.94	*	407	407	*	*	*	*	*	*	*	*
28.03.94	?	?	?	?	?	407	407	407	*	*	*
01.04.94	?	421	421	?	?	?	?	?	*	*	407
02.04.94	*	402	402	*	*	*	*	*	*	*	*
04.04.94	?	422	422	?	?	?	?	?	*	*	*
05.04.94	?	?	?	?	?	421	DMU	DMU	*	*	*
06.04.94	?	?	?	?	?	422	422	422	*	*	*
09.04.94	*	DMU	DMU	*	*	*	*	*	*	*	*
11.04.94	?	?	?	?	?	422	422	422	*	*	*
12.04.94	422	422	422	?	421	=07=	?	?	*	*	*
16.04.94	*	421	421	*	*	*	*	*	*	*	*
18.04.94	?	?	?	?	?	421	421	421	*	*	*
19.04.94	?	?	?	?	?	429	429	429	*	*	*
20.04.94	?	?	?	429	?	?	?	421	*	*	*
23.04.94	*	=08=	=08=	*	*	*	*	*	*	*	*
25.04.94	?	418	418	?	?	425	425	425	*	*	*
26.04.94	?	?	?	?	?	407	407	407	*	*	*
27.04.94	?	421	421	421	418	418	418	418	*	*	*
28.04.94	418	418	418	418	421	421	421	421	*	*	*
29.04.94	421	421	421	421	418	418	418	418	*	*	?
30.04.94	*	421	*	*	*	*	*	*	*	*	*
01.05.94	*	*	*	*	*	*	*	*	407	407	*
02.05.94	418	422	422	?	?	?	?	?	*	*	*
03.05.94	?	?	?	?	?	421	421	421	*	*	*
04.05.94	421	421	421	?	?	?	?	?	*	*	*
05.05.94	422	422	422	422	421	?	?	?	*	*	*
06.05.94	?	?	?	?	421	407	407	407	*	*	?
07.05.94	*	422	422	*	*	*	*	*	*	*	*
09.05.94	?	?	?	?	421	407	407	407	*	*	*
14.05.94	*	421	421	*	*	*	*	*	*	*	*
17.05.94	?	429	429	429	?	418	418	418	*	*	*

KEY:

* Not booked to operate according to GBTT.
 ? No reports on this train.
 =01= 37421 HH - CE then 37425 CE - BI.
 =02= 37429 BI - CE then 37407 CE - HH.
 =03= 37418 BI - Signal H0115 (Not far from Holyhead) then failed. Rescued after a 45 minute delay by 08695.
 =04= 31465.
 =05= 37425 BI - Rhyl then failed and train capped. Loco and stock forward to Llandudno Junction dragged by 37402.
 =06= 37402 (37425 DIT).
 =07= 31427.
 =08= 37425. Train operated to/from Manchester Piccadilly as Victoria was closed.

AUDIO TAPES:

SYPHONS or SYPHONS - THE SECOND EDITION priced £3.00 each 50p P&P if ordered by mail. Please make cheques payable to "The Class 37 Group".

OTHER WORKINGS:

- 29.09.93 37170/505 O/N AB - ED *CORRECTION FROM DEC/93 MAG*
- 28.01.94 37422 worked 0950 MV - HH to LJ then failed.31199 forward (37422 was removed from train) *CORRECTION FROM APR/94 MAG*
- 30.01.94 37418 worked 1733 CE - HH from CE to end of platform then failed (Riotous! About 3 chains for any scoopers that had it!).37414 forward *CORRECTION FROM APR/94 MAG*
- 17.02.94 37422 0653 WB - WY,0853 WY - BTM.
- 23.03.94 37431 0552 IS - AB,0920 AB - IS,1220 IS - AB,1714 AB - IS.
37505/510 O/N ED - AB,O/N AB - ED.
37683/685 O/N IS - ED.
- 02.04.94 37675 "SECTOR SWANSONG" R/T (Crewe - Stafford).
- 03.04.94 "THE PIXIE" R/T:
37521 Bristol TM - Bere Alston
37668 Bere Alston - Calstock
37521 Calstock - Bere Alston
37668 Bere Alston - Bristol TM
- 05.04.94 37038 0942 Paddington - Penzance (Exeter SD - Reading after trams 43181/183 failed.Train caped at Reading).
- 12.04.94 37099/683 O/N ED - AB,O/N AB - ED.
37406 O/N ED - FW.
37428 0552 IS - AB,0920 AB - IS.
37505/510 O/N ED - IS,O/N IS - ED.
- 16.04.94 "CALDON PEAK" R/T:
37407 Crewe - Caldon Low
37429 Caldon Low - Manchester Piccadilly
37407 Manchester Piccadilly - Hindlow
37429 Hindlow - Buxton Up Relief Sdgs.
37407 Buxton Up Relief Sdgs. - Crewe via Great Rocks,Chinley,Romiley, Guide Bridge & Stockport.
- 17.04.94 "THE CREAMED LEEK" R/T:
37417 Stafford - Stoke
37407 Stoke - Caldon Low
37417 Caldon Low - Stoke
37407 Stoke - Stafford
(37420 was sent over to work this tour but failed,so 37407 was put in it's place - The 37420 enigma lives on!)
- 20.04.94 37401 O/N FW - ED.
37505/510 O/N AB - ED.
37683/685 O/N IS - ED.
- 21.04.94 37230 O/N Plymouth - Glasgow C (Exeter SD - Bristol TM after 47807 failed.47849 forward from BTM.
37505/510 O/N ED - IS.
37683/685 O/N ED - AB.
- 23.04.94 "GWAUN-CAE-GURWEN GROWLER II" R/T:
37258 Newport - Lydney Loop
37402 Lydney Loop - Norchard
37258 Norchard - Lydney Down Home Signal
37402 Lydney DHS - Llandeilo No 1 Goods Loop via Barry
37258 Llandeilo IGL - Gwaun-Cae-Gurwen LC
37402 GCG LC - Jersey Marine South Yard
37258 Jersey Marine South Yard - Aberpergwn Colliery Jct.
37402 Aberpergwn CJ - Jersey Marine South Yard
37258 Jersey Marine South Yard - Tondy
37402 Tondy - Pengam
37258 Pengam - Cardiff Docks Longship Road LC (Thought to be the first passenger train to traverse this branch)
37402 Cardiff Docks LR LC - Newport

- 02.05.94 37796/799/896 "THE TORBAY - EXE CURSIONER" R/T (Gloucester - Paignton via Bristol Parkway & Westbury) then "THE BIG E" R/T (Exeter SD - Paddington). A rumour that 37010/142 came to the rescue of the Pathfinder railtour on it's return leg due to rostered bombs blowing up, is said to be untrue.
- 05.05.94 37409 O/N ED - FW.
37427 0552 IS - AB, 0920 AB - IS.
- 07.05.94 37107 Severn Valley Railway Spring Diesel Gala
37156/37255 O/N ED - IS.
37409 O/N FW - ED.
37427 0552 IS - AB, 0920 AB - IS.
37799 0920 "Ruggex" Carmarthen - Cardiff.
- 08.05.94 37107 Severn Valley Railway Spring Diesel Gala.
37156/255 O/N IS - ED.
37250/510 O/N AB - ED.
37430 O/N FW - ED.
- 09.05.94 37156/255 O/N ED - AB, O/N AB - ED.
37250/510 O/N ED - IS.
37404 O/N FW - ED.
37428 0552 IS - AB, 0920 AB - IS.
- 17.05.94 37255/683 O/N AB - ED.
37403 O/N FW - ED.
37427 1220 IS - AB, 1714 AB - IS.
37510/685 O/N IS - ED.
- 21.05.94 37421 "THE MEDWAY GROWLER" R/T (Cardiff - East Kent & return).

TOP WORKING:

No real contenders other than 37796 this edition - This monster had not been out since 1st May 1986 when numbered 37105, so despite being a fix, walks into the top spot with no trouble at all.
 This leaves just 37894 to work with it's "New" number now - Surely some rail-tour operator will fix it before too long!

LATE NEWS:

I hear that 37241 & 37244 hauled "THE PEAK EXPLORER" R/T out of St. Pancras on Sunday 22nd May (The "When was it last out?" feature will be updated to reflect this), but at this stage I don't know how far they got. More details in the next mag.

CLASS 37 GROUP TEESHIRTS & SWEATSHIRTS:

Teeshirts are available in sizes S, M, L or XL in either black with white detail or white with black detail. These cost £5.00 each (Plus £1.00 P&P if ordered by mail) and feature drawings of both a series I and series II syphon with the lettering "THE CLASS 37 GROUP".
 Sweatshirts are available in M, L or XL and feature the group logo on the breast. These are available in black, navy blue, red, dark grey, yellow or green. These cost £12.00 each plus £1.50 P&P if ordered by mail.
 Please make cheques payable to "The Class 37 Group".

WHEN WAS IT LAST OUT?

When this feature last appeared, in the October 1993 edition of "Syphon", it was rather popular, so seeing quite a few class 37's have worked since that time, I have knocked up an updated version.

Once again, the dates quoted are the last known passenger workings as reported to the magazine - If you know of a later working, please let me have details so that I can correct my records.

37003	15.11.91	37098	06.12.92	37211	30.09.93
37004	16.01.93	37099	12.04.94	37212	24.07.93
37009	05.05.92	37100	19.07.93	37213	12.01.94
37010	30.11.92	37101	22.04.92	37214	16.03.94
37012	05.04.93	37104	02.07.91	37216	09.01.93
37013	24.05.91	37106	19.08.93	37217	14.05.92
37015	16.09.91	37107	08.05.94	37218	16.10.93
37019	02.05.93	37108	01.12.93	37219	28.08.93
37023	14.09.91	37109	15.02.94	37220	25.04.93
37025	21.07.93	37110	31.05.93	37221	01.09.93
37026	04.05.92	37111	25.08.93	37222	04.10.92
37035	09.08.92	37113	10.03.94	37223	25.08.93
37037	01.03.93	37114	03.10.93	37225	11.09.93
37038	05.04.94	37116	21.08.93	37227	21.03.93
37040	27.12.91	37128	25.07.93	37229	10.08.91
37042	04.03.94	37131	23.06.92	37230	21.04.94
37043	21.09.93	37133	17.09.93	37232	27.08.93
37045	15.03.92	37137	05.10.93	37235	06.08.91
37046	24.06.93	37138	31.08.91	37238	23.11.91
37047	28.06.92	37139	28.05.91	37239	21.06.93
37048	24.04.93	37140	27.06.92	37240	28.08.93
37049	27.12.91	37141	12.01.94	37241	22.05.94
37051	25.09.93	37142	22.02.93	37242	03.08.92
37053	23.08.92	37144	09.11.91	37244	22.05.94
37054	25.09.93	37146	02.03.93	37245	03.09.92
37055	14.05.92	37152	10.09.93	37248	05.05.91
37057	04.10.92	37153	13.08.93	37250	09.05.94
37058	10.01.93	37154	17.04.93	37251	25.02.94
37059	21.01.93	37156	09.05.94	37252	28.08.92
37063	06.02.93	37158	20.06.93	37254	04.09.92
37065	04.10.92	37162	30.06.93	37255	17.05.94
37066	21.09.93	37165	28.08.93	37258	23.04.94
37068	02.10.93	37167	22.07.93	37261	16.10.93
37069	18.09.93	37170	29.09.93	37262	09.07.93
37070	05.08.92	37174	19.09.93	37263	18.09.93
37071	23.08.93	37175	27.05.93	37264	31.07.92
37072	24.09.90	37178	08.11.92	37271	17.04.93
37073	31.05.93	37184	17.07.93	37272	14.10.91
37074	16.05.91	37185	18.09.93	37274	17.08.93
37075	11.09.93	37188	28.08.93	37275	29.03.93
37077	04.10.92	37191	01.09.93	37278	08.11.92
37078	09.09.93	37194	13.02.94	37280	18.01.92
37079	15.11.92	37196	27.09.93	37285	10.12.92
37080	30.09.93	37197	20.06.93	37293	01.09.92
37083	27.12.91	37198	10.03.94	37294	26.09.93
37087	14.08.93	37201	10.06.93	37298	26.04.92
37088	17.07.93	37202	05.09.93	37350	22.12.93
37092	20.06.93	37203	04.05.92	37351	05.01.93
37095	27.12.91	37207	22.02.92	37358	20.02.94
37097	06.09.92	37209	19.06.92	37359	28.01.91

37370	17.04.93	37508	20.08.89	37703	25.05.92
37371	26.06.93	37509	30.08.93	37704	02.10.93
37372	13.09.92	37510	17.05.94	37705	22.10.92
37375	05.03.94	37511	20.09.92	37706	22.05.93
37376	18.11.90	37512	10.04.93	37707	20.03.93
37377	02.02.94	37513	20.09.92	37708	23.05.93
37378	18.03.93	37514	06.03.93	37709	28.07.90
37379	03.10.93	37515	20.09.92	37710	04.08.90
37380	26.07.91	37516	26.06.93	37711	29.09.90
37381	31.07.93	37517	29.11.91	37712	01.06.93
37382	28.12.92	37518	26.10.92	37713	11.04.89
37401	20.04.94	37519	15.04.89	37714	06.09.93
37402	17.05.94	37520	04.08.91	37715	25.02.90
37403	17.05.94	37521	03.04.94	37716	29.12.92
37404	09.05.94	37667	16.02.92	37717	19.09.92
37405	05.03.94	37668	03.04.94	37718	24.07.90
37406	12.04.94	37669	19.09.92	37719	08.01.94
37407	09.05.94	37670	20.02.93	37796	02.05.94
37408	19.03.94	37671	14.06.92	37797	04.08.90
37409	07.05.94	37672	08.08.92	37798	26.06.93
37410	11.09.93	37673	20.06.93	37799	07.05.94
37411	23.01.93	37674	19.06.93	37800	01.07.90
37412	15.05.92	37675	02.04.94	37801	23.05.93
37413	08.11.92	37676	08.09.90	37802	30.05.93
37414	09.05.94	37677	17.09.88	37803	25.04.90
37415	03.10.92	37678	04.06.88	37883	19.08.90
37416	19.02.94	37679	25.04.93	37884	02.01.93
37417	17.04.94	37680	13.03.93	37885	19.06.91
37418	17.05.94	37682	22.06.91	37886	29.08.92
37419	23.06.92	37683	17.05.94	37887	19.08.90
37420	21.10.92	37684	13.03.93	37888	01.09.91
37421	21.05.94	37685	17.05.94	37889	02.10.93
37422	07.05.94	37686	10.09.88	37890	30.05.92
37423	30.09.93	37687	06.09.92	37891	26.04.92
37424	22.02.94	37688	26.01.90	37892	06.03.94
37425	17.05.94	37689	24.08.90	37893	22.06.91
37426	24.12.93	37690	23.09.90	37894	18.05.85 (As 37124)
37427	17.05.94	37691	20.10.90	37895	19.08.90
37428	09.05.94	37692	13.06.93	37896	02.05.94
37429	17.05.94	37693	02.06.92	37897	30.05.93
37430	08.05.94	37694	10.10.88	37898	09.05.93
37431	23.03.94	37695	29.09.91	37899	01.09.91
37501	19.08.90	37696	24.08.91	37901	08.11.92
37502	09.08.92	37697	18.01.92	37902	15.03.92
37503	22.01.94	37698	23.06.91	37903	19.02.94
37504	05.09.93	37699	01.11.92	37904	10.01.94
37505	21.04.94	37701	06.02.93	37905	01.12.91
37506	10.04.93	37702	23.06.91	37906	08.11.92
37507	30.06.90				

ENAMEL BADGES:

Choice of either a $\frac{3}{4}$ view or a side on view of a class 37. These are priced at 75p each plus 25p P&P if ordered by mail.

BALLPENS:

White with group logo in black (The ink is blue). These are 40p each plus 25p P&P if ordered by mail.

Please make cheques payable to "The Class 37 Group".

SUMMER PASSENGER INFORMATION

NORTH WEST TOU AND SOUTH WALES & WEST TOU OPERATED SERVICES:

DIAGRAM ONE - SX

1D63 0932 Crewe - Holyhead (arr. 1130)
1K65 1155 Holyhead - Crewe (arr. 1402)
1D82 1824 Crewe - Bangor (arr. 2003)
1K78 2032 Bangor - Crewe (arr. 2203)

DIAGRAM TWO - SX

1D74 1424 Crewe - Holyhead (arr. 1630)
1G81 1655 Holyhead - Birmingham International (arr. 2020)
1D99 2152 Birmingham International - Holyhead (arr. 0125)

DIAGRAM THREE - SX

1G80 0315 Holyhead - Birmingham International (arr. 0643)
1D68 0946 Birmingham International - Holyhead (arr. 1335)
1K73 1555 Holyhead - Crewe (arr. 1802)

DIAGRAM FOUR - SX

1J03 0721 Southport - Manchester Victoria (arr. 0835)
1D37 1012 Manchester Victoria - Holyhead (arr. 1251)
1J44 1330 Holyhead - Manchester Victoria (arr. 1621)
1N07 1728 Manchester Victoria - Blackpool North (arr. 1847)

DIAGRAM FIVE - SX

1J01 0706 Blackpool North - Manchester Victoria (arr. 0831)
1F01 1710 Manchester Victoria - Southport (arr. 1823)

DIAGRAM SIX - AS DETAILED IN TEXT BELOW

2087 0900 Bristol Temple Meads - Weymouth (arr. 1123) SEE BELOW
2V87 1630 Weymouth - Bristol Temple Meads (arr. 1840) SEE BELOW

1M89 1645 Cardiff Central - Manchester Oxford Road (arr. 2015) SEE BELOW

2087 & 2V87 run from Mondays to Thursdays between 11/Jul and 8/Sep only.
1M89 runs Fridays throughout the currency of the summer GBTT.

DIAGRAM ONE - SO

1D63 0932 Crewe - Holyhead (arr. 1130)
1N05 1310 Holyhead - Blackpool North (arr. 1620)

DIAGRAM TWO - SO

1D82 1824 Crewe - Bangor (arr. 2003)
1K78 2032 Bangor - Crewe (arr. 2203)

DIAGRAM THREE - SO

1G80 0315 Holyhead - Birmingham International (arr. 0643)
1D68 0946 Birmingham International - Holyhead (arr. 1335)
1G81 1655 Holyhead - Birmingham International (arr. 2020)
1D99 2040 Birmingham International - Chester (arr. 2225)

DIAGRAM FOUR - SO

1J03 0721 Southport - Manchester Victoria (arr. 0835)
1D37 1012 Manchester Victoria - Holyhead (arr. 1251)
1J44 1330 Holyhead - Manchester Victoria (arr. 1621)

DIAGRAM FIVE - SO

1D39 1015 Blackpool North - Holyhead (arr. 1345)
1K73 1555 Holyhead - Crewe (arr. 1802)

DIAGRAM SIX - SO

2087 0900 Bristol Temple Meads - Weymouth (arr. 1123)
2V87 1630 Weymouth - Bristol Temple Meads (arr. 1840)

2087 & 2V87 run throughout the currency of the summer GBTT on Saturdays.

DIAGRAM ONE - SUN

1D57 0924 Chester - Holyhead (arr. 1127)
1K63 1210 Holyhead - Crewe (arr. 1430)
1D67 1515 Crewe - Llandudno Junction (arr. 1633)
1K67 1658 Llandudno Junction - Crewe (arr. 1815)

DIAGRAM TWO - SUN

1D69 1653 Crewe - Holyhead (arr. 1858)

DIAGRAM THREE - SUN

1N95 0835 Chester - Blackpool North (arr.
1K96 1920 Blackpool North - Chester (arr.

1N95 & 1K96 are not advertised in the summer GBTT.

DIAGRAM FOUR - SUN

1M33 1305 Cardiff Central - Liverpool Lime Street (arr. 1651)
1V61 1917 Liverpool Lime Street - Cardiff Central (arr. 2257)

SCOTRAIL TOU OPERATED SERVICES:

DIAGRAM ONE - EWD

1B26 1015 Inverness - Edinburgh (arr. 1412)
1H15 1540 Edinburgh - Inverness (arr. 1940)

DIAGRAM TWO - EWD

2P10 0645 Perth - Edinburgh (arr. 0818) SEE BELOW
2P10 0708 Perth - Edinburgh (arr. 0843) SEE BELOW
1H09 0925 Edinburgh - Inverness (arr. 1310)
1B34 1430 Inverness - Edinburgh (arr. 1825)
2P47 2118 Edinburgh - Perth (arr. 2249)

The 0645 PH - ED runs SO throughout the currency of the summer GBTT plus Mondays 4/Jul and 19/Sep.

The 0708 PH - ED runs SX throughout the currency of the summer GBTT except on Mondays 4/Jul and 19/Sep, when it does not operate.

DIAGRAM THREE - EWD

Until 2/Jul and from 5/Sep

2H83 1040 Inverness - Kyle (arr. 1320)
2H86 1705 Kyle - Inverness (arr. 1948)

From 4/Jul until 3/Sep

2H83 1040 Inverness - Kyle (arr. 1320)
2H84 1510 Kyle - Inverness (arr. 1750)
2H87 1838 Inverness - Kyle (arr. 2115)

DIAGRAM FOUR - EWD (From 4/Jul until 3/Sep only)

2H80 0710 Kyle - Inverness (arr. 0939)
2H85 1240 Inverness - Kyle (arr. 1507)
2H86 1705 Kyle - Inverness (arr. 1948)

DIAGRAM FIVE - AS DETAILED IN TEXT BELOW

Mondays, Fridays and Saturdays only from 4/Jul until 3/Sep

1Y03 0950 Glasgow Queen Street - Oban (arr. 1310)
1Y02 1600 Oban - Glasgow Queen Street (arr. 1930)

Tuesdays, Wednesdays and Thursdays only from 5/Jul until 1/Sep

1Y13 0950 Glasgow Queen Street - Fort William (arr. 1415)
1Y12 1552 Fort William - Glasgow Queen Street (arr. 2018)

NB - The trains are thought to be using the Low Level station at Queen Street again this year, but I have been unable to confirm this as yet.
According to the GBTT, the 0950 GQS - FW does not run on Thursday 11th August (Yet the return journey does). Check before travelling!

DIAGRAM ONE - SUN (From 3/Jul until 28/Aug)

2H82 1000 Kyle - Inverness (arr. 1230)
2H87 1838 Inverness - Kyle (arr. 2115)

DIAGRAM TWO - SUN (From 3/Jul until 28/Aug)

2H83 1040 Inverness - Kyle (arr. 1320)
2H84 1510 Kyle - Inverness (arr. 1750)

Outside these dates, this diagram is booked for a DMU.

INTERCITY SLEEPER OPERATED SERVICES:

1M16 O/N Inverness - Euston (Between Inverness and Edinburgh)
1S79 O/N Euston - Aberdeen (Between Edinburgh and Aberdeen)
1M12 O/N Aberdeen - Euston (Between Aberdeen and Edinburgh)
1S25 O/N Euston - Inverness (Between Edinburgh and Inverness)
1B01 O/N Fort William - Euston (Fort William - Edinburgh portion)
1Y11 O/N Euston - Fort William (Edinburgh - Fort William portion)

All services operate SX and SUN from origin point, plus on Saturdays between 2/Jul and 17/Sep (IS and AB services) or 16/Jul and 3/Sep (FW service).

QUIZ ANSWERS:

1. 37096	12. 37370	23. 37507
2. 37141	13. 37422	24. 37517
3. 37116	14. 37153	25. 37706
4. 37681	15. 37685	26. 37892
5. 37202	16. 37690	27. 37431
6. 37068	17. 37717	28. 37710
7. 37371	18. 37888	29. 37897
8. 37174	19. 37298	30. 37803
9. 37906	20. 37054	31. 37885
10. 37026	21. 37066	32. 37703
11. 37503	22. 37403	33. 37668

PHOTOS:

Front cover - 37892 leaving Ropley, on the Mid-Hants. Railway, on the 5th March 1994 at the head of the 1125 Alton to Arlesford service during that railways diesel gala.

(Photo by Alan Hawkins).

Centre page - 37704 not doing a very good impression of a splitbox noted as it headed a tank train ex-Llanwern through Cardiff Central on the 3rd May 1994.

(Photo by Simon Jowett).

Inside back cover - Standards are out on revenue trains once more, thanks to the recent reorganisation of the railways, so get your photos whilst you can!

This splendid picture is of 37254 near Golant on the Fowey branch on the 21st April 1994. It is worth noting that this photo was taken from a public footpath despite the appearance of the contrary!

(Photo by Simon Jowett).

Back cover - 37408 "Loch Rannoch" stands at Grosmont on the North York Moors Railway on the 8th May 1993. When the "E" fleet are retired from traffic by the commercial railway companies, perhaps they have a future on lines such as this?

(Photo by Michael Gibson).

IMPORTANT NOTE:

I am going to have a bit of a springclean after the next mag. - I am aware that both Alex Hall and Jefferson King want their photos back in due course, but UNLESS ADVISED TO THE CONTRARY BY THE NEXT MAGAZINE DEADLINE, I WILL BE DISPOSING OF ALL OTHER PHOTOGRAPHS TO THE CLASS 37 GROUP SALES STAND.

If you want any of your previously submitted material back, please get in touch straight away!

LAST GASP:

I was literally about to bag up the mag. on Tuesday 24th May to send it off to the printers when yet more late material arrived. PLEASE TAKE NOTE OF THE MAGAZINE DEADLINE! This material will now have to wait for the next mag., but the photos will be returned as requested.

