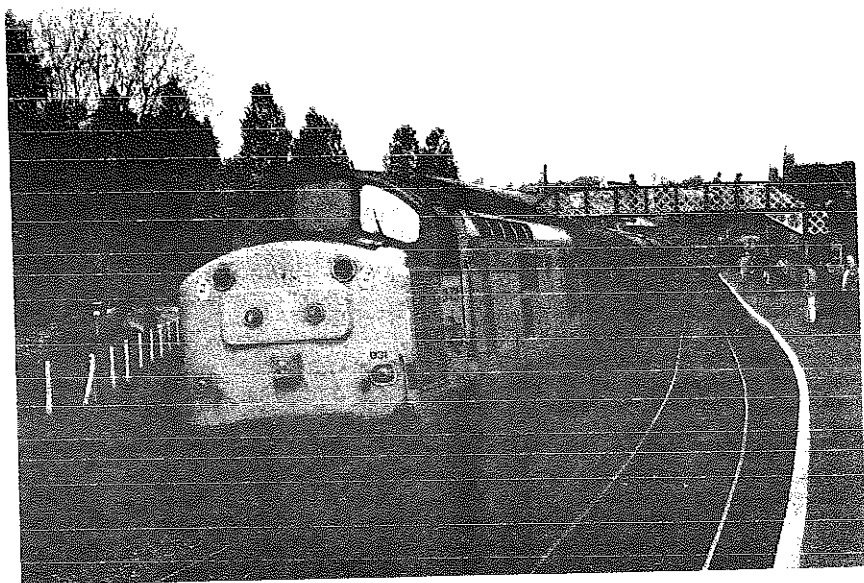


SYPHON!

**THE MAGAZINE OF
THE CLASS 37 GROUP**

AUGUST 1994 & OCTOBER 1994



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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

First of all,an explanation for the non-appearance of the August 1994 edition of SYPHON magazine,for although you should have all got a letter in September explaining a little of what transpired,I feel that a more detailed explanation might be helpfull.

Up to the June 1994 magazine,we had been getting our printing done at the print unit of the Eastern Counties bus company in Norwich.This bus company has recently been the subject of a buyout by one of the big corporate conglomerates which is currently devouring independant concerns within the bus industry,and one of the first casualties of the "New broom" at Norwich seems to have been the print unit.

The August magazine was actually prepared and sent to be printed,but was returned.As it takes time to organise an alternative printer,and I,along with several other committee members were just about to go on holiday,the matter had to be put on hold until later.By the time a printer,and the revised distribution arrangements had been sorted out,it was mid-September, and only about 2 weeks before the October 1994 edition of the magazine was due to go to the printers,so the decision to skip an issue and issue a £1.00 off voucher instead was taken.

This edition of the magazine has been labelled AUGUST 1994/OCTOBER 1994 after a request from Mr. Riley who points out that in years to come,people will be trying to find copies of the August 1994 edition which doesn't actually exist (A fair point).On a separte matter,he is the holder of membership number 37420 (So you're the one,you lucky person!),and apparently he has had some requests recently from people who wanted to releive him of this prestigious number (It wasn't me,honest!).He wishes it to be known that he has no intention of relinquishing his current membership number.

On now to other matters,and now is the time of year to make a note in your diary concerning the 1994 A.G.M.:

THE CLASS 37 GROUP 1994 ANNUAL GENERAL MEETING

SATURDAY 5TH NOVEMBER

IPSWICH TOWN HALL - DOORS OPEN 1230 FOR 1330 START

SUBJECT TO AVAILABILITY,WE HOPE TO HAVE A SALES STAND AND SHOW A FEW VIDEO'S
NO FIREWORKS THOUGH!

One of the things we hope to do this year is amend the constitution regarding the use of monies from the preservation account.As it currently stands,the committee is specifically debarred from using these funds for any other purpose other than buying an actual locomotive in the first instance.In practice,this has become a bit of a millstone for the committee,as from time to time,redundant assets such as a steam heating boiler may become available, and we are currently not at liberty to tender for such items,although they would be very usefull to put on one side ready for when we get our loco. With this in mind,we hope to amend the constitution to read MONIES DONATED TO THE PRESERVATION ACCOUNT CAN ONLY BE USED FOR THE PURCHASE,RESTORATION AND MAINTAINENCE OF A CLASS 37 LOCO(S),INCLUDING THE PURCHASE OF ANY PARTS AND HEAVY HAULAGE COSTS.

If you are unable to get to the A.G.M.,please register your vote in favour (Or not as the case may be) to the above amendment by writing to the CHAIRMAN as soon as possible please.

MEMBERSHIP NEWS

A combination of the groups sales stand attending the successful Doncaster open day, and recent advertising in the new TRACTION magazine seems to have netted quite a few new members, including our first Euro-member, from the Netherlands - Kenneth Reynolds (37011), Neil Findlay (37096), Anthony Dunford (37128), Mr. M. Parsonage (37147), Scott Hume (37155), Colin Good (37157), Mr. M. Steptoe (37163), John Wrigley (37164), Carl Smith (37165), Mark Jones (37169), Mr. K. Hooks (37173), Steve Flonderday (37174), Mr. I. Roberts (37183), Colin Prior (37189), Robert Hall (37197), Barry George Finch (37220), Kevin Farley (37221), Mr. G. West (37294), Barrie Jowett (37401), Elaine Jowett (37424) and Michele Petit (37886). A warm welcome to you all.

A few members have renumbered themselves to co-incide with renewing their membership - Mr. D. Foster (37090 to 37685), Mr. J. Butson (37103 to 37418) and Mr. G. Calver (37149 to 37901).

Members enrolling for another year, but retaining their existing membership numbers are - Colin Park (37006), Mr. M. Barker (37009), Alan Potts (37010), Mr. S. Petre (37018), Mr. S.G. Chapman (37020), Mr. R. Tripp (37021), Mr. I. Mayoh (37024), Brian Darling (37025), Mr. J. Irland (37026), Mr. F.J. Forge (37027), Peter Holden (37029), Steve Brown (37032), Mr. M. Hayes (37033), Mr. K.G. Sidney (37034), Mark Love (37040), Mr. D. Bratt (37041), Mr. R. Smith (37043), Mr. B.A. Davies (37055), Mr. J. Brun (37068), Mr. S. Cholmondley (37069), Mr. P. Weston (37070), Phillip Barker (37072), Mr. A. Luckham (37073), Miss P. Mercer (37074), David Aislabie (37081), Mr. A. Koolman (37084), Mr. S. Fennel (37088), Mrs. J. Foster (37091), Mr. R. Payne (37092), Mr. A. Louth (37093), Roy Wills (37098), Steven Avins (37100), Alistair Sutton (37101), Alan Bramhill (37102), Mr. J. Potts (37117), "Jimney" (37118), Mr. J. Dobson (37132), Mr. S. Lee (37142), Mr. W. Berridge (37143), Mrs. S. Berridge (37144), Mr. M. Driscoll (37150), Mr. C. Redfearn (37152), Maurice Barber (37156), Paul Renney (37158), Master M. Renney (37159), Michael Warrick (37162), Mr. A. Dowle (37166), Julian Shields (37175), Mr. P.T. Burnett (37178), Mr. M. Randall (37181), Mrs. P. Randall (37182), Mr. R. Cory (37188), Richard Davis (37193), Andrew Mellors (37194), Mark Whitcombe (37196), Miss H. Farries (37202), Mr. S. Cassidy (37203), Mr. M. Game (37205), Mr. D. Owen (37207), Mr. R. Dodd (37213), Chris Guntripp (37214), R.L. Pittard (37218), Mr. D. Prior (37222), Mr. M. Saunders (37227), Mark Kirk (37233), C.R.S. Dey (37241) - Are you connected with the French riot squad by any chance?, John Thompson (37242), Mr. M. Price (37248), Michael Mercer (37253), Mr. M.J. Bradbury (37255), Maurice Green (37260), Mr. M. Tydeman (37266), Steven Tydeman (37267), Katie Tydeman (37268), Steve Branch (37274) - Hmm. That name sounds familiar, Mr. I. Waggott (37275), Mrs. P. Waggott (37276), Alan Waggott (37277), Susan Waggott (37278), Lisa-Jane Waggott (37279), Grant Combes (37287), Matthew Mabey (37350), Mr. P. Emery (37402), Stephen Tingey (37404), Alex Hall (37405), Mr. T. Cotter (37410), Mr. D. Speight (37416), Mr. P.J. Edwards (37428), Steven Whittock (37505), Mr. M. Wigley (37671), Mr. J. Upton (37675), J. Warner (37692), Mr. T. Young (37707), Master C. Salter (37709), Mr. D. Hughes (37716), Mr. M. Irland (37797), Mr. S. Salter (37888), Mrs. D. Salter (37890), Miss H. Salter (37892) and last but not least Mr. G. Sullivan (37898). Thank you all (Plus any I may have inadvertently left off the above list) for showing your continued support in a year that has not been without a few hiccups for the group! Hopefully in the year to come, we may at last become loco owners should a loco thats not a complete wreck become available. Keep your fingers crossed!

New members particularly may not know that you can change your membership number to that of your favourite class 37 (Providing nobody has got there before you!) by sending a £1.00 cheque or postal order to the MEMBERSHIP SECRETARY with details of the number that you would like.

Numbers still thought to be available (Including a few new 37/3 numbers) are:

37/0: 016 028 048 090 095 103 107 149 186 187 190 199 226 234 236 246 252 256
259 269 270 271 272 273 280 281 282 283 284 285 286 288 289 290 291 292
293 295 296 297 298 299 300 301 302 303 304 306 307 308 310 311 312 313
314 320 321 322 323 324 325 326
37/3: 330 331 332 333 334 335 340 341 342 343 344 345 351 352 353 354 355 356
357 358 359 370 371 372 373 374 375 376 377 378 379 380 381 382
37/4: 406 411 412 413 415 417 419 426
37/5: 502 503 504 506 507 508 509 510 512 513 514 515 516 517 518 519 520 521
667 668 669 670 673 674 676 677 678 679 680 681 682 683 684 686 687 689
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
802 803 883 884 885 889 893 894 895 896 897 898 899
37/9: 902 903 904 906

PRESERVATION FUND:

The total as at the 24th September 1994 stood at £11,060.25.

MONTHLY DRAW:

In the last few months, monthly draw winners have been as follows - Mr. Reeve in May (£15.50), Mr. Upton in June (£15.00), Mr. Hughes in July (£14.50) and Mr. Hayward in August (£14.50).
The more members that join the scheme, the more money that can be won - If you want further details/an application form contact the MONTHLY DRAW COORDINATOR.

CREDITS:

Thank you to all those people who have supplied me with photos and information over the past few months, some of which will not see their particular contributions published until the December mag. I'm afraid. These top men are "The Bedford FLF man", "Sandringham by Railtours", several "Men with no names", David Wilson, R.S. Riley, Henry Freyne, Maurice Barber, Steve Fennel, Andrew Wilson, Leslie Hurn, Philip Pitcher, Michael Gibson, Ian Vandervell, Ray Cavanagh, John Haydock, Roy Wills, Alex Hall, Keith Palmer, M. Wren, Simon Jowett and of course, anyone whom I've inadvertently overlooked.

THE DEADLINE FOR THE DECEMBER MAGAZINE WILL BE FIRST POST ON FRIDAY 18TH NOVEMBER 1994, ALTHOUGH YOU CAN SEND ANY INFORMATION/ARTICLES/PHOTOS IN AT ANY TIME PRIOR TO THAT.

COATS OF MANY COLOURS

I'm hoping to repeat this feature when space permits, so please keep me informed of any repainting activity.
Only 3 have been brought to my attention in recent months:

- 37167 - TLF Special livery (Very light grey roof/blue waistband/red buffer-beams).
- 37713 - Load Haul livery (Black with orange/yellow ends on a dreadful tilt!).
- 37889 - Transrail livery (TLF colours with new decals).

NEWSDESK

Plenty of reallocations and renumberings since the last edition of the mag., so without further ado:

REALLOCATIONS/RENUMBERINGS:

Notes- The renumbering of 37019 and 37053 had still to physically take place as this mag. went to the printers.

I have put all FEPS locos into Su status irrespective of advice received, as their statuses seem to change regularly on paper, although they are not likely to do anything until refurbished/renumbered.

37003	IM - Su	FDDI - FDYX	37239	TE	FMDY - FMRY
37009	<u>RN 37340</u>			TE - IM	FMRY - FDRI
37015	<u>RN 37341</u>			<u>RN 37332</u>	
37019	<u>RN 37342</u>			IM	FDRI - FDEI
37037	CF - CD	LNDK - LWCC	37252	IM	FDDI - FDRI
37049	IM	FDDI - FDRI		IM - Su	FDRI - FDZX
	<u>RN 37343</u>		37271	<u>RN 37333</u>	
37053	TE - IM	FMDY - FDRI		IM	FDRI - FDEI
	<u>RN 37344</u>		37272	TE - IM	FMRY - FDRI
37058	IM	FDDI - FDRI		<u>RN 37334</u>	
37065	TO	EWRN - EWCN		IM	FDRI - FDEI
37068	TE - IM	FMDY - FDRI	37280	SF - Su	EWDS - ENXX
37070	TO - Su	EWRN - ENXX	37285	TE - Su	FMRY - FDRI
37074	TO	EWRN - EWDB		<u>RN 37335</u>	
37075	TE - Ss	FMDY - FDYX		Su	FDRI - FDYX
37077	SF	EWDS - EWDB	37298	TI	DAMT - DAXT
37079	TE - IM	FMDY - FDRI	37350	IM - TE	FDDI - FMDY
	IM - Ss	FDRI - FDYX	37351	ML	LGSV - LGPM
37083	Su	FDDI - FDYX	37359	IM - TE	FDDI - FMDY
37101	<u>RN 37345</u>		37372	TO	EWRN - EWDB
37109	SF	EWDS - EWDB	37405	CD - CF	LWCC - LNDK
37128	TE - IM	FMRY - FDRI	37408	CD	LWCC - LWMC
	<u>RN 37330</u>		37412	CF - CD	LNLK - LWCC
	IM	FDRI - FDEI	37415	TE - Ss	FMCY - FDYX
37131	TI	DAMT - DAXT	37417	CD - CF	LWCC - LNDK
37138	TO - Su	EWRN - ENXX	37430	ML	LGHM - LGPV
37139	TE - IM	FMDY - FDRI	37501	Ss - Su	FEPS
	IM - Su	FDRI - FDYX	37504	Ss - Su	FEPS
37141	CF - CD	LNDK - LWCC	37508	Ss - Su	FEPS
37154	Ss - ML	DAYX - LGBM	37512	IM - Su	FDCI - FEPS
37167	SF	EWDS - EWDB	37513	Su	FEPS - FDYX
37178	TI	DAMT - DAXT	37514	IM - Su	FEPS
37201	Su - ML	LGBM	37515	IM - TE	FDCI - FMCY
37202	TE - IM	FMRY - FDRI	37517	IM	FDCI - FDDI
	<u>RN 37331</u>		37519	IM	FDCI - FDDI
37203	TO - Su	EWCN	37675	CD - ML	LWCC - LGPM
37217	TE - IM	FMRY - FDRI	37677	IM	FDCI - FDDI
37218	Ss - TI	DAYX - DAXT	37684	IM - TE	FDCI - FMCY
37219	SF	EWDS - EWDB	37686	Su - CD	LNXX - LWCC
37223	IM	FDDI - FDRI	37688	IM - TE	FDCI - FMCY
37225	TI	DAMT - DAXT	37691	Ss - Su	FEPS
37235	IM	FDDI - FDRI	37696	ML - CF	LGPM - LNLK
37238	Su - TI	DAYX - DAXT	37699	IM	FDCI - FDDI

DENAMED:

37713 British Steel Workington

RAILFREIGHT DISTRIBUTION:

After a long association between the class 37 and the type of duties now under the auspices of Railfreight Distribution, the class 37 very nearly became extinct with this operator during June, when all of the remaining members of the class in RFD employment were recalled to Tinsley and switched off. However, at the 11th hour they were found to be needed once more, and most now find employment on the southern part of the Cardiff Pengam to Coatbridge liner trains (The section north of Basford Hall is electric hauled I understand). However, of the last 8, only 6 are required for this work, and in the allocation section you will notice that 37154 has been procured for work north of the border by TLF West (aka Transrail), whilst 37110 remains in storage, and unfortunately this will probably mean that it will end up donating vital parts to keep the remaining 6 in traffic. A certain Mr. Millward will no doubt be distraught to learn of his top loco ending its days in such a fashion!

TRAINLOAD FREIGHT NORTH EAST (AKA LOAD HAUL):

Quite a lot of the news is being made by this concern at the moment. Of all the new revamped (Again!) freight companies, this is the only one to straight away break away from the TLF colourscheme, no doubt much to the delight of the local paint manufacturers! As many of you probably saw first hand, a high profile launch at the Doncaster works open day showed off 37713 (Amongst locomotives of other classes) in the striking black/orange/yellow LOAD HAUL colourscheme. From what I have heard, the opinions of enthusiasts to this livery has been varied, but I must admit that now the corporate livery is to be amended to get rid of the awful lopsided effect of carrying the orange around the front at a tilt, it's growing on me, although I have only seen pictures so far. I await with interest to see what a series 1 original would look like in these colours - It should be hellfire! (I don't like the Load Haul logo though - Couldn't they think up a nice crest or something?).

TLF NE has also been busy with the bogie-swapping between 37/5's and 37/0's of late, as the 37/5's are now entering Doncaster works for refurbishment prior to taking up work on the Channel Tunnel sleeper trains (The 37/5's will be renumbered as a result of this work, I believe). As the original 37's have received their "New" bogies, they have been being renumbered into the 37/3 range, but oddly, rather than continue from 37360 for the series 1 machines, and 37383 for the series 2 machines, they have been renumbered in an entirely separate series of their own. Of the newly renumbered 37/3's, most should appear fairly shortly in traffic (At the time of going to press, all bar 37019/37342 and 37053/37344 had been physically renumbered on the locomotive sides), although 37335 (ex-37285) and 37345 (ex-37101) are currently ailing and stored in the FDYX deadpool, so a question mark hangs over their use in revenue service bearing their respective new identities.

The first two renumbered (37333 and 37340) both appeared at Healey Mills in mid-August, so it is assumed that the sub-classes duties will be to haul network and weekend engineers trains, as they did prior to conversion. A depot visit to various depots in the Yorkshire/South Humberside area on the 27th August 1994 netted a few of these "New" syphons: IMMINGHAM TMD - 37202, 37285, 37330, 37332, 37334, 37341, 37343, 37381, 37382, 37502, 37506, 37508, 37511, 37688, 37706, 37713.

DONCASTER STATION - 37694.

HEALEY MILLS DEPOT - 37058, 37068, 37095, 37235, 37333.

The storage and renumbering of many TLF NE 37/0's currently leaves only 37045, 37058, 37059, 37063, 37068, 37095, 37217, 37223 and 37235 in service with this operator in original condition.

37415's storage is also a matter of some concern - Reports please!

TRAINLOAD FREIGHT SOUTH EAST (AKA MAINLINE):

Apart from the repainting of 37167, the only other known concession towards the establishment of a new identity has been the very brief application of Mainline transfers to 37203 at Toton for a low key identity launch. As soon as the event was over, the transfers came off again! Since that time, 37203, together with a number of other 37/0's from the TLF SE fleet, have been put into storage, causing a bit of concern that the first "Serious" levels of Syphon withdrawals may not be far off.

Imminent is the revision in infrastructure fleet needs, and the varied rumours I have heard regarding this suggest that the class 31's and 33's are in considerable jeopardy, with the rationalisation of network services, and the increased use of type 5 power on weekend ballast duties. However, the class 37 fleet could find itself with more network duties to perform, stepping in to replace Goyles and Shredders when type 5's are busy on traffic trains, but they could also be hit with the loss of some weekend work, when the type 5's may be available. Get your photos of weekend only locos now! You have been warned!

As can be seen from the PASSENGER INFORMATION section, a few 37's managed to find passenger work this summer (They have had no booked passenger duties this year), not least on the Yarmouths. Unfortunately, it sounds as if more DMU's may be available for the summer 1995 season, so a repeat performance is currently thought to be unlikely.

TRAINLOAD FREIGHT WEST (AKA TRANSRAIL):

First things first, although I'll probably put an appeal in the mag. elsewhere too, I have yet to receive any information on the new winter diagrams, so if you know anything, please let me have it A.S.A.P. please!

As far as I am aware, by the time the magazine lands on your doormat, there will be no daytime Scottish diagrams for class 37's, with the only passenger work north of the border being the "Kippers" to and from Fort William, Inverness and Aberdeen.

In England & Wales, there will no doubt be the Manchester club trains to Blackpool and Southport (Although at one time, I had heard that the Southport one was under review - Does anyone know if this loco hauled working is still under threat?), as well as something or other along the North Wales main line, possibly the weekday trains at least pretty much the same as for the summer. However, the biggest question mark hangs over the Westbury outstationed loco. Will the much rumoured valleys club trains come to pass? Will they use a LWMC loco, or might they be the two 37/4's recently transferred to LNDK pool at Cardiff (37405 & 37417)? - Reports A.S.A.P. please!

Whilst on the subject of reallocations, the North West area bashers could be in for a treat, with the transfer of "E" 37412 to the freight pool LWCC at Crewe. Although LWCC substitutions along the North Wales coast have not seemed to come to pass as I had expected, we can always hope! Of interest is that this monster, which I had on it's last time out, is actually a rarer Syphon (Using the "When was it last out" formula) than the legendary 37420! Is the Hosteller going to be deposed from it's throne? Watch this space!

As well as TLF NE's 37415, other "Electric Syphon's" are giving cause for concern - 37411 is still at Crewe after last year's Burngullow smash, whilst 37424 is at Doncaster works, also with accident damage. Lastly, 37431 has not been recorded out since the 23rd March this year. A winter of woe's coupled with a summer with no use at all as far as I've heard must mean that this troubled machine is in bits again. With so many E's in trouble at the moment, I wonder if the back end of 1994 might not see the first withdrawal of the sub-class.

One loco than appears certain to have come to the end of it's days was runaway 37113, who ran into HST power car 43180 on August 13th. Although not yet shown as officially condemned, it appears beyond economic repair. On a lighter note however, it is rumoured that it is able to yeald vital parts to reinstate 37078 (37004 being apparently beyond help!).

FEATURED LOCOS

As some people have now been waiting over a year for me to find the space in SYPHON to feature their own particular favourite loco(s), I shall attempt from now on to do 2 featured locos per magazine, starting with 37248 & 37379.

37248

One of many series 2 machines built by the Vulcan Foundry at Newton-le-Willows, this machine received Vulcan Foundry number D936, English Electric number 3505. Entering service with British Rail Western Region from Cardiff Canton in December 1964, it has always been a predominantly freight loco, never having been fitted with train heating equipment, and for the first few years of its life it would have found much use hauling coal trains in the Welsh valleys (Old gits like myself remember the days of clanking rakes of mineral trucks in these parts - Things have certainly changed since I was a lad!).

In August 1967, D6948 was transferred to Healey Mills (Initially depot code 56B, later 55C) for a spell, but early 1972 saw it being reunited with Canton for a second period of time. By 1989 it found itself in the South Wales Petroleum fleet (Initially FPLW, then later FPEK), then later it served in the Canton Metals pool (FMAK) from April 1991 until August 1992.

By this time, the unrefurbished class 37 fleet was running the risk of becoming redundant with the ever declining levels of freight using rail, plus the advent of the class 60, and when displaced from Metals duties, 37248 (For this is what D6948 had become in April 1974) found temporary work with the MDTT sector of Railfreight Distribution. Unfortunately this sector too was having a purge on Syphons, and on 9th October 1992 it was officially stored U/S at Tinsley. Although transferred on paper from RFD to TLF in December 1993, and on to TLF West in March 1994, its only move in the last 2 years has been to be dragged from RFD's Tinsley depot to TLF Wests Canton depot, presumably for continued robbing of parts.

Having been out of use for so long, I would think it unlikely that it will ever see service again.

Known passenger workings:

15.07.84	Sheffield - Cleethorpes Railtour D/H 37249.
06.02.86	2124 Bristol TM - Glasgow C (Abbotswood - Birmingham NS) D/H 37206.
05.07.86	0730 Euston - Pwllheli (Shrewsbury - Pwllheli), 1530 Pwllheli - Euston (Pwllheli - Shrewsbury) D/H 37430.
07.07.86	0042 Manchester P - Cardiff C (Crewe - Cardiff C) D/H 37430.
14.02.89	1300 Oxford - Paddington (Didcot - Reading) D/H 37221 following the failure of the class 50.50033 worked forward from Reading.
27.06.89	2200 Paddington - Plymouth (Exeter SD - Plymouth) following the failure of the tram.
05.05.91	1055 Newport - Hereford (Relief to special train) D/H 37220 then 1615 Hereford - Abergavenny special train D/H 37275.

37379

Also built at Vulcan Foundry (EE number 3412, Vulcan Foundry number D870), this loco also started work in South Wales, entering the stock of Swansea's Landore shed as D6926 during February 1964. Transferring down the South Wales main line to Canton depot in November 1964, it later followed D6948 to become a Healey Mills engine too, but from here the two locos had diverging careers, for whilst D6948 returned home to Canton in 1972, D6926 was transferred locally within Yorkshire, making Tinsley its home for 13 years (May 1973 to July 1976) and whilst here, it was renumbered into its TOPS series number, 37226. Returning to the Western Region in July 1986, it went first to Canton, then later on to Bristol Bath Road before being transferred away again to pastures new in

May 1988, when it passed to Motherwell depot. Whilst here, it received the regeared bogies that precipitated its renumbering to 37379. A performer on the late lamented Gunnie cement trains, this work took the loco onto the books of Thornaby for a while, when that depot took over the Gunnie duties, but when this famous flow finished, the future for 37379 looked rather bleak. Luckily, this was just the time that Network SE was looking for some class 37's to replace its life expired Goyles, and this loco became one of the chosen, receiving a major exam in March 1993 that should ensure that this is one of the last class 37's in service barring accidents. After a brief period based at Eastleigh, this loco has now made Stratford its home, being used both on network and weekend engineering duties for TLF SE. Although never being a boilered machine, it has managed the odd passenger duty as can be seen below:

As 37226

12.10.85	"East Anglian Limited" Railtour (Norwich - Liverpool Street).
24.07.87	1045 Liverpool Street - Yarmouth (Norwich - Yarmouth) and an unidentified return working back to Norwich later in the day.
08.09.87	0805 Sheffield - Hull
29.02.88	1849 Swindon - Weymouth (Westbury - Weymouth), 2115 Weymouth - Bristol TM vice failed DMU.
09.05.88	1410 Portsmouth - Cardiff (Bristol TM - Cardiff), 1810 Cardiff - Portsmouth (Cardiff - Bristol TM).

As 37379

13.01.89	2350 (of the 12th) Inverness - Glasgow QS (Stirling - Glasgow QS).
16.07.89	0640 Carstairs - Edinburgh.
??.10.90	1025 Euston - Glasgow C (Oxenholme - Carlisle) D/H 37370.87023 failed and was dragged 90026 forward. The date was either the 15th or 16th (Sources disagree).
12.06.93	Intercity charter (Ipswich - Lowestoft).
02.10.93	Nene Valley Diesel Spectacular.
03.10.93	Nene Valley Diesel Spectacular.
30.07.94	0935 Norwich - Yarmouth, 1119 Yarmouth - Norwich, 1235 Norwich - Yarmouth, 1311 Yarmouth - Norwich, 1535 Norwich - Yarmouth, 1609 Yarmouth - Norwich.

HELP WANTED!

Can you help in any of the following ways:

- * DETAILS OF THE WINTER 1994/1995 CLASS 37 PASSENGER DIAGRAMS.
- * ANY PASSENGER WORKINGS FOR THE CLASS 37's PRIOR TO 1989 NOT PREVIOUSLY PUBLISHED IN "SYPHON" MAGAZINE.
- * THE LOAN OF ANY LOCAL TRIP BOOKLET COVERING AN AREA OF HIGH CLASS 37 ACTIVITY PRIOR TO THE MID-1980'S.
- * ARTICLES FOR PUBLICATION IN FORTHCOMING ISSUES OF "SYPHON". THESE CAN RANGE FROM TOP 10'S, REPORTS OF CURRENT OR HISTORICAL DAYS OUT, TO HISTORICAL INFORMATION ON THE CLASS, ITS DEVELOPMENT, ITS EARLY WORK AND SO ON AND SO FORTH.
- * PHOTOGRAPHS, PARTICULARLY OLDER ONES, WITH SYPHONS IN GREEN LIVERY OR POSED NEXT TO STEAM LOCOS.

If you can, please send your contribution to the Editor at 104 Long Riding, Basildon, Essex SS14 1QZ.

SMALL ADS

In the June magazine, we featured an advertisement for Alex Hall's INDEPENDANT IMBIBER real ale magazine. You may recall that the advert stated that any profit made after expenses had been covered would be donated to our groups preservation fund.

I'm pleased to say that the magazine did make a profit (Obviously I'm not the only member of The Class 37 Group to like a bit of the real stuff!) and that I am now in possession of a cheque to the tune of £43.12, which will shortly be dispatched to Rod for banking - Thank you Alex for this donation.

Just to show what a mixed bag of things can be sold through this column, this time we have a group member attempting to sell a kettle nameplate!

FOR SALE OR EXCHANGE, w.h.y? Cast iron cabside plate 3860 ex-Collett 2-8-0 withdrawn from Neath (87A) in August 1964. Offers invited. HENRY FREYNE, 55 ST. ANN'S CRESCENT, WANDSWORTH, LONDON SW18 2NG or phone 081-870-1962.

Small ads. are a very economical way of advertising to the membership, costing 50p per line per issue. Naturally, your advert should be legal, decent, honest etc. but it doesn't have to be railway orientated. All submissions should be sent with a cheque for the appropriate amount made payable to THE CLASS 37 GROUP to the editors address (Inside front cover).

GROWLER GROUP APPEAL

As you will know, this group is the owner of Syphon 37215. It has now reached Toddington on the Gloucestershire & Warwickshire Railway where the long process of restoration can now begin.

This group has asked me to ask the membership of The Class 37 Group for any information, no matter how trivial it may seem to them, relating to 37215's past history, particularly passenger workings, works visits, accidents/mishaps and sightings in general.

If you can help (And I'm sure many of you can, as I know that several top 37 men are members of this group), please write to me at the editorial address before the deadline for the next magazine (It would be helpful if you can put any 37215 gen on a separate bit of paper from all the other material for the mag.), and a collated version of all material supplied will be passed on to the Growler Group. Thank you for your help.

PHOT SPOT APPEAL

A recent abortive attempt to photograph Syphons in the Chester area (Due to a photographic vantage point near the site of the old CLC station being redeveloped) has led me to realise that it is quite difficult for someone not familiar with an area to find a decent vantage point to take photos sometimes, particularly when running against the clock to get in position before your subject matter arrives. Therefore, if anyone can suggest decent photographic locations on any routes that get class 37 activity, please write in with some details! (I am particularly keen to get some information on the line between Chester and Penmaenmawr, and in the Cardiff/Newport area, but all submissions are welcome).

QUIZ

Ladies and gentlemen - I proudly present this editions quiz, which as promised in the June edition of "Syphon", takes the form of an array of anagrams for you to unravel.

On this occasion, all the anagrams below are of names carried at one time or other on the side of a class 37 locomotive, although thanks to a quantity of station name anagrams supplied by Mr. A. Hall, the December quiz will no doubt feature a similar array of anagrams with station names as the theme - Further contributions along these lines would be most welcome.

Anagram no. 1 in this edition of the mag. was contributed by a Mr. Phil Pitcher, whilst no's. 2 - 17 came from Andrew Wilson (Thank you both for your help). However, all the others are the product of my own warped mind, so any complaints (Which should preferably be accompanied by a crisp £10 note), to the usual address.

Now, without further ado, the anagrams:

1. REAL NIPPLE.
2. WARNERS SAILING AT ELY - I.E. OUT OF GIN TINS.
3. THRASH LEEPING DINER.
4. RIOT AT THE CISSY LEE.
5. SMART TRAIN AGE.
6. SLEEPER IN TAIN S.O.S..
7. BEAST OR CRIMP LINER.
8. HELL PAIR TIL POOLE P.M..
9. KIPPER ALAN KONATA.
10. GRIP CONTAINS SHORT FEAST RATIO.
11. S. KEEBLE STORING VIN IN SHIRT.
12. O HELL! BOMS CLASH AT ELY.
13. HIRE BEAST OR WAVERLY.
14. ATRACTION MASOCHIST FLASHED ON ACTON CLOSE.
15. HONEST SHUNTER, BERT IS LIT.
16. RATS RULE, EVEN IN C.P..
17. IS IT BRANCH ON THAT TRAIN, OR IS IT A SENILE FOGI.
18. THEN ROB MONDAY.
19. DIET SEEMS A REEL TEST.
20. FRY THEM FART.
21. PATEL ANORAK PANIK.
22. HAG HID ON LAIRD.
23. MY REFS SCONE QUOTA.
24. A TENT GREASER.
25. HITLER TESTS THE SCHOOL.
26. I SMELL FOUL.
27. SHARK LEERS AT NEIL.
28. LET SNAIL RASH REEK.
29. DAFT FIRM CHILL DORE.
30. STEEL HER WIG.
31. TRY PUB FOR TOIL.
32. I DECANT PIE.
33. CAN REACH BUN.
34. PERIL PANEL.
35. DOCTER BAILS NUN.
36. LIAR ROAMS WIRILL.
37. GO GLADLY RED VIDEO.
38. SO EAT THAT SERF.
39. STOAT FEERS HAT.
40. FAST HEAT STORE.

Answers as usual, towards the back of the magazine.

PHOTO SELECTION:

Front cover: Gone but not forgotten! 37031's last appearances on passenger duties were made on the 8th & 9th May 1993 on the Severn Valley Railway. Regretably, this loco is now withdrawn and appears extensively robbed, lingering on as a shell at Cardiff Canton TMD. Photo by Jefferson King.

Below: "Altered beast" 37703 passes a passenger train at Preston, whilst taking a rake of coal hoppers to the nearby Deepdale coal depot, on the long trunkated Longridge branch. Photo by Jefferson King.

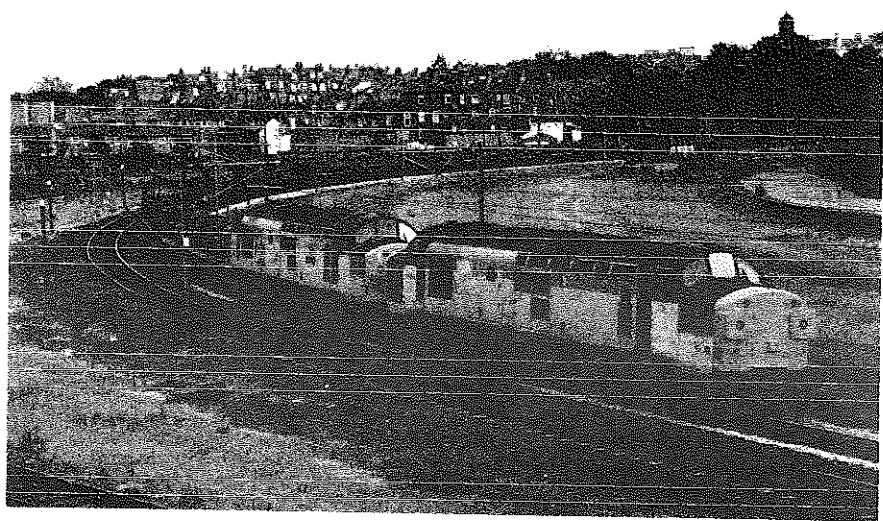
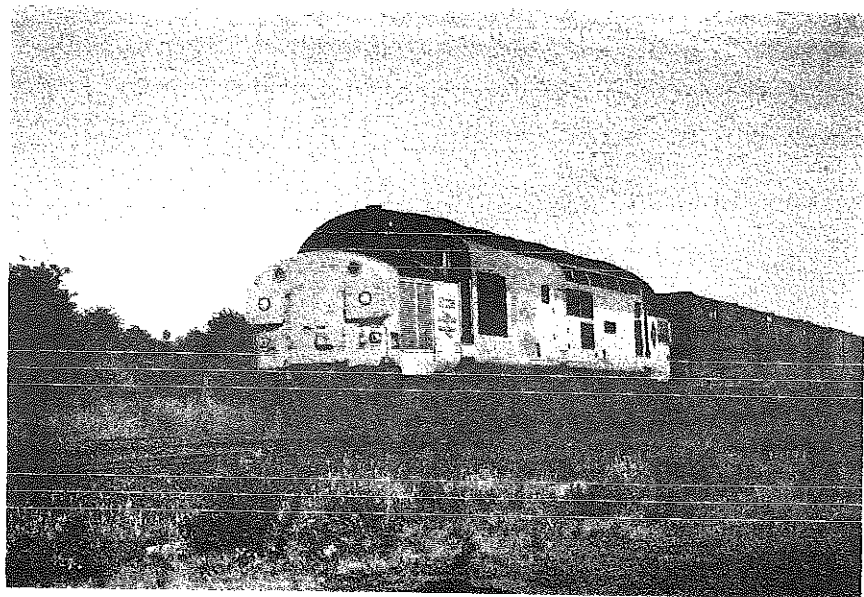
Centre pages - Top left: 37026 "Shapfell" is photographed at Banbury on 28th June 1993 whilst on the binliner (Also known as smelliner) trains. Photo by K. Palmer.

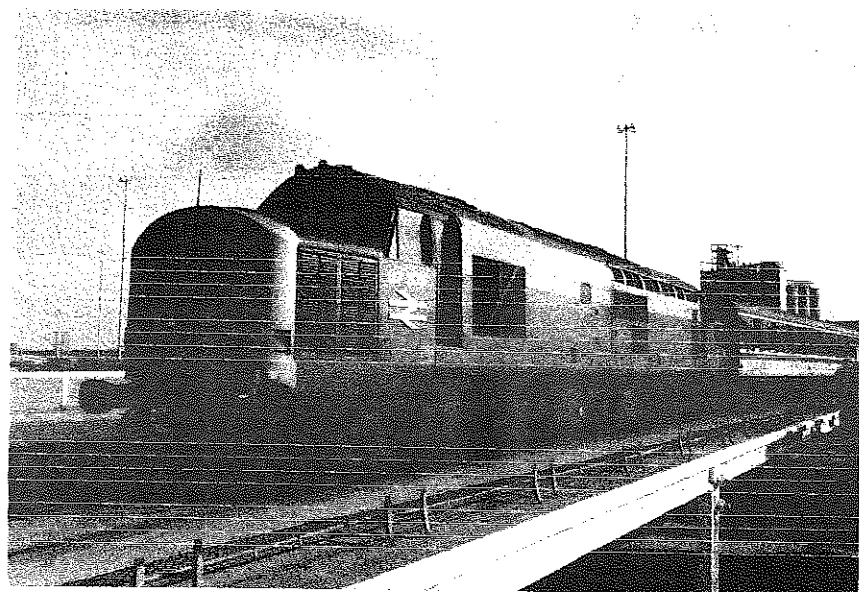
Centre pages - Bottom left: 37019 & 37068 on the 6E09 Grange to Tees metals train, heading a long rake of steel girder carrying BDA's around the York avoider on the 27th June 1994. Photo by Simon Jowett.

Centre pages - Top right: No points for guessing the location of this shot! 37261 "Caithness" awaiting the right away from Inverness on the 1430 to Edinburgh on 18th August 1994. Photo by Grant Combes.

Centre pages - Bottom right: Meanwhile, at the other end of the country, this shot shows 37375 on 5th March 1994 negotiating the QE2 terminal lines at Southampton Eastern Docks. Photo by Alex Hall.







MY TOP TEN

by Andrew Wilson (37083)

1) 37010 1M66 0935 Newcastle to Blackpool 17.05.80

This train was solid class 40 normally, so Gateshead had probably commandeered this massive Thornaby beast to replace a failure, or where so short of power that this monster had to go for a day out at the seaside.

2) 37241 1J14 0842 Sheffield to Huddersfield (Portion for 1M71 Llandudno) 23.08.80

This was a mega-fix by some unknown kind chap at Tinsley. I waited at Barnsley for this train, which was usually a VO 31 or a rat. Unfortunately no chance for a thrash as this train went via the now closed Crigglestone Junction route.

3) 37209 1L52 2039 Hull to Leeds 30.08.80

This train was really a parcels train, but with 2 passenger coaches attached (Those were the days - Ed.) for those that wanted to use it. I only had it from Crossgates to Leeds because it was usually booked for an Immingham steam heat ped. I never did find out if it did its return diagram (0300 Leeds to Hull) or if hot water bottles were the order of the day.

4) 37080 1V79 0824 York to Tenby 13.09.80

This train dropped a syphon every now and then, so I took this beast to Rotherham and to save a long fester I went to C.F. Booths scrapyard and caned in a cab ride on D2854 which was shunting in the yard (Dreadfull! - Ed.).

5) 37085 1M72 0717 Harwich to Manchester 28.10.80

The boat train used to drop a boilered tractor every now and then. I was on a Yorkshire Ranger ticket and also managed to scratch 37261 on the same train 2 days later.

6) 37226 1E45 Blackpool to Sheffield 30.05.81

This train was booked for a Tinsley syphon and also booked to traverse the freight only line from Sowerby Bridge to Mirfield.

7) 37128 1E45 1220 Blackpool to Sheffield 20.06.81

Another beast 3 weeks later, on this train which was very slackly timed. This loco was a regular on this run, and on this, as on many other occasions, was running early.

8) 37055 1L16 1136 Liverpool Street to Cambridge 29.07.81

This as you may recall was the royal wedding day, and BR in its infinite wisdom decided to slash fares by charging only £2.00 to go anywhere within the Eastern region. As you might expect, every train was wedged (Is there a lesson for railway operators somewhere?). Other performers noted that day were 37034, 37052, 37088 and 37102 (If only time travel was a reality, I'd be back there - Ed.).

9) 37212 1E55 1038 Skegness to Sheffield 06.10.90

The idea was to go to Chesterfield for 31215 which was required. However the ped. expired at Alfreton and after a 3½ hour fester 37212 appeared dragging

the train and disgraced 31215. I bet this was the only tractor at Toton and they wanted rid of it!

10) 37070 1S69 1415 Euston to Glasgow 22.10.90

90033 was the train engine, having replaced another class 90 at Crewe. It wasn't in the best of health and the most the driver could get out of it was 30mph. As we neared Shap, assistance was called for and 37070 eventually appeared from Carlisle and pulled the can and load 11 over the summit. What a fantastic thrash that was - I think that this has got to be my all time favourite.

AND A TOP FIVE TOO!

by Leslie Hurn (37172)

1) 37403 Dumbarton Central to Fort William and return 19.05.90

This NENTA charter departed from Norwich the day previously, but we didn't pick up syphon haulage until Dumbarton on the 19th. As it was my first trip to Scotland I was looking forward to the trip, and I was not disappointed - The scenery was superb, the mountains brilliant, and the only negative aspect of the whole trip was the battered old mk. 2 stock supplied for the tour.

2) 37218 & 37196 Kings Lynn to Cambridge Gala Day shuttle 30.09.90

Ah yes, remember these? After taking 56065 from Cambridge to Kings Lynn where I had a quick look around and got a good smothering of fumes and clag from preserved peak 45133, I took the pair of syphons back to Cambridge using class 310 EMU's as coaching stock (Quite a novelty). The weather was appalling - It lashed it down, but it didn't dampen anyone's spirits

3) 37025 & 37428 Inverness to Kyle of Lochalsh and return 25.05.91

In the annals of anyone who has been on a NENTA railtour, this trip is legendary for the "Dalwhinnie experience". I won't go into details except that it involved a class 47 breaking down (Surprise, surprise!) and a duff powered sleeper train pushing us into Dalwhinnie station. 37025 was a bit of a bonus, probably being needed for engineers duty at the Kyle end of the line.

4) 37402 Inverness to Georgemas Junction 06.05.92

Another NENTA classic. At Georgemas Junction those of us going to John O'Groats transferred to a double decker bus for the quickest tour of John O' Groats known to man. I swear that NENTA stands for Not Enough Time to see Anything! (Although I've been a bit flippant in this article towards NENTA, I still enjoy their railtours and Ray Davis is a good bloke). A fish & chip shop at Helmsdale hit the jackpot on the way back (Fish & chips about 2000 times please!).

5) 37216 Thetford to Norwich 05.10.92

A tour to Salisbury in theory, people had to transfer to coaches at Andover due to engineering work, but the real fun was to be had on the return leg, when we were running AHEAD of schedule. It couldn't last, and it didn't - At Thetford the train failed and blue beast 37216 was our rescuer, after being commandeered off Crown Point.

RAILTOUR REPORTS

I am most grateful to Michael Gibson for providing the following reports for this edition:

THE MEDWAY GROWLER - The Growler Group (21.May.94)

This tour provided an opportunity for Syphon haulage over one of the very few parts of the BR network where the class has never been commonly used. 37421 provided the power with a rake of 6 Reggierail Mk. II's.

Departing Cardiff Central at 0702 we picked up en-route to Gloucester, rejoining the main line at Swindon, and kept more or less right time until we were held up by a temporary speed restriction in the Didcot area.

After the last pick up point at Reading, we took the electrified Redhill line, but upon arrival at Redhill, any attempts to phot 37421 as it ran around were capped by the weather.

The next six hours were spent going round and round in circles as we covered most of the main lines in Kent. A major farce was endured at Canterbury West when the driver overshot the platform and discussions were made with the signalman before we could set back into the platform and let the daytrippers alight. This, plus a lengthy stop at Ramsgate to water the stock resulted in a 53 minute deficit, and by the time we had meandered to Dover Priory via Lee Spur Jct. this deficit had increased to -70.

A phot stop was provided at Deal, but unfortunately another stop at Sturry had to be cut out to enable us to make up some lost time.

After picking up the daytrippers at Canterbury West we retraced our route back to Redhill where once again 37421 ran around. At this point we were engaged in a race against time, as there was a "Shires Lynx" (Class 165) unit due to leave for Reading, and we really didn't fancy being stuck behind this all the way. Despite attempts to ready the railtour and everybody being shepherd back onto the train before the DMU's departure time, the powers-that-be decided to let the unit out first. Fortunately, common sense prevailed at Guildford, and we were allowed to overtake the unit here, for 37421 to retrace its path back to Cardiff.

THE PEAK EXPLORER - Hertfordshire Railtours (22.May.94)

Despite the late arrival of tour locos 37241 & 37244 (Apparently the driver rostered to work the locos wasn't happy with the state of the 37's), we managed to leave Saint Pancras only 4 minutes down and kept right time up the Midland main line until we reached Toton Yard. Here top and tail locos were attached in the form of 31205 & 31294, but after being bolted onto the back of the train nothing happened for ages. Then came a P.A. announcement that the points at Ratcliffe power station were being clipped, but by the time we started to move at 1216, we were -32.

With the Peds leading, we proceeded round the power station loop, then on to Newstead, at which point the 37's took over for the short trip to Derby, whereby we achieved Railtour Standard Time (-60).

It was decided at Derby to rearrange the tour itinerary to prevent any clashes with service trains on the Matlock branch, so we went to Sinfyn first (Good move - It would be practically impossible to clash with a service train on this grossly underused branch - Ed.)

Returning to Derby, we dispensed with the services of the Peds (Another good move - Ed.), 37241 & 37244 proceeded to Matlock Riverside where the 37's were exchanged for D100 (Not such a good move - Ed.), which was sounding very unwell for the last two miles of the trip to Darley Dale. Just over an hour later, 45135 provided the motive power back to Matlock Riverside where we were reunited with 37241 & 37244.

Another lengthy wait followed as we were unable to enter the BR (Or is it Railtrack now) section until a service train had cleared Ambergate Jct. From here, we were able to enjoy a fast run down the Midland main line, with an arrival at Saint Pancras only 17 minutes late.

ROXBY MUSIC - Hertfordshire Railtours (23.Jul.94)

This must surely be a record - A railtour in which the itinerary is completely changed not once but twice (Or even three times if you include the changes on the day). Each change had a significant effect on the mileage behind the top and tail class 37.

56088 was the first loco of the day, providing a very slow trip up the East Coast main line (3½ hours from Kings Cross to Doncaster) from where we were then supposed to go to Drax power station via Knottingley. However we spent 1½ hours at Kellingley sidings (Near Knottingley), the reason being a backlog of coal trains for Drax, before Drax was scratched from the tour itinerary. During this time 37515 replaced the Grid and 56102 was bolted onto the back. We started moving again at 1300 and with 56102 leading, we headed off towards Royston Jct. (Monk Bretton was also capped due to vandalism). At last it was time for some long overdue class 37 haulage, and 37515 took charge to Kirkgate West Jct. (The reason for not stopping at Wakefield Kirkgate as booked is not known, but it did mean a bit of extra yardage behind the 37!).

After a few minutes farting about at a signal, 56102 dragged us back into Kirkgate station where another record was surely broken - A photo stop in six minutes flat! In reality, it gave barely enough time for some people to get down the end of the platform and back to confirm the identities of the two locos (This would have been a handy place for the Grid to burst, as 37509 was stabled nearby - Alas, it was not to be).

The stewards were determined that we departed right time, and 56102 led to Scunthorpe Trent Yard via a very devious route (Monkhill, Gascoine Wood, Selby Avoider and Thorpe Marsh). Once again, 37515 was able to lead from here for the run to Roxby Gullet, where the two locos swapped ends, so that 37515 also dragged us back to Trent Yard, where the Syphon finally left us, running light back to Immingham TMD, whilst back at the train, disaster had struck - Problems with a swing bridge meant that the line west of Scunthorpe was closed, and we had to fester for 2 hours before it was decided that the train would have to be top and tailed to Barnetby (Unfortunately by 56085 - Rancid!). Some time afterwards it was realised that no crew was available for the top and tail loco, so finally the decision to send the tour over the defective bridge (Only two of the three detection pins in place) after all, so we left Scunthorpe at 2050 after a mammoth 3 hour fester in a goods yard in Scunthorpe (Ho! Ho! Ho! - Unsympathetic Ed.) and arrived back at Kings Cross at 0011, a mere 158 minutes late.

So that was it - Chinged 30 quid to spend almost 5 hours in sidings at Knottingley and Scunthorpe, and a grand total of 15 miles behind 37515. Not very impressive at all!

REVIEW OF TRACTION MAGAZINE also by Michael Gibson

A magazine that gives proper coverage of diesel preservation is long overdue and, judging by the first issue, TRACTION appears to have filled this gap. Articles include Butterley, EM2's in Holland, D6319 (The class 22 diesel sold for preservation but cut up), Waterman's black liverly (Is he right or wrong?) but as yet little mention of 37's. Published bi-monthly and costing £2.10, it's worth buying by all diesel and electric enthusiasts.

REVIEW OF TODAY'S RAILWAYS by the Ed.

What can I say about this excellent magazine. If you are interested in railways beyond the English Channel Tunnel portal, this is a must for you. At £2.50 per bi-monthly issue it's worth its weight in gold, giving articles on current day European railway operation plus an extensive stock news section to update the various continental fleetbooks now available. It even manages a photo of a tram in Sheffield (A real one not a HST) - Riotous!

PATHFINDERS
THE GRAMPIAN HIGHLANDER RAILTOUR

Friday 5th Aug 94 saw me travelling south on the 17-10 Edinburgh-Birmingham from Warrington to meet up with the Grampian Highlander Railtour.

At Birmingham I met one of my friends, a CL 31 enthusiast (poor thing) only needing 5 for haulage. 31203 & 31224 were allocated coming up from Bristol on the train to Crewe of which he required both. As the train arrived at Birmingham an announcement was made that both loco's would be removed. His face was a picture. Both loco's were removed to the centre road of platform 1. No other loco's were found to be available. The driver checked the fuel on the 31's and found they were both 2/3rds full. Refuelling had not been entered on TOPS at Bristol and Control were of the impression they were low on fuel. The loco's were reunited with the train and off we went to Crewe. At Crewe the 31's were exchanged for 90150 & 90132. The CL90's soon made up the lost time by Carlisle, now Saturday morning, departing 3 min early. At Mossend the 90's were exchanged for 56104. 37692 & 37693 passed us here heading south on a freight. Departure was 45 min late after a very slow loco change. At Perth 37099 was noted on the Perth-Edinburgh stock and 37294 on the Glasgow-Oban stock. Beyond Perth 56104 was now treading new ground for the class to Inverness, arrival being 55 min late due to signal checks at every passing loop. The engine exchange at Inverness was made outside the station, the CL56 giving way to 37275 & 37240. Waiting in Inverness South platforms were 37100 on the Inverness-Edinburgh and 37152 on the Inverness-Kyle of Lochalsh in the North platforms. Departure was now 30 min late, leaving the station stop out and taking the bypass line. Muir of Ord had 37430 waiting in the platform on the Early morning Kyle of Lochalsh-Inverness. We then continued onto Georgemas Junction where 37275 ran around the train to the rear for the Thurso branch, arrival being 40 min late at Thurso. Departing for Wick 37240 now had charge and roared away in fine style. Arriving at Wick we were 54 min late. The train was then shunted into the sidings to clear the line for the Plastic to arrive from Inverness. When the 156 departed, our train returned to the platform. Departure time came, then passed. The 156 then returned and was parked in the siding. We were then allowed to leave Wick 10 min late. Arrival at Inverness being 15 min late after reversing into the station. At Inverness 37232 was in the North platforms having arrived with the Kyle of Lochalsh-Inverness. 37240 & 37275 stayed with the train for the run to Aberdeen and the overnight stop.

Sunday morning 37087 & 37113 arrived with the Euston-Aberdeen. 37275 & 37240 now top & tailed for the visit to the Waterloo goods branch and back. 56101 was exchanged on the return of the 37's to continue the leg to Edinburgh. Departure being on time from Aberdeen and arrival at Edinburgh 16 min early. At Edinburgh 37088 arrived and backed onto the Royal Scotsman stock waiting in platform 16. Our departure is now held up due to the next loco a CL90 not arriving on time from Mossend. After 30 min, 90135 arrived and backed on to our train and we leave 37 min late. Arrival at Preston is 25 min late just 3 min short of catching the train home.

PASSENGER INFORMATION

Due to the backlog of passenger gen, I have had to hack about with this section with the following results:

North West 37/4 workings - This information dropped from the magazine for the time being, but I will restart giving this info. out when space permits, so keep all the gen coming please!

Scottish service trains - A huge amount of gen has been received. The passenger workings of the 37/0's and 37351 are listed in loco number order in this edition of the magazine. Workings for the rebuilds (37/4's and above) will appear in the December magazine.

Other workings - This appears as normal (In chronological order) below.

SPECIAL WORKINGS (RAILTOURS/DMU SUBSTITUTIONS/DRAGS ETC.)

- 16.05.94 37191 O/N Plymouth - Glasgow C (Exeter SD - BTM after 47848 failed. 47853 forward).
- 22.05.94 37185 Worcester Railday (Worcester - Hereford & return).
✓ 37241/37244 "The Peak Explorer" R/T (See RAILTOUR REPORTS for details)
- 28.05.94 37207 Paignton & Dartmouth Railway 21st Anniversary Gala Weekend.
- 29.05.94 37207 As above.
- 30.05.94 37207 As above.
- 03.06.94 37191 1635 Paddington - Plymouth (Exeter SD - Plymouth. Tram failure).
- 02.07.94 37230 0900 BTM - WM, 1600 WM - BTM (Vice 37408 which failed at BTM).
- 09.07.94 ✓ 37003/37223 "Trans-Pennine Freighter" R/T (Bradford Interchange - Blackburn).
✓ 37077 0730 Liverpool Street - Great Yarmouth (Dragging failed 86235 between Kelvedon & Norwich where train caped) then 1235 NR - GY, 1311 GY - NR, 1435 NR - GY, 1523 GY - NR.
37077/47476 Top and tail 1740 NR - GY, 1818 GY - NR, 1900 NR - LOW, 1950 LOW - NR.
- 10.07.94 37694/37698 "Donny Deviator" R/T (Doncaster - Silverwood Colliery).
- 14.07.94 37254 1935 Paddington - Plymouth (Totnes - Plymouth after 43010/43160 ran out of fuel - What. Both of them??).
- 16.07.94 ✓ 37023/37077 Top and tail 1235 NR - GY, 1311 GY - NR, 1435 NR - GY, 1523 GY - NR.
37077 0935 NR - GY, 1119 GY - NR.
- 23.07.94 ✓ 37015/37063 "Settle & Carlisle Thunderer" R/T (Scarborough - Carlisle via Settle & Carlisle line, Carlisle - Preston via Shap, Preston - York via Wemington. 47773 took over for York - Scarborough section).
37244 0935 NR - GY, 1119 GY - NR, 1235 NR - GY, 1311 GY - NR, 1435 NR - GY, 1523 GY - NR.
✓ 37515 "Roxby Music" R/T (See RAILTOUR REPORTS for details).
- 30.07.94 37379 0935 NR - GY, 1119 GY - NR, 1235 NR - GY, 1311 GY - NR, 1535 NR - GY, 1609 GY - NR.
- 05.08.94 37047 1844 NR - GY, 1920 GY - NR, 2135 NR - GY, 2211 GY - NR, 2300 NR - GY, 2335 GY - NR.
37240/37275 "Grampian Highlander" R/T (See RAILTOUR REPORTS for details).
- 06.08.94 37047 0632 NR - GY, 0712 GY - NR, 0748 NR - GY, 0829 GY - NR, 0935 NR - GY, 1119 GY - NR, 1235 NR - GY, 1311 GY - NR, 1532 NR - GY, 1609 GY - NR, 1650 NR - LOW, 1750 LOW - NR, 1844 NR - GY, 1920 GY - NR.
37240/37275 "Grampian Highlander" R/T continues....
- 10.08.94 ✓ 37416 O/N Paddington - Penzance (Par - Penzance after 47810 failed).
- 13.08.94 37142/37258 0643 Exeter SD - Reading special (HST set 43011/43145 dragged).

- 13.08.94 37167 0725 NR - GY,0759 GY - NR,0935 NR - GY,1119 GY - NR,1235 NR - (cont.) GY,1311 GY - NR,1532 NR - GY,1609 GY - NR,1650 NR - LOW,1750 LOW - NR,1900 NR - LOW,1950 LOW - NR.
- 20.08.94 37109 0935 NR - GY,1119 GY - NR,1235 NR - GY,1311 GY - NR,1532 NR - GY,1609 GY - NR.
- 21.08.94 ✓ 37903/37906 "Crewe Cruiser" R/T (BTM - CE & return).
- 23.08.94 37258 1430 Paignton - Newcastle (Dragging failed tram 43088/43089 between Exeter SD & BTM).
- 26.08.94 37197 1645 CF - MOX (Vice 37408 which failed to start).
- 27.08.94 37013 0935 NR - GY,1024 GY - NR,then ECS NR - GY for 1145 GY - NR, 1235 NR - GY,1311 GY - NR,1435 NR - GY,1523 GY - NR.
- 29.08.94 ✓ 37216 0935 NR - GY,1024 GY - NR,1137 NR - GY,1224 GY - NR. On this last working, the rear coach was giving considerable problems, and the most unusual step of leaving the coach in the passing loop at Acle was taken. This must have caused a few operational problems on a Bank Holiday Monday! Unfortunately, this led to the premature retirement of the loco hauled workings.
- 03.09.94 37241 0935 NR - GY,1119 GY - NR,1235 NR - GY,1311 GY - NR,1532 NR - GY,1609 GY - NR.
- 09.09.94 37046 1645 CF - MOX (Hauling 37422 DIT).
- 10.09.94 37025 "Kyle Excursion" R/T (ED - KL & return).
37404/37423 "The North West Highlander" R/T (Mossend Yard - Oban & return).

TOP WORKING

A matter of taste I suppose, but in my personal opinion, the use of 37142/37258 on the long haul from Exeter - Reading (13.08.94) gets the top working accolade this issue, although I also like the use of 37015/37063 over Shap on 23.07.94.

A LATE BIT OF GEN

- 20.08.94 37241 Shunted failed 86215 & train (2040 Norwich - Liverpool Street) from platform 3 to platform 4 at Colchester. Count yourself as a bit of a scooper if you managed this move!

SCOTTISH SERVICE TRAINS (IN NUMERICAL ORDER)

- 37004 No passenger workings to report (Last worked 16.01.93).
Still thought to be stored U/S at Motherwell.
- 37025 02.07.94 0925 IS - ED.
10.09.94 Railtour duty (See SPECIAL WORKINGS above for details).
- 37043 10.06.94 O/N EU - IS (ED - IS) D/H 37505.
- 37051 04.06.94 O/N EU - AB (ED - AB) D/H 37184.
- 37066 18.07.94 0925 ED - IS.
21.07.94 1015 IS - ED, 1540 ED - IS.
22.07.94 1015 IS - ED.
- ✓ 37069 19.05.94 O/N EU - IS (ED - IS) D/H 37510.
03.06.94 1015 IS - ED, 1540 ED - IS.
23.08.94 O/N IS - EU (IS - ED) D/H 37073.
24.08.94 O/N EU - AB (ED - AB), O/N AB - EU (AB - ED) D/H 37073.
25.08.94 O/N EU - IS (ED - IS) D/H 37073.

37071 27.08.94 O/N IS - EU (IS - PH) D/H 37262.
 30.08.94 0708 PH - ED,0925 ED - IS.
 05.09.94 O/N EU - AB (ED - AB),O/N AB - EU (AB - ED) D/H 37685.
 06.09.94 O/N EU - IS (ED - IS).

37073 23.08.94 O/N IS - EU (IS - ED) D/H 37069.
 24.08.94 O/N EU - AB (ED - AB),O/N AB - EU (AB - ED) D/H 37069.
 25.08.94 O/N EU - IS (ED - IS) D/H 37069 then
 O/N IS - EU (IS - ED) D/H 37087.

This loco has been noted operating out of Didcot in September.If it has been transferred to TLF SE,the above passenger workings might be the last for some time!

37078 No passenger workings to report (Last worked 09.09.93).
 Still thought to be stored U/S at Motherwell.

37080 25.08.94 1430 IS - ED,2118 ED - PH.
 26.08.94 0708 PH - ED,0925 ED - IS,1430 IS - ED,2118 ED - PH.

37087 07.06.94 0708 PH - ED,0925 ED - IS.
 29.07.94 0950 GQS - Oban then
 1600 Oban - GQS D/H 37423.
 01.08.94 O/N EU - IS (ED - IS),O/N IS - EU (IS - ED) D/H 37113.
 02.08.94 O/N EU - AB (ED - AB),O/N AB - EU (AB - ED) D/H 37113.
 05.08.94 O/N EU - AB (Carstairs - AB),O/N AB - EU (AB - ED) D/H 37113.
 06.08.94 O/N EU - IS (ED - IS),O/N IS - EU (IS - ED) D/H 37113.
 07.08.94 O/N EU - AB (ED - AB),O/N AB - EU (AB - ED) D/H 37113.
 08.08.94 O/N EU - IS (ED - IS) D/H 37113 then
 1240 IS - KL,1705 KL - IS.
 09.08.94 1015 IS - ED,1540 ED - IS.
 10.08.94 O/N IS - EU (IS - ED) D/H 37113.
 11.08.94 O/N EU - IS (ED - IS) D/H 37113.
 25.08.94 O/N IS - EU (IS - ED) D/H 37073.

37088 14.07.94 1430 IS - ED,2118 ED - PH.
 15.07.94 0950 GQS - Oban,1600 Oban - GQS.
 16.07.94 0950 GQS - Oban,1600 Oban - GQS.
 20.08.94 0950 GQS - Oban,1600 Oban - GQS.
 24.08.94 0950 GQS - FW,1552 FW - GQS.
 25.08.94 0708 PH - ED,0925 ED - IS.

37099 23.06.94 1430 IS - ED,2118 ED - PH.
 02.07.94 O/N IS - EU (IS - ED) D/H 37214.
 04.07.94 O/N AB - EU (AB - ED) D/H 37214.
 09.07.94 O/N EU - IS (ED - IS),O/N IS - EU (IS - ED) D/H 37214.
 10.07.94 O/N EU - AB (ED - AB),O/N AB - EU (AB - ED) D/H 37214.
 11.07.94 O/N EU - IS (ED - IS) D/H 37214.
 06.08.94 0645 PH - ED,0925 ED - IS,1430 IS - ED,2118 ED - PH.
 08.08.94 0925 ED - IS,1430 IS - ED,2118 ED - PH.
 09.08.94 0708 PH - ED,0925 ED - IS,1430 IS - ED,2118 ED - PH.
 10.08.94 0708 PH - ED,0925 ED - IS,1430 IS - ED.
 17.08.94 O/N IS - EU (IS - ED) D/H 37505.
 18.08.94 O/N EU - AB (ED - AB),O/N AB - EU (AB - ED) D/H 37505.

37100 08.07.94 1430 IS - ED,2118 ED - PH.
 09.07.94 0645 PH - ED,0925 ED - IS,1430 IS - ED,2118 ED - PH.
 06.08.94 1015 IS - ED,1540 ED - IS.
 08.08.94 O/N IS - EU (IS - ED) D/H 37113.
 09.08.94 O/N EU - AB (ED - AB),O/N AB - EU (AB - ED) D/H 37113.
 10.08.94 O/N EU - IS (ED - IS) D/H 37113 then
 1430 IS - ED,2118 ED - PH.

37111 No passenger workings to report (Last worked 25.08.93).

37113 22.07.94 0925 ED - IS.

01.08.94 O/N EU - IS (ED - IS), O/N IS - EU (IS - ED) D/H 37087.
02.08.94 O/N EU - AB (ED - AB), O/N AB - EU (AB - ED) D/H 37087.
05.08.94 O/N EU - AB (Carstairs - AB), O/N AB - EU (AB - ED) D/H 37087.
06.08.94 O/N EU - IS (ED - IS), O/N IS - EU (IS - ED) D/H 37087.
07.08.94 O/N EU - AB (ED - AB), O/N AB - EU (AB - ED) D/H 37087.
08.08.94 O/N EU - IS (ED - IS) D/H 37087 then
O/N IS - EU (IS - ED) D/H 37100.
09.08.94 O/N EU - AB (ED - AB), O/N AB - EU (AB - ED) D/H 37100.
10.08.94 O/N EU - IS (ED - IS) D/H 37100 then
O/N IS - EU (IS - ED) D/H 37087.
11.08.94 O/N EU - IS (ED - IS) D/H 37087.
13.08.94 1430 IS - ED.

After working the 1430 IS - ED, 37113 ran away and collided with 43180, apparently causing severe damage to itself. Rumour suggests that it will not work again.

37116 No passenger workings to report (Last worked 21.08.93).

37133 No passenger workings to report (Last worked 17.09.93).

✓ 37152 06.08.94 1040 IS - KL, 1510 KL - IS, 1838 IS - KL.

07.08.94 1000 KL - IS, 1838 IS - KL.

08.08.94 0710 KL - IS, 1015 IS - ED.

37153 No passenger workings to report (Last worked 13.08.93).

37154 05.08.94 1015 IS - ED, 1540 ED - IS then

O/N IS - EU (IS - ED) D/H 37188.

06.08.94 O/N EU - AB (ED - AB) D/H 37188.

19.08.94 0708 PH - ED, 0925 ED - IS, 1430 IS - ED (IS - Aviemore then failed, 37250 took over train).

37156 16.05.94 O/N EU - IS (ED - IS) D/H 37255.

02.06.94 1015 IS - ED, 1540 ED - IS.

04.06.94 1015 IS - ED, 1540 ED - IS.

05.06.94 1015 IS - ED, 1540 ED - IS.

08.06.94 1015 IS - ED, 1540 ED - IS.

11.07.94 1040 IS - KL, 1510 KL - IS, 1838 IS - KL.

12.07.94 0710 KL - IS.

15.07.94 1430 IS - ED, 2118 ED - PH.

16.07.94 0643 PH - ED, 0925 ED - IS, 1430 IS - ED.

18.07.94 0708 PH - ED, 0925 ED - IS.

18.08.94 0950 GQS - FW, 1552 FW - GQS.

19.08.94 0950 GQS - Oban, 1600 Oban - GQS.

25.08.94 1838 IS - KL.

26.08.94 0710 KL - IS.

37165 No passenger workings to report (Last worked 28.08.93).

✓ 37170 02.06.94 1040 IS - KL, 1705 KL - IS.

04.07.94 1430 IS - ED, 2118 ED - PH.

05.07.94 0708 PH - ED, 0925 ED - IS.

08.07.94 1240 IS - KL, 1705 KL - IS.

11.07.94 O/N AB - EU (AB - ED) D/H 37685.

12.07.94 O/N EU - IS (ED - IS) D/H 37685.

14.07.94 O/N IS - EU (IS - Carstairs) D/H 37685.

15.07.94 O/N EU - AB (Carstairs - AB), O/N AB - EU (AB - ED) D/H 37685.

37170 18.07.94 O/N EU - AB (ED - AB) D/H 37685.
cont. 21.07.94 1240 IS - KL, 1510 KL - IS, 1838 IS - KL.
 29.07.94 1540 ED - IS.
 01.08.94 1015 IS - ED, 1540 ED - IS.
 09.08.94 O/N EU - FW (ED - FW) D/H 37403.
 20.08.94 1015 IS - ED, 1540 ED - IS.
 24.08.94 0708 PH - ED, 0925 ED - IS, 1430 IS - ED, 2118 ED - IS.
 25.08.94 0950 GQS - FW, 1552 FW - GQS.
 26.08.94 0950 GQS - Oban, 1600 Oban - GQS.
 27.08.94 0950 GQS - Oban, 1600 Oban - GQS.
 29.08.94 0950 GQS - Oban, 1600 Oban - GQS.

37175 13.06.94 O/N IS - EU (IS - EU) D/H 37505.
 14.06.94 O/N EU - AB (ED - AB) D/H 37505.
 02.07.94 1540 ED - IS.
 15.07.94 1015 IS - ED, 1540 ED - IS.
 16.07.94 1015 IS - ED, 1540 ED - IS.
 28.08.94 O/N AB - EU (AB - ED) D/H 37685.
 29.08.94 O/N EU - IS (ED - IS), O/N IS - EU (IS - ED) D/H 37685.
 30.08.94 O/N EU - AB (ED - AB) D/H 37685.
 02.09.94 1015 IS - ED, 1540 ED - IS.
 03.09.94 1015 IS - ED, 1540 ED - IS.
 10.09.94 O/N AB - EU (AB - ED) D/H 37685.
 11.09.94 O/N EU - IS (ED - IS) D/H 37685.

37184 04.06.94 O/N EU - AB (ED - AB) D/H 37051.
 26.08.94 1015 IS - ED, 1540 ED - IS.
 27.08.94 1015 IS - ED, 1540 ED - IS.
 29.08.94 1015 IS - ED, 1540 ED - IS.
 30.08.94 1015 IS - ED (IS - PH where terminated due to signalmans dispute).
 02.09.94 0708 PH - ED, 0925 ED - IS, 1430 IS - ED, 2118 ED - PH.

37188 02.08.94 1430 IS - ED, 2118 ED - PH.
 05.08.94 O/N IS - EU (IS - ED) D/H 37154.
 06.08.94 O/N EU - AB (ED - AB) D/H 37154.

37196 02.09.94 0950 GQS - Oban, 1600 Oban - GQS.
 03.09.94 0950 GQS - Oban, 1600 Oban - GQS.
 06.09.94 0708 PH - ED, 0925 ED - IS.
 And so, after leaving it very late in the year to start it's passenger wanderings, it manages to haul the last 2 Oban trains of the season!

37201 No passenger workings to report (Last worked 10.06.93).

37211 No passenger workings to report (Last worked 30.09.93).

37212 No passenger workings to report (Last worked 24.07.93).

37214 24.06.94 O/N EU - AB (ED - AB), O/N AB - EU (AB - ED) D/H 37683.
 01.07.94 O/N EU - AB (ED - AB), O/N AB - EU (AB - ED) D/H 37683.
 02.07.94 O/N EU - IS (ED - IS) D/H 37683 then
 O/N IS - EU (IS - ED) D/H 37099.
 04.07.94 O/N AB - EU (AB - ED) D/H 37099.
 09.07.94 O/N EU - IS (ED - IS), O/N IS - EU (IS - ED) D/H 37099.
 10.07.94 O/N EU - AB (ED - AB), O/N AB - EU (AB - ED) D/H 37099.
 11.07.94 O/N EU - IS (ED - IS) D/H 37099.
 18.07.94 1015 IS - ED, 1540 ED - IS.
 19.07.94 1015 IS - ED, 1540 ED - IS.

37221 29.07.94 2118 ED - PH.
 01.08.94 0708 PH - ED, 0925 ED - IS, 1430 IS - ED, 2118 ED - PH.
 02.08.94 0708 PH - ED, 0925 ED - IS.

- 37232 12.07.94 0950 GQS - FW,1552 FW - GQS.
 14.07.94 0708 PH - ED,0925 ED - IS.
 19.07.94 1040 IS - KL,1510 KL - IS,1838 IS - KL.
 21.07.94 1705 KL - IS.
 29.07.94 1240 IS - KL,1705 KL - IS.
 30.07.94 1040 IS - KL,1510 KL - IS.
 02.08.94 1040 IS - KL,1510 KL - IS.
 05.08.94 1240 IS - KL,1705 KL - IS.
 06.08.94 1240 IS - KL,1705 KL - IS.
 08.08.94 1040 IS - KL,1510 KL - IS,1838 IS - KL.
 09.08.94 0710 KL - IS,1240 IS - KL,1705 KL - IS.
 10.08.94 1040 IS - KL,1510 KL - IS,1838 IS - KL.
 11.08.94 0710 KL - IS,1240 IS - KL,1705 KL - IS.
 17.08.94 1040 IS - KL,1510 KL - IS.
- 37240 05.08.94 O/N EU - IS (? - IS) D/H 37275 then
 Railtour duty D/H 37275 (See SPECIAL WORKINGS for details).
 06.08.94 Railtour duty D/H 37275 (See SPECIAL WORKINGS for details).
- 37250 11.08.94 0708 PH - ED then
 0925 ED - IS D/H 37505.
 13.08.94 1015 IS - ED,1540 ED - IS.
 18.08.94 1015 IS - ED,1540 ED - IS.
 19.08.94 1430 IS - ED (Aviemore - ED after 37154 failed).
 27.08.94 0708 PH - ED,0925 ED - IS,1430 IS - ED,2118 ED - PH.
 29.08.94 0708 PH - ED,0925 ED - IS,1430 IS - ED,2118 ED - PH.
- 37251 No passenger workings to report (Last worked 25.02.94).
 Presumably, it's lack of use on passenger trains can be attributed to
 it being used on the Intercity Landcruise trains (This work didn't stop
 37152 or 37221 though).
- 37255 16.05.94 O/N EU - IS (ED - IS) D/H 37156.
 19.05.94 O/N EU - AB (ED - AB), O/N AB - EU (AB - ED) D/H 37683.
 20.05.94 O/N EU - IS (ED - IS) D/H 37683.
 03.06.94 O/N EU - AB (ED - AB), O/N AB - EU (AB - ED) D/H 37685.
 14.06.94 0708 PH - ED.
 03.09.94 0708 PH - ED,0925 ED - IS,1430 ED - IS,2118 ED - PH.
 05.09.94 0708 PH - ED,0925 ED - IS.
 06.09.94 1015 IS - ED,1540 ED - IS.
 07.09.94 1015 IS - ED,1540 ED - IS.
 10.09.94 1540 ED - IS.
- 37261 17.08.94 1430 IS - ED,2118 ED - PH.
 18.08.94 0708 PH - ED,0925 ED - IS,1430 IS - ED,2118 ED - PH.
 20.08.94 0645 PH - ED,0925 ED - IS.
 25.08.94 0600 IS - Elgin,0759 Elgin - IS short workings vice DMU
 (Bridge bash east of Elgin stopping through trains).
- 37262 25.08.94 1015 IS - ED,1540 ED - IS.
 27.08.94 O/N IS - EU (IS - PH) D/H 37071.
 02.09.94 O/N EU - IS (ED - IS) D/H 37685.
 03.09.94 O/N EU - AB (ED - AB) D/H 37685.
 05.09.94 1015 IS - ED,1540 ED - IS.
 06.09.94 1430 IS - ED,2118 ED - PH.
 07.09.94 0708 PH - ED,0925 ED - IS,1430 IS - ED,2118 ED - PH.
- 37275 09.07.94 0950 GQS - Oban,1600 Oban - GQS.
 11.07.94 0950 GQS - Oban,1600 Oban - GQS.

37275 05.08.94 O/N EU - IS (Carstairs - ?) D/H 37510 then
cont. O/N EU - IS (? - IS) D/H 37240 then
 Railtour duty D/H 37240 (See SPECIAL WORKINGS for details).
 06.08.94 Railtour duty D/H 37240 (See SPECIAL WORKINGS for details).
 30.08.94 1240 IS - KL,1705 KL - IS.

37294 06.08.94 0950 GQS - Oban,1600 Oban - GQS.
 10.08.94 0950 GQS - FW,1552 FW - GQS.

37351 No passenger workings to report (Last worked 05.01.93).

DETAILS OF PASSENGER WORK PERFORMED BY THE REBUILDS (37/4's AND ABOVE) WILL
 APPEAR IN THE NEXT ISSUE OF THE MAGAZINE.

If you have any information that updates this feature, particularly later
 workings, please let me know so that I can update my records.

 QUIZ ANSWERS

1)REAL NIPPLE = RIPPLE LANE,2)WARNERS SAILING AT ELY - I.E. OUT OF GIN TINS =
 THE INSTITUTION OF RAILWAY SIGNAL ENGINEERS,3)THRASH LEEPING DINER = HIGHLAND
 ENTERPRISE,4)RIOT AT THE CISSY LEE = THE SALTIRE SOCIETY,5)SMART TRAIN AGE =
 SAINT MARGARET,6)SLEEPER IN TAIN S.O.S. = STAINLESS PIONEER,7)BEAST OR CRIMP
 LINER = SIR ROBERT MCALPINE,8)HELL PAIR TIL POOLE P.M. = HARTLEPOOL PIPE MILL,
 9)KIPPER ALAN KONATA = PEAK NATIONAL PARK,10)GRIP CONTAINS SHORT FEAST RATIO =
 FREIGHT TRANSPORT ASSOCIATION,11)S. KEEBLE STORING VIN IN SHIRT = BRITISH STEEL
 SKINNINGROVE,12)O HELL! BOMS CLASH AT ELY = THE LASS O'BALLOCHMYLE,13)HIRE
 BEAST OR WAVERLY = THE RAILWAY OBSERVER,14)ATTRACTION MASOCHIST FLASHED ON ACTON
 CLOSE = THE COAL MERCHANTS ASSOCIATION OF SCOTLAND,15)HONEST SHUNTER, BERT IS
 LIT = BRITISH STEEL HUNTERSTON,16)RATS RULE, EVEN IN C.P. = VULCAN ENTERPRISE,
 17)IS IT BRANCH ON THAT TRAIN, OR IS IT A SENILE FOGI = BRITISH INTERNATIONAL
 FREIGHT ASSOCIATION (Hmm...Must get Trainload Freight SE to dename 37194 - I'm
 rapidly going off this name!),18)THEN ROB MONDAY = THORNABY DEMON,19)DIET SEEMS
 A REEL TEST = TEESIDE STEELMASTER,20)FRY THEM FART = TAFF MERTHYR,21)PATEL
 ANORAK PANIK = PEAK NATIONAL PARK,22)HAG HID ON LAIRD = HIGHLAND RADIO,23)MY
 REFS SCONE QUOTA = MARY QUEEN OF SCOTS,24)A TENT GREASER = GREAT EASTERN,25)
 HITLER TESTS THE SCHOOL = THE SCOTTISH HOSTELLER,26)I SMELL FOUL = ISLE OF
 MULL,27)SHARK LEERS AT NEIL = LANARKSHIRE STEEL,28)LET SNAIL RASH REEK =
 LANARKSHIRE STEEL,29)DAFT FIRM CHILL DORE = THE CARDIFF ROD MILL,30)STEEL HER
 WIG = WESTERLEIGH,31)TRY PUB FOR TOIL = PORT OF TILBURY,32)I DECANT PIE =
 PECTINIDAE,33)CAN REACH BUN = BEN CRUACHAN,34)PERIL PANEL = RIPPLE LANE,35)
 DOCTER BAILS NUN = DUNROBIN CASTLE,36)LIAR ROAMS WIRILL = SIR WILLIAM ARROL,
 37)GO GLADLY RED VIDEO = DAVID LLOYD GEORGE,38)SO EAT THAT SERF = STAR OF THE
 EAST,39)STOAT FEERS HAT = STAR OF THE EAST and finally 40)FAST HEAT STORE =
 STAR OF THE EAST (Again).

Keep those anagrams coming, particularly station name anagrams with some connec-
 tion to class 37 hauled passenger services, as any further contributions that
 arrive in the next couple of months will go towards the December mags. quiz.

SALES

We offer a wide range of sales items either at our sales stand at selected venues throughout the year, or by mail order. Second hand items, such as old railway books and periodicals are often in stock, but this changes frequently, so if you are looking for something in particular, drop the SALES department a line with what you want, and we'll tell you how much it's going to cost you! We are always on the lookout for second hand material on the railway theme, so if you have anything to donate, please let us know!

NEW ITEMS FOR SALE:

Locomaster Profile video cassettes:

The fall & rise of the 50's)
 The class 50's finale - The inside story) All these priced at £16.95 each.
 The class 40 story)
 Trainload type 5's)

Deltic, Western, Whistler)
 Class 37 power) All these priced at £14.95 each.
 The class 50's final years)
 The 50 terminator)

Class 50's at work)
 Class 50's glorious through Devon)
 Peak twilight) All these priced at £11.95 each.
 Power of the 20's)
 Brush 47 variety)
 Miscellany 1)
 Miscellany 2)
 Miscellany 3)

Audio cassettes Syphons or Syphons-The second edition Price £3.50 each.

Clocks Either drawing of 2 class 37's or photo of
 a class 37 on face (Colours and photos vary-
 Please indicate any preferences) Price £6.99 each.

Sweatshirts With C37G logo on chest available in
 medium, large and extra large sizes,
 and black, navy blue, red, dark grey, green,
 and yellow colours (Please state size
 required and preferred colours). Price £12.00 each.

Teeshirts With a drawing of 2 class 37's on front.
 Sizes small, medium and large, in either
 black or white (Please state size required
 and preferred colours). Price £5.00 each.

Mugs Price £2.00 each.

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

Ballpens Blue ink! Price £0.40 each.

Enamel badges Either a ¾ view or a side view of a
 class 37. Price £0.75 each.

Magazine back issues Feb/Apr/Dec 1988, Apr/Jun/Aug/
 Oct/Dec 1989, Feb/Apr/Aug/Oct/
 Oct/Dec 1990, and all issues
 1991 to date. Price £0.35 each.

IF ORDERING BY MAIL ORDER, PLEASE ENSURE YOU SEND SUFFICIENT TO COVER P&P.
 The current P&P charges are £1.50 for Video cassettes and sweatshirts, £1.00
 for teeshirts, £0.50 for audio cassettes and more than 3 back copies of the
 magazine, and £0.25 for 1 or 2 backcopies of the magazine and any of the small
 sales items.