

SYPHON!

**THE MAGAZINE OF
THE CLASS 37 GROUP**

DECEMBER 1994



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SALES:

Position vacant
All correspondence via the Chairman.
Please note that the availability of
our sales items is not affected!

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GROUP SECRETARY:

Position vacant
All correspondence via the Chairman.

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 a computer database, please let the DISTRIBUTION OFFICER know so that the relevant information can be deleted.

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

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

The monthly draw costs £1.00 per month (Multiple entries at £1.00 each are available if you feel like splashing out a bit more). The money taken in each month is divided in half - 50% goes direct to the preservation fund, whilst the other 50% is given out in the form of a cash prize to the lucky winner. Write to the MONTHLY DRAW CO-ORDINATOR for an application form.

FRONT COVER PHOTO - Many thanks go to Simon Jowett (37718) for this wonderful shot of 37513, 37066 and one of those oily Loughborough machines taken at York Leeman Road on 15th March 1993.

EDITORIAL

First of all, many thanks to all of you who have taken the trouble to write in the last few months. Due to space constraints in this edition of the mag., not all the material has been able to be published (Although of course, it might creep into a future edition), and I appreciate that it is rather frustrating to write a long article for instance, and not see the fruits of your labours in print, but everything submitted is always gratefully received! (Keep it up).

For the record, those top men who helped fill this magazine are Michael Gibson, Henry Freyne, Simon Jowett, "Sandringham by Railtours", Al Pulford, Alex Hall, Mr. W. Cook-worthy, "The man with no name", David Hughes, Mr. M. Wren, Mr. R.K. Upton, John Haydock the "Brian Faulks Information Service" and of course, anyone else whom I have not mentioned, including all those on the group committee who send official bump as well as gen.

In brief, the AGM was somewhat better attended than the last one I was at - Perhaps the sound of throbbing Syphons emanating from the video player enticed in the crowds off the Buttermarket square (Or was it the downpour?). The amendment to the constitution regarding Preservation account monies was past after some discussion, and (As seems to be a regular occurrence nowadays) the committee was rejuggled once more. Please take note of the new committee responsibilities, and when writing, write to the right committee member! (We do of course pass on letters to the right people, but it all takes time).

The SALES and GROUP SECRETARY posts are both vacant at the moment, so if you fancy taking on either of these jobs, please write to the CHAIRMAN for further details.

Finally, I am pleased to see the reappearance of a certain Maurice Barber on the committee - At least I won't be the only old fogey at committee meetings now.

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MEMBERSHIP MATTERS

Once more, we have quite a healthy influx of new members this time around, and people joining us for the first time with this edition of the mag. are Melvyn Glades (37007), Mr. S. Bishop (37190), Mrs. L. Bishop (37195), Andrew Fuller (37199), K. Bartlett (37226), Mr. K. Goodchild (37246), John Gothard (37271), Adam Connelly (37272), Tony Watson (37280), Ronald Miller (37411), Mr. J. Langton (37412), Adrian Cox (37413), David Clark (37426) and Peter Webber (37667). A warm welcome is extended to you all. Whilst on the subject of new members, I must apologise to Steve Flowerday (37174), whose name I got completely wrong in the October mag.. I can only blame my indecipherable writing when roughing out the notes I use to construct the magazine.

Further raiding of the prestigious 37/4 series membership numbers continues, with both Mr. A. Burns (37224 to 37406) and Matthew Mabey (37350 to 37417) taking the opportunity of changing their respective membership numbers upon renewing for another year.

Conventional renewals include Mr. R. Chamberlain (37008), Mr. D. Harrison (37013), Mr. G. Sansom (37049), Mr. P.H. Fergie (37056), The McBeath family (37064 to 37067 inclusive), Mr. R. Ailsopp (37068), Mr. D. Foster (37090), Mr. C. Mills (37104), Mr. D. Warner (37105), Mr. H. Freyne (37108), Mr. R. Parr (37133), Mr. C. Hargrave (37225), Darren Evans (37228), Mr. M. Wren (37229), Steven Millington (37230), Mr. C. Richens (37237), Mr. K. Richens (37238), Mr. P. Stevenson (37240), Mr. D. Hayward (37245), Mr. N. Findley (37256), Mr. D. Bechelli (37425), Mr. J. Haydock (37429), Mr. D. Pulfer (37672), Mr. T.E. Dowle (37688) and last, but certainly not least, Simon Jowett (37718).

According to my mental calculations (Please correct me if I'm wrong Maurice), the following membership numbers are still available, should you wish to change to a particular number that corresponds to a Syphon that you are fond of:

<u>37/0</u>	016	028	048	090	095	103	107	149	186	187	224	234	236	252	256	259
	269	270	273	281	282	283	284	285	286	288	289	290	292	293	295	296
	297	298	299	300	301	302	303	304	306	308	310	311	312	313	314	320
	321	322	323	324	325	326										
<u>37/3</u>	330	331	332	333	334	335	340	341	342	343	344	345	350	351	352	353
	354	355	356	357	358	359	370	371	372	373	374	375	376	377	378	379
	380	381	382													
<u>37/4</u>	415	419														
<u>37/5</u>	502	503	504	506	507	508	509	510	512	513	514	515	516	517	518	519
	520	521	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					
<u>37/7</u>	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	
<u>37/9</u>	902	903	904	906												

As usual, the correct procedure for a membership number change is to send the MEMBERSHIP SECRETARY details of the number you want, plus a £1.00 cheque or postal order, made out to THE CLASS 37 GROUP.

DEADLINE DATE FOR THE FEBRUARY 1995 EDITION OF SYPHON

The LAST date for the receipt of any items for inclusion in this edition of the magazine will be on Friday 20th January 1995. Please note that this is the last date for material to arrive, not the last date to post it to me!!

Of course, if you can send it in earlier, so much the better, as it saves the usual last minute rush.

Thanks for your help.

A WORD FROM THE TREASURER

It's been a while since I last wrote so I thought I would write a few more words to advise you of an important change approved at the AGM & in a vain attempt to claw some more money from you.

I am obliged by our constitution to distribute a donations letter twice a year and rather than have loads of loose paper fall from the mag I have decided to have a pull out section of 4 pages to keep things neat. The pages will include the Group's accounts as presented at the AGM, the donations letter and a Monthly Draw joining form.

I would appreciate any comments over whether this format is better than the loose paper. (why not send a cheque at the same time?)

Subscription rates

I will start with this possibly emotive subject.

It was agreed at the AGM to increase the basic Adult / Child subscription from £6.00 to £6.50 with effect from January. All the other rates remain the same.

The only reason a change in the subscription rates is necessary, is that the printing costs of the mag have now doubled (due to the farce that occurred in August) and if we continued to only charge £6 per year, the Group's funds would be subsidising the mag and we would therefore be operating at a loss.

This is the 1st change in 5 years and I hope you will stick with us and not be put off by this small increase. I would also like to remind those of you that qualify, if you haven't already used your £1 discount voucher, you can in effect delay this increase for another year.

Donations

I would like to thank again the five Group members who donate monthly by standing order. Also a big thank you is also due to the following who have made donations since my last few words :-

P. White	M. Gibson	Jowett Family	M. Whitcombe	Bishop Family
M. Collins	S. Miles	T. Young	Ireland Family	C Mills
S. Branch	Berridge Family	A. Hall	Dowie Family	McBeath Family
P. Parr	G. Calver	I. Mayoh	R. Wills	D. Heyward
D. Foster	I. Vandervell	M. Barber	G West	J. Wolton

As you will see from the accounts over the page, the Group is in a very good financial position & the Preservation account continues to grow steadily.

INCOME AND EXPENDITURE FOR THE CLASS 37 GROUP

For the year April 1993 - March 1994

General Account

Income

B/F 1992 - 1993	
Membership subscription	
Standing Orders	
Donations	
Membership Number Changes	
Advertising income	
Sales	
Printing recovered (1)	

£496.15
£1,397.50
£500.00
£53.30
£5.00
£1.50
£440.55
£43.00

Expenditure

Xfr S/o to Monthly Draw	£24.00
Xfr Standing Orders to Pres Fund	£476.00
Xfr Donations to Preservation Fund	£53.30
Xfr Membership Number Changes	£5.00
Magazine Expenses (2)	£42.64
Printing Costs	£619.00
Stationary Expenses	£21.03
Open Day Expenses	£40.00
Group Sales	£182.38
Advertising	£11.75
Postage	£357.83
Xfr Advertising income to PF	£1.50
Registration with DPA	£75.00
Registration with Lotteries Act	£35.00
AGM Roomhire	£22.80
Treasury Expenses (3)	£9.85
Repayment for unavail Sales items	£1.40
C/F to year Apr'94 - March'95	£958.52

TOTAL INCOME

£2,937.00

TOTAL EXPENDITURE

£2,937.00

(1) Printing for Railtour booklet recovered after tour had run.

(2) Expenses include typewriter ribbons etc

(3) Expenses include accounting books etc

Preservation Account

Income

B/F from 1993 - 1994	
Monthly Draw	
Interest	
Membership Number Changes	
Donations	
Transferred Standing Orders	
Advertising Income	
Income from Railtour	

£8,849.78
£174.50
£199.89
£19.00
£464.70
£476.00
£1.50
£87.56

C/F to year Apr'94 - March'95

£10,272.93

INCOME AND EXPENDITURE FOR THE CLASS 37 GROUP

For the part year April 1994 - November 1994

General Account

Income

B/F 1993 - 1994	£958.52
Membership subscription	£951.00
Standing Orders	£315.00
Donations	£111.00
Membership Number Changes	£4.00
Monthly Draw	£12.00
Sales	£462.47
Interest	£1.06
Raffle proceeds	£133.00

Expenditure

Xfr Monthly Draw to Pres Fund	£19.47
Xfr Standing Orders to Pres Fund	£315.00
Xfr Donations to Preservation Fund	£113.00
Xfr Membership Number Changes	£4.00
Xfr Interest to Preservation Fund	£1.06
Printing Costs	£377.00
Stationary & Magazines Expenses	£176.47
Open Day Expenses	£33.50
Group Sales	£450.19
Advertising	£193.88
Postage	£269.13
Purchase of Trailer	£301.24
Purchase of Group Nameplate	£20.00
R/D Cheque	£6.00
AGM Roomhire	£21.50
Purchase PC	£236.09
C/F to part year Nov'94 - March'95	£410.52

TOTAL INCOME

£2,948.05

TOTAL EXPENDITURE

£2,948.05

Preservation Account

Income

B/F from 1993 - 1994	£10,272.93
Monthly Draw	£104.00
Interest	£143.64
Transferred Interest	£1.06
Transferred Memb No. Changes	£4.00
Transferred Donations	£113.00
Transferred Standing Orders	£315.00
Donations	£188.12
Advertising Income	£4.50
Membership Number Changes	£1.00

C/F to part year Nov'94 - March'95

£11,147.25

I hope you will agree that the Group is doing well and it is pleasing to note that this year's part year breakdown has already exceeded last year's turnover. The increase can be explained partly due to a larger advertising and open day presence this year. However greater membership participation has also helped. To this end I will now outline 3 ways that *you can help support your Group.*

Donations.

As you may know it is the Group's aim to purchase and restore to working order at least one Class 37 locomotive. This locomotive will then be the property of the Group and therefore yourselves also. To help us reach our goal I would like to ask you to make a donation towards the Preservation Fund by completing the donations part of the form below and returning it to me at the address shown at the front of this mag.

Monthly Draw.

The Group currently operates a scheme where by you contribute £1 pm to the Monthly Draw. The £1 is then split 50/50 into prize money and donation. You therefore help the Group and stand a chance of winning something in return. You can enter the draw by either - standing order or sending a cheque (£1 = 1 month). If you want more information on this please complete the Monthly Draw section part of the form below and return it to the Monthly Draw Co-ordinator at the address shown at the of this mag.

Standing Order.

If neither of the above take your fancy then why not consider this. You can contribute £5 or £10 pm to the Group by standing order. In recognition of the help you will give to the Group, £5 pm gets you free membership and £10 gets you free membership & free entry to the Monthly Draw. In both cases as long as you keep up your payments. Again if you would like more info on this, then please complete the Standing Order section of the form below and return it to the Treasurer.

Until next time,



Rod Saunders.

-
- ☐ I would like to make a donation to the Preservation Fund and enclose a cheque / postal order made payable to "The Class 37 Group" for £
 - ☐ I would like more information on the Monthly Draw.
 - ☐ I would like more information on donating monthly to the Group by standing order.

Signed :

Membership Number.

NEWSDESK

REALLOCATIONS AND RENUMBERINGS:

Note - In the last mag., I renumbered 37019 (to 37342) and 37053 (to 37344) in advance of them physically being renumbered on the sides of the locos. This was because their renumbering was thought to be imminent. In the intervening 2 months, 37053 has in fact now been done, but at least at the time of the magazine deadline, 37019 was still unrenumbered, so for the sake of clarity, I have reverted to referring to this loco by the number 37019.

37019 FMRY/TE - FDYX/Stored	37219 EWDB/SF - EWDB/SL
37037 LWCC/CD - LNXX/Stored	37225 DAXT/TI - FDYX/Stored
37045 FMRY/TE - FDYX/Stored	FDYX/Stored - FDKI/IM
37059 FMRY/TE - FDYX/Stored	37238 DAXT/TI - DAYX/Stored
37063 FMRY/TE - FDYX/Stored	37280 ENXX/Stored - ENXX/Withdrawn
37066 LGBM/ML - LWCC/CD	37298 DAXT/TI - FDYX/Stored
37068 FDRI/IM - FDKI/IM	FDYX/Stored - FDKI/IM
37074 EWDB/TO - EWDB/SL	37341 FMRY/TE - FDYX/Stored
37077 EWDB/SF - EWDB/SL	37359 FMDY/TE - FDYX/Stored
37080 LGBM/ML - LWCC/CD	37405 LNDK/CF - LWCC/CD
37109 EWDB/SF - EWDB/SL	37411 LNXX/Stored - LNDK/CF
37113 LGBM/ML - LNXX/Stored	37412 LWCC/CD - LNDK/CF
37131 DAXT/TI - FDYX/Stored	37415 FDYX/Stored - FDKI/IM
FDYX/Stored - FDKI/IM	37417 LNDK/CF - LWCC/CD
37141 LWCC/CD - LNDK/CF	37419 FMCY/TE - FDKI/IM
37167 EWDB/SF - EWDB/SL	37426 FMCY/TE - FDKI/IM
37178 DAXT/TI - LNDK/CF	FDKI/IM - FMDY/TE
37218 DAXT/TI - DAYX/Stored	

New pool - FDKI is the LOAD HAUL contingency fleet pool, so presumably at best, the locos transferred into it are likely to see patchy use.

LOAD HAUL (Formerly TLF North East):

The latest round of storages leave just 3 37/3's, a 37/4, 6 37/5's and 2 37/7's at Thornaby, which at one time had one of the largest Syphon fleets in the land. The only other depot with a class 37 allocation is of course Inmingham, who still retains 9 37/0's, 7 37/0's, 2 37/4's, 8 37/5's and 12 37/7's. Full details of the last known sector breakdown are shown below:

FDKI/IM (Humberside traffic locos): 37680/37689/37694/37698/37706/37707/37708/37710/37711/37713/37717/37719/37883/37884/37885/37886.

FDDI/IM (Doncaster engineers locos): 37095/37340/37517/37519/37677/37699.

FDEI/IM (Electrification locos): 37330/37332/37333/37334.

FDKI/IM (Contingency locos): 37068/37131/37225/37298/37415/37419.

FDRI/IM (Restricted use locos): 37058/37217/37223/37235/37331/37343/37344.

FMCY/TE (Tyne-Tees traffic locos): 37515/37516/37682/37684/37688/37697/37716/37718.

FMDY/TE (Engineers locos): 37350/37358/37378/37426.

Of the considerable number of 37's now in the deadpool FDYX, their latest known point of storage is listed (Please keep me updated!):

Immingham TMD: 37003/37075/37079/37083/37104/37144/37335/37381/37382.

Thornaby TMD: 37019/37045/37059/37063/37139/37341/37345/37359.

Unknown but most likely Doncaster BRML: 37209/37252/37513/37888.

You will notice from the above gen that Thornaby has lost it's last 37/0, and indeed failing emergencies, the only 37/0 in the whole LOAD HAUL area you are likely to see working except on weekend possessions is Doncaster engineers loco 37095! Snap it whilst you can.

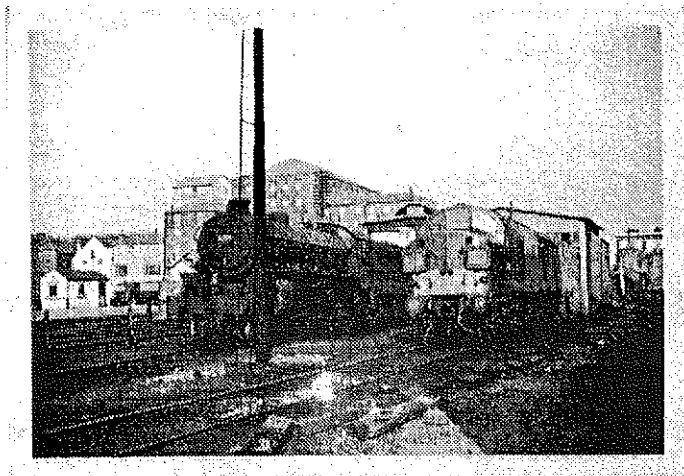


PHOTO - Nowadays, Lincoln is one of the furthest flung outposts of the LOAD HAUL area, but back in the 1960's it was quite an important area for freight, and this shot, taken at the old steam shed on 19th July 1964, shows D6816 ticking over beside Doncaster's 61329, a B1 class steam loco that stabled on the shed awaiting the next part of it's diagram. For the record, the main line locos on shed were 61329 (The only steam loco) and diesels D5802, D5855, D5857, D6812 and D6816. Thank you Phil (aka "Sandringham by Railtours") for this historic shot. I'm always pleased to get material from this period, so search your attics everyone!

MAINLINE (Formerly TLF South East):

It is rumoured that MAINLINE may well inherit some of LOAD HAUL's redundant class 37's in due course in order to withdraw the well liked but non-standard class 33. Judging from the amount of work these veterans have put in on the former Southern region (Even today, a pair or a threesome substituting for a type 5 is almost commonplace), the replacing Syphons will get plenty of exercise!

Following the release of a class 58 in the mid-blue MAINLINE colourscheme, it was recently the turn of a Syphon to be so painted, and 37798 from Stewarts Lane depot

became the chosen one.If 37803 ever gets out of Crewe works,perhaps this one will be next?

I hear that at the unveiling ceremony of 37798,a manager said that he wanted his loco fleet to be no more than 10 years old (This would leave him with class 60's plus a few of the later class 58's!).If this plan comes to fruition,needless to say,the class 37's would be shown the door,as next year the first examples celebrate their 35th birthday!!!

RAILFREIGHT DISTRIBUTION:

RFD's association with the class 37 still lingers on,although it's difficult to call them a Syphon operator as such now,with their own fleet now taken out of service and dispersed.37218 and 37238 join 37110 laid up at Tinsley (These are now the only 3 class 37's that RFD own),whilst 37178 has been sold to TRANSRAIL,and 37131,37225 and 37298 have gone to LOAD HAUL.

To cover the Pengam to Coatbridge liner trains south of Basford Hall,a pair of 37's are hired from TRANSRAIL each night,usually from pool LNDK/CF.

TRANSRAIL:

As the TRANSRAIL livery is basically an adaptation of the existing TLF three tone grey colour scheme,the rebranding of this companies loco fleet continues apace,and quite a few Syphons have already been seen with at least the "T" symbol applied. I will be doing a COATS OF MANY COLOURS feature when space permits,so please continue to keep me informed of livery changes.

A few pool shuffles have been evident in the past few months,with the catalyst apparently the LWCC Crewe freight pool.A nice bundle of North Wales coast gen is festering in a corner of my living room at the moment.Once I have had time to inwardly digest this,I feature may well be in order,so anyone with info. on what the LWCC locos get up to,please let me know.

Another pool to see some "E" activity is Cardiffs LNDK fleet.Will these locos be rostered to work peak valley commuter trains next season,or are they there by chance (As with the "Wild West" locos,and LOAD HAUL's threesome,where their ETH supply is,or seems to be,irrelevant)?

Over the border,the Inverness and Aberdeen sleepers are normally solid 37/5 for much of the time now that Winter has decended.However,when one or more of these machines goes for maintenance (LGSV has 4 37/5's,of which all are required for the level of service),the unrebuilt machines move in for a go (Full details in the SCOTTISH SYPHONS feature later in this edition of the mag.).

EUROPEAN PASSENGER SERVICES:

I understand that all the 37/5's to undergo refurbishment for the Euro-sleeper services are still in Doncaster works.

WATERMAN RAILWAYS:

37029 was supposed to have been moved the short distance from Crewe EMD to the heritage centre recently,although I could not see it when I passed by on a WCML train.Can anyone confirm it's current location please?

SMALL ADS

For this issue of the magazine, I have got two adverts plus a plug under the heading of SMALL ADS.

Firstly, you may recall that Alex Hall publishes an occasional real ale mag., and I understand that he has now got another edition of this work out, priced at £1.60 each (Or £1.40 each for 2 or more copies sent to the same address) and available from him at :

Basement flat B2, 27 Adelaide Crescent, Hove, East Sussex BN3 2JH.

RAIL/RAIL ENTHUSIAST magazines (1 - 170 complete, most issues from then up to current date with a few gaps). Offers over £175.00 for the lot (Will not split) to Mike Millward on 01502 - 537219.

WANTED - Photos or transparencies of D3000 on British Railways. Please send to W. Cookworthy, 51 Donmland Crescent, Knottingley, West Yorkshire WF11 0EJ. If you want them returning, please enclose an SAE - Thank you.

Small ads. are a very economical way to advertising, or of sending personal messages, to the membership (You could have all saved a fortune in Christmas cards this year!) costing 50p per line per issue. Naturally, all adverts should be legal, decent, honest etc., but they needn't be railway orientated. All submissions should be sent to the EDITOR accompanied by a cheque for the appropriate amount of lineage (Your address will probably take up one line by itself) made payable to THE CLASS 37 GROUP.

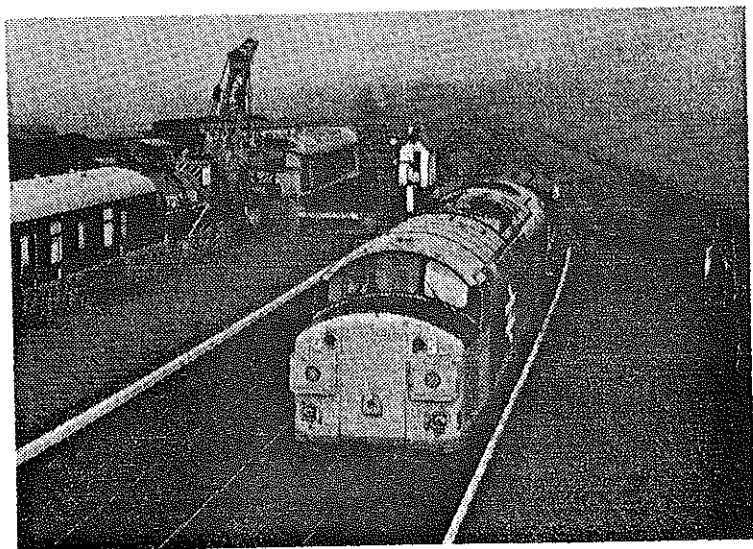


PHOTO - Recently disposed of by BR, but not through our SMALL ADS section alas, is 37032. It is seen here looking as hellfire as ever at Weybourne on the North Norfolk Railway, it's new home. Photo by Al Pulford (37109).

QUIZ

A two part quiz this time,with the depot and stabling point anagrams being provided by Michael Gibson,and the station anagrams being provided by Alex Hall.

DEPOTS AND STABLING POINTS:

- | | |
|-----------------------------|--------------------------|
| 1. ANY BROTH | 6. STIFLE ADE |
| 2. NUN LIVEN NON CUT JESTER | 7. LAB RIDS BOOTH RAT |
| 3. RAN TIN STALL | 8. I'M WOLF TRAIL |
| 4. SLIMY EEL HAL | 9. NIPPER ELLA |
| 5. GASHED TEA | 10. AIR IS A WORLD CHASE |

STATIONS:

- | | |
|-----------------------------------|------------------------------|
| 11. S.H. TRACTOR RAN | 26. T PERSON |
| 12. CHINS | 27. SEVERN SIN |
| 13. HEY HO LAD | 28. FROST FAD |
| 14. SIMPLE OLD STEAM BERT | 29. THE TRAIN NEWS GROWN |
| 15. I DRUM ROOF | 30. GALL WIND |
| 16. LATE DATA | 31. STANS HELL CENTRE |
| 17. MOW SWILL | 32. REACH GOD HEAL |
| 18. FEEL DOLLY PUT ON | 33. CURB GRID SHOE BUG |
| 19. A NED BEER | 34. BOLTON HARP LOCK |
| 20. BAIL! RIOTING MAN RAN THEM IN | 35. RED OR WET CHESTS |
| 21. I FILM RAT OWL | 36. SKIING USE |
| 22. RANCID FART CLEF | 37. WET PORN |
| 23. HURD BEING | 38. ALE GEN LEGS |
| 24. VEGAN BARNEY | 39. LET GAGA LAW WIN |
| 25. PATHS A,B | 40. WHEN I'M TASTING BEER,MR |

An important note is that on this occasion the quiz answers will not be at the back of the mag.,but more likely on the next couple of pages,so if you don't want to know the answers just yet,you have been warned!

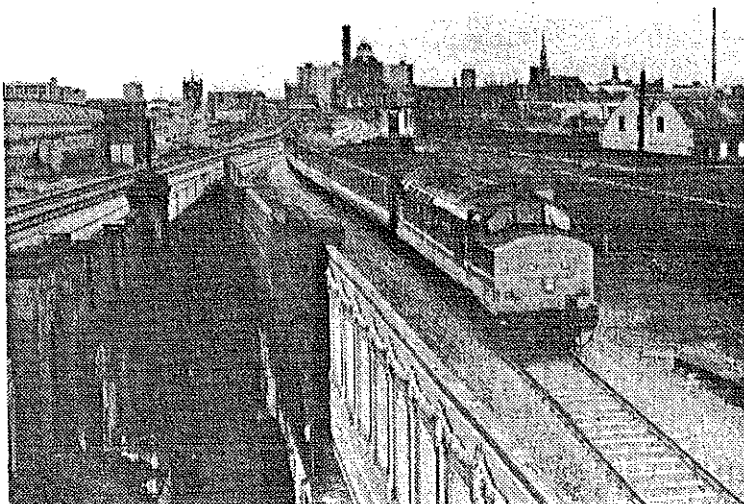


PHOTO - 37402 approaches Manchester Victoria on the 3rd June 1994 with the 0721 from Southport.Photo taken by Michael Gibson (37891).

WANTED - Special articles to celebrate the 35th anniversary of the class 37 (Historical articles, old haulage and depot bashing days out from the 60's, 70's and 80's etc.).

All submissions to the Editor please.



PHOTO - 37275 basking in the sunshine at Georgemas Junction whilst on the "Grampian Highlander" railtour on 6th August 1994.
The photographer is Michael Gibson (37891).

QUIZ ANSWERS

39 = Wigan Wallgate, 40 = Birmingham New Street.
34 = Blackpool North, 35 = Dorchester West, 36 = Kingussie, 37 = Newport, 38 = Gleneagles,
30 = Dingwall, 31 = St. Helens Central, 32 = Gaerlochhead, 33 = Burscough Bridge,
25 = Bath Spa, 26 = Preston, 27 = Inverness, 28 = Stafford, 29 = Wigan North Western,
International, 21 = Fort William, 22 = Cardiff Central, 23 = Edinburgh, 24 = Aberavenny,
16 = Attadale, 17 = Wilmslow, 18 = Poulton-le-Fyde, 19 = Aberdeen, 20 = Birmingham
11 = Strathcarron, 12 = Insch, 13 = Holyhead, 14 = Bristol Temple Meads, 15 = Muir of Ord,

STATIONS:

1 = Thornaby, 2 = Severn Tunnel Junction, 3 = Llantysant, 4 = Healey Mills,
5 = Gateshead, 6 = Eastfield, 7 = Bristol Bath Road, 8 = Fort William, 9 = Kippie Lane,
10 = Dowla's Cae Harris.

DEPOTS AND STABLE POINTS:

QUESTION TIME

I was very pleased recently, to get a number of articles for future inclusion in "Syphon" magazine from member Peter Hall.

However, one at least (Dealing with a query about steam heat generators) has, I notice, just appeared word for word in another magazine, and due to possible infringements of copyright law, cannot be used in the form in which it has been submitted.

As the subject is one which could do with solving though, I have rewritten it in the form of a "Question time" query in the belief that in this form, it will satisfy copyright law (If I'm wrong, the next issue of "Syphon" will be coming from Parkhurst!) but must emphasise that all submissions to the magazine that have been submitted to other publications too must be accompanied by a note that tells me of that fact! (You will appreciate that I am unable to subscribe to every rail magazine, so may not be aware otherwise).

It has been widely stated that the class 37 locos fitted with steam heating generators were as follows:

D6700 - D6818 (TOPS numbers 37119, 37001 - 37118), D6875 - D6892 (37175 - 37192) and D6959 - D6968 (37259 - 37268).

I wonder however, to what extent this is true.

There is no doubt about the fact that D6875 - D6892 were so fitted whilst working on the western region, but D6947, a staunch South Wales machine, is not recorded as having SHG from new, yet definitely was so fitted later on in its career.

I believe that D6959 - D6968 were also built without SHG, and I base this on the following evidence - All of these locos were new to Tinsley, transferring to Wath during the 1965/1966 period. The person who was at that time the depot engineer at Tinsley recalls that to his knowledge, only the splitbox 37's had year round passenger duties (Working the Great Central main line services from Sheffield Victoria to London Marylebone), the centre panelled variety being mainly freight locos, with some summer passenger work, but with no need for steam heat.

In the latter half of 1967, D6960 - D6968 transferred from Wath to Stratford, whilst to compensate, D6701 - D6709 made the reverse journey. As the locos moving south definitely had steam heating generators whilst working in East Anglia, and the early splitboxes that moved to Wath had no use, and were later recorded as having lost their SHG capacity, I would suggest that the locos exchanged SHG apparatus at the time of the exchange.

This leaves D6947. From South Wales, this loco was transferred to Healey Mills in August 1967, but like its Wath counterparts, it moved to Stratford in February 1968, in exchange for D6710, and perhaps the SHG exchange took place then.

It is perhaps curious that D6959 was not chosen instead of D6947. Perhaps a factor such as being away for unclassified attention influenced this decision (Did D6959 ever get SHG? - Ed.), as this loco did not reach Stratford until 1973.

Of the splitbox 37's, I am not at all sure that D6755 - D6780 had SHG, with the exception of D6775, which may have received the SHG equipment from D6700 when it was removed around 1972. Interestingly, these locos were all new to Hull Dairycoates or Thornaby, that had a high ratio of freight work.

Can anyone shed any further light on the great steam heat debate? Please write to the Ed., so that any further info. can be published.

Ed's footnote - A persistent rumour has been circulating since the 1960's regarding alleged SHG swaps between class 47's and 37's at Swindon too. Got any gen on this too?

MY TOP TEN

After making several appearances in the credits for supplying news items and photos in the past, the mysterious "Man with no name" has gone one better, and this time provides us with a TOP 10 feature. All I can really say is thanks, whoever you are!

1. 37201 13th July 1991 - 2043 Shrewsbury to Chester:

This choice is self-explanatory. Nearly a decade since it worked it's last passenger train, this metals 37, after transfer from Motherwell, gets to drag a DMU set over this line not noted for rampant 37 hauled passenger train activity.

2. 37686 3rd October 1987 - Manchester Piccadilly to Buxton:

Another line not noted for class 37 hauled passenger trains, if you exclude the odd railtour, on this occasion the Buxton stone syphon was called upon to haul a failed DMU set all shacks, and provided a good run.

3. 37165 5th April 1988 - 1427 York to Derby:

After the diagrammed spoon had failed (Nothing new here - Ed.) whilst working the inbound working, this red-stripe monster was kicked out over more rare 37 trackage.

4. 37079 5th July 1987 - Birmingham New Street to Nuneaton:

This loco had sat in the centre road at New Street all weekend, and everyone had just about given up hope that it would work any of the Nuneaton drags, when it dropped out for a quickie (Ah! This brings back memories - For many years I didn't record my haulages regretably, but 37230 provided my first logged 37 haulage with a return from BNS to Nuneaton. Unfortunately, at this time I was more into trying to cane in my egg-timers, so flagged the other 37's to cane in a 58 on a footex to Whitton, and for my sins spent $\frac{1}{4}$ hour explaining to the Brummy police force that despite getting off the footex with a load of yobbos, I didn't want to be hearded into the Aston Villa ground to see a football match when there was hellfire traction to cane in back at New Street! - Ed.).

5. 37694 2nd September 1987 - Newport to Crewe & return:

After the failure of 37430 at Newport, this loco continued to Crewe and back. The refurb had managed to remain rather elusive until this day.

6. 37116 & 37214 7th June 1992 - 1925 Blackpool North to Crewe:

This train, normally a Goyle diagram, dropped this hellfire pair, 37116 particularly looking very good with large logo livery, glass headcodes and skirting.

7. 37140 26th May 1990 - The Yarmouth portions:

Thanks I suspect to a good driver, this loco performed as if it were possessed, with noise and clag to equal biblical interpretations of the end of the world! I just had to stay with the loco for the rest of the day, to get four excellent runs in (Question - If it was so good, why isn't it your number one, or were the first six even better than this? - Ed.).

8. 37412 29th August 1988 - Overnight Mossend Yard to Glasgow Queen Street:

(Oh lords, it's THAT engine again! - Ed.). This was one of my first visits to the West Highland line, and what a way to start, with 37412 taking the train from Mossend Yard to Glasgow Queen Street by way of Stirling, where it had to run around. At this time, the loco wore filthy and weatherbeaten large logo livery, and looked like hell. From Queen Street 37405 took over for the run through to Fort William (Shame it

wasn't 37420, then you could have caned in the two greatest 37/4's on one train!! Anyway, I must try to stop interrupting other contributors TOP 10 features. It's a bad habit I have got myself into - Ed.).

9. 37073 6th May 1989 - Derby to Birmingham New Street:

Another bit of unusual trackage for a 37, a footex full of Aston Villa fans returning after giving Derby a good stuffing (Well, doesn't everybody - Ed.) commandeered this blue Tinsley machine.

10. 37217 30th July 1990 - Derby to Skeggie & return:

This blue tractor (I could do with this one myself, as not having seen the inside of a works for 10 years or so, it must soon need major attention - Ed.) worked in place of the more usual class 20's and found this flat uneventful line (Sounds a bit like Lincolnshire itself. I think the Christmas competition should be to locate the most boring, tedious county in the land - I nominate Lincolnshire - Ed.) no trouble at all.

Well, thanks "Man with no name".

Contributions for this feature are always welcome.



PHOTO - One of the locos mentioned in the TOP 10 feature this time has recently received a partial conversion into the new Transrail identity scheme, with the application of the "T" symbol, but as yet no "TRANSRAIL" name. It is seen here at Newport Godfrey Road on Wednesday 19th October 1994 in the company of 37263. The pair later left to haul to Pengam to Coatbridge liner train as far as Basford Hall. Photo by Steve Branch (37274).

RAILTOUR REPORTS

THE DORSET DOCKER by Michael Gibson

Having started off from Wolverhampton on the 9th October 1994 behind 47567, 20187 and 20075 took over at Newport. Everything seemed to be going to plan until we reached Bath, where apparently there were problems with the multiple working system. We departed from Bath 24 down, but progress was very slow with 20187 frequently shutting down. By the time we got to Westbury, rumours began to circulate that 37375 had been called upon to meet the train at Yeovil to pilot the 20's through to Weymouth, but regrettably, this was a trifle optimistic, as with lengthy stops at both Westbury and Bruton, where 20187 again burst, arrival at Yeovil wasn't achieved until 1622, some 102 minutes behind schedule.

After much decision making, and counter-decision making, plan Z was finally brought into operation and the train was capped at Yeovil, and everyone was treated to a 3 hour fester at Yeovil whilst the 20's limped around the train for the journey home and 37375 arrived to assist (Shortly after arrival at Yeovil, 37414 passed through on the 1630 Weymouth to Bristol Temple Meads. Perhaps a better move would have been to leap for that!).

In a final twist, 37375 was only to be allowed to pilot the train as far as Westbury (20187 was by now a complete failure) as 47475 had been found to take over the train from here. Needless to say, I made my excuses and left at this point!

THE PIXIE RETURNS also by Michael Gibson

This was basically billed as a repeat of THE PIXIE railtour that ran last Easter. However, in stark contrast to the previous fiasco, this tour ran without any major problems, the only flipside was the use of 08's on the Bere Alston branch (37's are now banned north of Bere Ferrers) (I wonder how they get on with ballast trains then - Ed.).

The tour started from Bristol Temple Meads 6 late at 0756 behind 37412 (! - Ed.) and ran via Yeovil due to an engineering possession near Taunton. There was a pathing stop at Westbury followed by a lengthy wait at Yeovil Pen Mill for a late running tram coming in the opposite direction. At Exeter Saint Davids, 37146 was bolted onto the back and 37412 ran around to double head the train as far as Plymouth, where the class 37's were removed in favour of 08645 and 08663, who topped and tailed to Bere Alston and back. The tour stopped at Bere Ferrers on the way back so that many of the tour participants could queue up for a brake van ride behind an industrial shunter (Good gods - Have these people got no self-respect - What rampant scoopers! - Ed.). The good news for these desperate people was that it was a different industrial shunter than had been used on the first tour (!! - Ed.), but a minor drama occurred when a steward tried to get another shunter off the turntable to do a few brake van rides and sent the turntable into orbit, spinning around out of control for over a minute (Hmmm! Sounds like an episode of THOMAS THE TANK ENGINE to me, not that I have...er...seen it you understand - Ed.).

Upon arrival back at Plymouth, we were reunited once more with 37146 and 37412 for a top n' tail experience along the Looe branch. At Liskeard everyone had to get off as health and safety requirements dictate that trains transferring between the main line and branch line platforms are not allowed to convey passengers. Once everybody was back on board, 37412 led the way to Coombe Junction where we reversed, placing 37146 at the head of the train for the run to Sandplace.

The reverse procedure was carried out on the return, although 37412 got the opportunity to assist from the rear for the 1 in 34 climb from Coombe Junction back to Liskeard. At Plymouth, 37146 ran around to pilot 37412 as far as Exeter, but after this 37412 was given it's head, and top speed was maintained for most of the high speed run back to Bristol Temple Meads - Absolutely hellfire! (I'm glad I'm not the only one who appreciates this top machine - Ed.).

PASSENGER INFORMATION

PASSENGER TRAINS BOOKED FOR LWMC POOL 37/4 HAULAGE - WINTER 1994/1995 SEASON

Diagram one:

1D63	0932 Crewe - Holyhead	Mondays - Saturdays only.
1K65	1155 Holyhead - Crewe	Mondays - Saturdays only.
1D82	1824 Crewe - Chester	Mondays - Fridays only.

Diagram two:

1K55	0724 Bangor - Crewe	Mondays - Saturdays only.
1D74	1424 Crewe - Holyhead	Mondays - Saturdays only.
1G81	1655 Holyhead - Birmingham International	Mondays - Saturdays only.
1D99	2041 Birmingham International - Chester	Saturdays only.
1D99	2152 Birmingham International - Holyhead	Mondays - Fridays only.
1K64	1608 Chester - Crewe	Sundays only.
2D69	1653 Crewe - Holyhead	Sundays only.

Diagram three:

1G80	0316 Holyhead - Birmingham International	Mondays - Saturdays only.
1D68	0946 Birmingham International - Holyhead	Mondays - Saturdays only.
1K73	1555 Holyhead - Crewe	Mondays - Saturdays only.

Diagram four:

1J03	0721 Southport - Manchester Victoria	Mondays - Saturdays only.
1D37	1014 Manchester Victoria - Holyhead	Mondays - Saturdays only.
1J44	1330 Holyhead - Manchester Victoria	Mondays - Saturdays only.
1N07	1728 Manchester Victoria - Blackpool N	Mondays - Fridays only.

Diagram five:

1J01	0706 Blackpool N - Manchester Victoria	Mondays - Fridays only.
1F01	1710 Manchester Victoria - Southport	Mondays - Fridays only.

Diagram six:

1V74	0539 Crewe - Cardiff C	Saturdays only.
1M33	1305 Cardiff C - Liverpool Lime Street	Sundays only.
1V61	1915 Liverpool Lime Street - Cardiff C	Sundays only.
2O85	0646 Westbury - Weymouth	Mondays - Fridays only.
2V70	0840 Weymouth - Bristol Temple Meads	Mondays - Fridays only.
2O93	1633 Bristol Temple Meads - Weymouth	Mondays - Thursdays only.
2V93	1938 Weymouth - Westbury	Mondays - Thursdays only.
2B72	1130 Bristol Temple Meads - Cardiff C	Friday only.
1M89	1645 Cardiff C - Manchester Oxford Road	Friday only.

PASSENGER TRAINS IN SCOTLAND BOOKED FOR 37 HAULAGE - WINTER 1994/1995 SEASON

- 2 x 37 (LGSV) O/N Inverness - Euston (Inverness - Edinburgh), O/N Euston - Aberdeen (Edinburgh - Aberdeen).
- 2 x 37 (LGSV) O/N Aberdeen - Euston (Aberdeen - Edinburgh), O/N Euston - Inverness (Edinburgh - Inverness).
- 1 x 37 (LGHM) O/N Fort William - Euston (Fort William - Edinburgh), O/N Euston - Fort William (Edinburgh - Fort William).

Dates of operation as per GBTT.

Due to the large volume of passenger gen. on hand, once again the North West 37/4 information has to be omitted to save space.

However, plenty of information is listed covering other parts of the country, as follows:

- a) SPECIAL WORKINGS (Drags/Railtours etc.) listed chronologically covering England and Wales only.
- b) An update on the workings of the SCOTTISH SYPHONS (PART ONE) which brings you up to date on the passenger workings of class 37's in the range 37004 to 37351. Needless to say, if a particular loco is not mentioned this time, it's because it hasn't worked since being featured in the August/October edition. For the sake of clarity, all workings of a particular loco are detailed, including Railtours etc..
- c) SCOTTISH SYPHONS (PART TWO) covers the locos in the range 37401 to 37893, and again it includes all workings made by a particular loco including Railtours etc., except in the case of the standard sleeper locos 37505, 37510, 37683 and 37685, that have worked so frequently on the Aberdeen or Inverness "Kippers", I have only the space to list the last passenger working date, plus details of any more unusual duties that they have made appearances on.

SPECIAL WORKINGS FOR ENGLAND AND WALES:

25.06.94	<u>37213</u>	0605 Glasgow C - Paignton (Exeter SD - Paignton), 1603 Paignton - Liverpool LS (Paignton - Bristol TM).
11.07.94	<u>37263</u>	O/N Paddington - Penzance (Exeter SD - Plymouth), 0735 Plymouth - Paddington (HST drag Ivybridge - Totnes).
16.07.94	<u>37263</u>	1217 Manchester P - Paignton (Exeter SD - Paignton).
17.09.94	<u>37509</u>	"The Lancastrian" mini-excursions (Warrington BQ - Blackpool N).
	<u>37686</u>	"The Lancastrian" mini-excursions (Buxton - Manchester P).
24.09.94	<u>37158</u>	"The Port Vale" BLS track-ex, covering obscure track in the South Wales area.
01.10.94	<u>37420!!!!</u>	"The Hampshire Hog II" railtour (Manchester P - Alton & return). (Editorial comment - AAAARRGH! I missed it!).
02.10.94	<u>37885</u>	"The Paragon Paradox" railtour (Leeds - Hull).
08.10.94	<u>37242</u>	"The Norfolk Nog" railtour (Cambridge - Kings Lynn, Cambridge - Ipswich via Newmarket).
	<u>37371</u>	"The Norfolk Nog" railtour (Ipswich - Norwich).
09.10.94	<u>37375</u>	"The Dorset Docker" railtour (See RAILTOUR REPORT for details).
22.10.94	<u>37414</u>	Bristol Parkway - Kidderminster & return charter.
	<u>37519/37886</u>	Carlisle - Bristol TM (Presumably a railtour. CAN ANYONE SUPPLY ANY MORE INFORMATION ON THIS WORKING PLEASE).
23.10.94	<u>37146/37412</u>	"The Pixie Returns" railtour (See RAILTOUR REPORT for details).
14.11.94	<u>37412</u>	0646 WB - WM, 0840 WM - BTM, 1633 BTM - WM, 1938 WM - WB.
15.11.94	<u>37412</u>	0646 WB - WM, 0840 WM - BTM, 1633 BTM - WM, 1938 WM - WB.
16.11.94	<u>37412</u>	0646 WB - WM, 0840 WM - BTM, 1633 BTM - WM, 1938 WM - WB.
17.11.94	<u>37412</u>	0646 WB - WM, 0840 WM - BTM, 1633 BTM - WM, 1938 WM - WB.
18.11.94	<u>37412</u>	0646 WB - WM, 0840 WM - BTM, 1130 BTM - CF. Unfortunately, this loco then came off diagram, being replaced by a LWMC machine, which probably upset a few people in the Manchester area!

TOP SPECIAL WORKINGS - I'm afraid that I only have eyes for the E's this time around, with 37420's outing on 1st October romping home into first place. Despite 37412 apparently doing a drag in Cornwall earlier this year, I still rate this as a rare loco, so to have it out so much lately is a real treat, and in recognition of being such a hellfire loco, I just have to award it the number two spot!

SCOTTISH SYPHONS (PART ONE) UPDATE:

- 37051 03.06.94 O/N AB - EU (Stonehaven - ED) D/H 37184.
NB - The last passenger working date, as detailed in the last mag., of 04.06.94 remains.
- 37066 10.06.94 O/N IS - EU (IS - ED) D/H 37505.
25.07.94 1430 IS - ED (IS - Either Aviemore or Perth. Reports disagree).
NB - This loco has since been transferred to freight only pool LWCC/CD.
- 37071 15.09.94 1015 IS - ED, 1540 ED - IS.
12.09.94 1015 IS - ED, 1540 ED - IS.
11.10.94 O/N EU - IS (ED - IS), O/N IS - EU (IS - ED) D/H 37510.
12.10.94 O/N EU - AB (ED - AB), O/N AB - EU (AB - ED) D/H 37510.
13.10.94 O/N EU - IS (ED - IS), O/N IS - EU (IS - ED) D/H 37510.
14.10.94 O/N EU - AB (ED - AB), O/N AB - EU (AB - ED) D/H 37510.
15.10.94 O/N EU - IS (ED - IS) D/H 37510.
- 37073 01.08.94 O/N EU - Glasgow C (Dragged 87033 Carstairs - Glasgow C).
NB - The last passenger working date listed in the August/October magazine (25.08.94) remains.
It was intimated that this loco might have been transferred to TLF SE in the last magazine. This turned out to be incorrect. The loco was merely on hire.
- 37080 NB - This loco has since been transferred to freight only pool LWCC/CD.
- 37087 17.09.94 1230 Glasgow C - Reading (Dragging 86229 Glasgow C - Carlisle) D/H 37188.
- 37099 25.06.94 Norwich - Inverness charter (Dragged 47763 Elgin - Forres then Inverness - Edinburgh) D/H 37156 throughout.
13.10.94 O/N AB - EU (AB - ED) D/H 37165.
14.10.94 O/N EU - IS (ED - IS), O/N IS - EU (IS - ED) D/H 37165.
20.10.94 O/N EU - IS (ED - IS), O/N IS - EU (IS - ED) D/H 37152.
21.10.94 O/N EU - IS (ED - IS) D/H 37152 then
O/N IS - EU (IS - ED) D/H 37250.
22.10.94 O/N EU - AB (ED - AB) D/H 37250.
25.10.94 O/N AB - EU (AB - ED) D/H 37250.
- 37113 22.07.94 Amending the entry for this date in the last mag., the full workings comprised:
0925 ED - IS, 1430 IS - ED, 2118 ED - PH.
NB - The last working date for this loco is still 13.08.94, and as this loco is unlikely to return to service, it's highly likely to have been its final time out.
- 37116 NB - Amend the last working date to 28.09.93.
- 37133 NB - Amend the last working date to 13.10.93.
- 37152 11.08.94 0950 GQS - FW, 1552 FW - GQS D/H 37221.
20.10.94 O/N EU - IS (ED - IS), O/N IS - EU (IS - ED) D/H 37099.
21.10.94 O/N EU - IS (ED - IS) D/H 37099.
29.10.94 O/N EU - AB (ED - AB) D/H 37250.
31.10.94 O/N EU - AB (ED - AB) D/H 37250.

- 37153 04.06.94 Dunbar - Kyle of Lochalsh charter D/H 37403.
- 37156 07.05.94 O/N EU - IS (ED - IS) D/H 37255.
 08.05.94 O/N IS - EU (IS - ED) D/H 37255.
 09.05.94 O/N EU - AB (ED - AB), O/N AB - EU (AB - ED) D/H 37255.
 13.05.94 O/N AB - EU (AB - ED) D/H 37255.
 01.06.94 1015 IS - ED, 1540 ED - IS.
 02.06.94 1015 IS - ED, 1540 ED - IS.
 25.06.94 Norwich - Inverness charter (Dragged 47763 Elgin - Forres then Inverness - Edinburgh) D/H 37099 throughout.
 24.09.94 2118 ED - PH.
 21.10.94 1440 ED - FW additional D/H 37221.
 25.10.94 O/N EU - IS (ED - IS) D/H 37221.
 26.10.94 O/N EU - AB (ED - AB) D/H 37221.
- 37165 13.10.94 O/N AB - EU (AB - ED) D/H 37099.
 14.10.94 O/N EU - IS (ED - IS), O/N IS - EU (IS - ED) D/H 37099.
 26.10.94 O/N IS - EU (IS - ED) D/H 37250.
 27.10.94 O/N EU - AB (ED - AB), O/N AB - EU (AB - ED) D/H 37250.
 28.10.94 O/N AB - EU (AB - ED) D/H 37250.
- 37170 07.07.94 1838 IS - KL.
 08.07.94 0710 KL - IS.
 21.07.94 1040 IS - KL (Dingwall - KL), 1705 KL - IS.
 07.10.94 O/N IS - EU (IS - ED) D/H 37683.
 10.10.94 O/N EU - IS (ED - IS) D/H 37683.
 20.10.94 O/N AB - EU (AB - ED) D/H 37683.
 21.10.94 O/N EU - AB (ED - AB), O/N AB - EU (AB - ED) D/H 37683.
 22.10.94 O/N EU - IS (ED - IS) D/H 37683.
 24.10.94 O/N EU - IS (ED - IS), O/N IS - EU (IS - ED) D/H 37683.
 25.10.94 O/N EU - AB (ED - AB) D/H 37683.
- 37175 09.09.94 O/N EU - AB (ED - AB), O/N AB - EU (AB - ED) D/H 37685.
 12.09.94 O/N EU - AB (ED - AB), O/N AB - EU (AB - ED) D/H 37685.
- 37184 03.06.94 O/N AB - EU (Stonehaven - ED) D/H 37051.
 31.07.94 O/N EU - Glasgow C (Dragged unknown can Carstairs - Glasgow C via Bellshill).
 26.09.94 O/N AB - EU (AB - ED) D/H 37683.
 27.09.94 O/N EU - IS (ED - IS) D/H 37683 then
 O/N IS - EU (IS - ED) D/H 37255.
 29.09.94 O/N EU - IS (ED - IS) D/H 37255.
 04.10.94 O/N IS - EU (IS - ED) D/H 37255.
 05.10.94 O/N EU - AB (ED - AB), O/N AB - EU (AB - ED) D/H 37255.
 06.10.94 O/N EU - IS (ED - IS) D/H 37255.
- 37188 17.09.94 1230 Glasgow C - Reading (Dragging 86229 Glasgow C - Carlisle) D/H 37087.
- 37196 11.06.94 Offered assistance to 37424 from Glen Douglas on either the northbound or southbound Fort William sleeper. Unfortunately reports disagree (Can anyone confirm one or the other DEFINATELY?).
- 37201 24.09.94 Bo'ness & Kinneil Railway diesel weekend.
 25.09.94 Bo'ness & Kinneil Railway diesel weekend.
- 37211 11.10.94 O/N AB - EU (AB - ED) D/H 37240.
 12.10.94 O/N EU - IS (ED - IS) D/H 37240.

- 37212 01.06.94 0655 BNS - ED (Carstairs - ED via Suburban circle).
- 37221 11.08.94 0950 GQS - FW,1552 FW - GQS D/H 37152.
 21.10.94 1440 ED - FW additional D/H 37156.
 25.10.94 O/N EU - IS (ED - IS),O/N IS - EU (IS - ED) D/H 37156.
 26.10.94 O/N EU - AB (ED - AB) D/H 37156.
- 37240 11.10.94 O/N AB - EU (AB - ED) D/H 37211.
 12.10.94 O/N EU - IS (ED - IS) D/H 37211.
- 37250 19.09.94 1015 IS - ED,1540 ED - IS.
 20.09.94 1015 IS - ED,1540 ED - IS.
 21.09.94 1015 IS - ED,1540 ED - IS.
 21.10.94 O/N IS - EU (IS - ED) D/H 37099.
 25.10.94 O/N AB - EU (AB - ED) D/H 37099.
 26.10.94 O/N IS - EU (IS - ED) D/H 37165.
 27.10.94 O/N EU - AB (ED - AB),O/N AB - EU (AB - ED) D/H 37165.
 28.10.94 O/N AB - EU (AB - ED) D/H 37165.
 29.10.94 O/N EU - AB (ED - AB) D/H 37152.
 31.10.94 O/N EU - AB (ED - AB) D/H 37152.
- 37251 08.08.94 0815 ED - FW steam special (ED - Cowlairst) D/H 37409.
 28.10.94 1200 Kings X - IS HST drag (? - IS).
- 37255 07.05.94 O/N EU - IS (ED - IS) D/H 37156.
 08.05.94 O/N IS - EU (IS - ED) D/H 37156.
 09.05.94 O/N EU - AB (ED - AB),O/N AB - EU (AB - ED) D/H 37156.
 13.05.94 O/N AB - EU (AB - ED) D/H 37156.
 17.05.94 O/N AB - EU (AB - ED) D/H 37683.
 01.06.94 O/N AB - EU (AB - Carstairs) D/H 37685.
 02.06.94 O/N EU - IS (Carstairs - IS),O/N IS - EU (IS - Carstairs) D/H 37685.
 03.06.94 O/N EU - AB (Carstairs - AB),O/N AB - EU (AB - Stonehaven) D/H 37685.
 25.09.94 1015 IS - ED,1540 ED - IS.
 29.09.94 O/N EU - IS (ED - IS) D/H 37184.
 04.10.94 O/N IS - EU (IS - ED) D/H 37184.
 05.10.94 O/N EU - AB (ED - AB),O/N AB - EU (AB - ED) D/H 37184.
 06.10.94 O/N EU - IS (ED - IS) D/H 37184.
- 37261 26.09.94 O/N IS - EU (IS - ED) D/H 37510.
 27.09.94 O/N EU - AB (ED - AB),O/N AB - EU (AB - ED) D/H 37510.
- 37262 09.09.94 0708 PH - ED,0925 ED - IS.
 26.09.94 O/N EU - AB (ED - AB) D/H 37683.

This leaves only 37111,37116,37133 and 37351 of the operational "Standards" still yet to be reported out in 1994.

SCOTTISH SYPHONS (PART TWO):

- 37401 Northbound FW sleeper 09.06.94/14.06.94/24.06.94/01.07.94/12.07.94/02.08.94/
 29.09.94/05.10.94/22.10.94/26.10.94/29.10.94.
Southbound FW sleeper 11.07.94/04.10.94/07.10.94/21.10.94/25.10.94.
Last passenger work 29.10.94.

- 37403 Northbound FW sleeper 09.08.94 (D/H 37170)/28.08.94/21.09.94/26.09.94/
01.10.94/19.11.94.
Southbound FW sleeper 07.06.94/20.09.94/09.10.94/18.11.94.
Other workings:
04.06.94 Dunbar - Kyle of Lochalsh charter D/H 37153.
07.07.94 0950 GQS - FW,1552 FW - GQS.
08.07.94 0925 ED - IS.
09.07.94 1040 IS - KL,1510 KL - IS,1838 IS - KL.
10.07.94 1000 KL - IS,1838 IS - KL.
11.07.94 0710 KL - IS,1240 IS - KL,1705 KL - IS.
12.07.94 1040 IS - KL,1510 KL - IS,1838 IS - KL.
14.07.94 0710 KL - IS,1240 IS - KL,1705 KL - IS.
Last passenger work 19.11.94.
- 37404 Northbound FW sleeper 02.06.94/18.07.94/29.07.94/30.07.94/20.09.94/03.10.94/
06.10.94/25.10.94/02.11.94/17.11.94.
Southbound FW sleeper 23.06.94/19.09.94/02.10.94/05.10.94/24.10.94.
Other workings:
17.08.94 0950 GQS - FW,1552 FW - GQS.
Last passenger work 17.11.94.
- 37406 Northbound FW sleeper 11.07.94/01.08.94/10.08.94.
Southbound FW sleeper 01.07.94/10.07.94.
Other workings:
18.07.94 0950 GQS - Oban,1600 Oban - GQS.
Last passenger work 10.08.94.
- 37409 Northbound FW sleeper 04.06.94/09.07.94/17.07.94/31.07.94/11.08.94/30.08.94/
10.09.94/12.10.94/21.10.94/24.10.94/31.10.94/03.11.94/
21.11.94.
Southbound FW sleeper 09.06.94/21.06.94/24.06.94/08.07.94/30.07.94/02.08.94/
10.08.94/29.08.94/11.10.94/20.10.94/29.10.94/02.11.94/
20.11.94.
Other workings:
08.08.94 0815 ED - FW steam special (ED - Cowlaire) D/H 37251.
Last passenger work 21.11.94.
- 37410 Northbound FW sleeper 19.07.94/19.09.94/27.09.94/11.10.94/14.10.94/20.10.94/
04.11.94/22.11.94.
Southbound FW sleeper 18.07.94/11.08.94/28.08.94/26.09.94/10.10.94/13.10.94/
27.10.94.
Other workings:
14.07.94 0853 Glasgow C - Girvan,1811 Girvan - Glasgow C "Golfex".
15.07.94 0853 Glasgow C - Girvan,1811 Girvan - Glasgow C "Golfex".
16.07.94 0853 Glasgow C - Girvan,1811 Girvan - Glasgow C "Golfex".
07.10.94 Hull - FW railtour (Mossend - FW).
Last passenger work 22.11.94.
- 37423 Northbound FW sleeper 03.06.94/22.09.94/30.09.94/04.10.94/07.10.94/13.10.94/
18.11.94.
Southbound FW sleeper 02.06.94/29.09.94/03.10.94/06.10.94/12.10.94/04.11.94/
17.11.94.
Last passenger work 18.11.94.
- 37424 07.06.94 O/N EU - FW (ED - FW).
11.06.94 Worked FW sleeper (Direction unknown) and required the assistance of
37196 from Glen Douglas. Since suffered collision damage and sent to
Doncaster works for assessment, and hopefully repair.

37427 21.06.94 1430 IS - ED,2118 ED - PH.
 02.07.94 0645 PH - ED,0925 ED - IS,1430 IS - ED.
 04.07.94 0925 ED - IS.
 05.07.94 1430 IS - ED.
 09.07.94 1015 IS - ED,1540 ED - IS.
 12.07.94 1015 IS - ED,1540 ED - IS.
 14.07.94 1015 IS - ED,1540 ED - IS.
 15.07.94 1040 IS - KL,1510 KL - IS,1838 IS - KL.
 16.07.94 0705 KL - IS.
 18.07.94 1430 IS - ED,2118 ED - PH.
 19.07.94 0708 PH - ED,0925 ED - IS,1430 IS - ED,2118 ED - IS.
 01.08.94 0710 KL - IS,1240 IS - KL,1705 KL - IS.
 02.08.94 1015 IS - ED,1540 ED - IS.
 05.08.94 0708 PH - ED,0925 ED - IS.
 09.08.94 0950 GQS - FW,1552 FW - GQS.
 19.08.94 1040 IS - KL,1510 KL - IS,1838 IS - KL.
 20.08.94 0710 KL - IS.
 24.08.94 1015 IS - ED,1540 ED - IS.
 25.08.94 1040 IS - KL,1510 KL - IS.
 27.08.94 1240 IS - KL,1705 KL - IS.
 28.08.94 1040 IS - KL,1510 KL - IS.
 29.08.94 1040 IS - KL,1510 KL - IS,1838 IS - KL.
 30.08.94 0710 KL - IS,1040 IS - KL,1510 KL - IS,1838 IS - KL.
 31.08.94 0710 KL - IS,1040 IS - KL,1510 KL - IS.
 01.09.94 1040 IS - KL,1510 KL - IS,1838 IS - KL.
 02.09.94 0710 KL - IS,1240 IS - KL,1705 KL - IS.
 05.09.94 1040 IS - KL,1705 KL - IS.
 06.09.94 1040 IS - KL,1705 KL - IS.
 10.09.94 1040 IS - KL,1705 KL - IS.
 19.09.94 1040 IS - KL,1705 KL - IS.
 20.09.94 1040 IS - KL,1705 KL - IS.
 21.09.94 1040 IS - KL,1705 KL - IS.
 22.09.94 1040 IS - KL,1705 KL - IS.
 26.09.94 See SPECIAL WORKINGS for details.
 26.10.94 O/N FW - EU (FW - ED).
 27.10.94 O/N EU - FW (ED - FW).
 31.10.94 O/N FW - EU (FW - ED).

37428 02.06.94 1430 IS - ED,2118 ED - PH.
 03.06.94 1430 IS - ED,2118 ED - PH.
 04.06.94 1430 IS - ED,2118 ED - PH.
 07.06.94 0925 ED - IS (PH - IS).
 09.06.94 1040 IS - KL,1705 KL - IS.
 02.07.94 1838 IS - KL.
 03.07.94 1000 KL - IS,1838 IS - KL.
 04.07.94 0710 KL - IS,1240 IS - KL,1705 KL - IS.
 05.07.94 1040 IS - KL,1510 KL - IS,1838 IS - KL.
 06.07.94 0710 KL - IS.
 08.07.94 1040 IS - KL,1510 KL - IS,1838 IS - KL.
 09.07.94 0710 KL - IS,1240 IS - KL,1705 KL - IS.
 10.07.94 1040 IS - KL,1510 KL - IS.
 11.07.94 1015 IS - ED,1540 ED - IS.
 12.07.94 1240 IS - KL,1705 KL - IS.
 14.07.94 1040 IS - KL,1510 KL - IS,1838 IS - KL.
 15.07.94 0710 KL - IS,1240 IS - KL,1705 KL - IS.
 16.07.94 1040 IS - KL,1510 KL - IS.
 18.07.94 0710 KL - IS,1240 IS - KL,1705 KL - IS.
 22.07.94 1040 IS - KL,1510 KL - IS.
 30.07.94 2118 ED - PH.

37428 01.08.94 0950 GQS - Oban,1600 Oban - GQS.
cont. 02.08.94 0950 GQS - FW,1552 FW - GQS.
 05.08.94 0950 GQS - Oban,1600 Oban - GQS.
 08.08.94 1540 ED - IS D/H 37510.
 09.08.94 1040 IS - KL,1510 KL - IS.
 17.08.94 1838 IS - KL.
 18.08.94 0710 KL - IS,1240 IS - KL,1705 KL - IS.
 19.08.94 1015 IS - ED,1540 ED - IS.
 20.08.94 1040 IS - KL,1510 KL - IS.
 23.08.94 1838 IS - KL.
 24.08.94 0710 KL - IS,1240 IS - KL,1705 KL - IS.
 26.08.94 1240 IS - KL,1705 KL - IS.
 31.08.94 1040 IS - KL,1510 KL - IS,1838 IS - KL.
 01.09.94 0710 KL - IS,1240 IS - KL,1705 KL - IS.
 02.09.94 1040 IS - KL,1510 KL - IS.
 10.09.94 2118 ED - PH.
 21.09.94 1430 IS - ED,2118 ED - PH.
 22.09.94 0708 PH - ED,0925 ED - IS,1430 IS - ED,2118 ED - PH.
 10.10.94 See SPECIAL WORKINGS for details.
 22.10.94 See SPECIAL WORKINGS for details.
 02.11.94 O/N EU - IS (ED - IS),O/N IS - EU (IS - ED) D/H 37510.

37430 10.06.94 1015 IS - ED,1540 ED - IS.
 21.06.94 1540 ED - IS.
 04.07.94 1040 IS - KL,1705 KL - IS.
 07.07.94 1040 IS - KL,1705 KL - IS.
 09.07.94 0708 PH - ED,0925 ED - IS.
 19.07.94 0950 GQS - FW,1552 FW - GQS.
 01.08.94 1040 IS - KL,1510 KL - IS,1838 IS - KL.
 02.08.94 0710 KL - IS,1240 IS - KL,1705 KL - IS.
 05.08.94 1040 IS - KL,1510 KL - IS,1838 IS - KL.
 06.08.94 0710 KL - IS.
 09.08.94 1838 IS - KL.
 10.08.94 0710 KL - IS,1240 IS - KL,1705 KL - IS.
 11.08.94 1040 IS - KL,1510 KL - IS.
 17.08.94 1240 IS - KL,1705 KL - IS.
 18.08.94 1838 IS - KL.
 19.08.94 0710 KL - IS,1240 IS - KL,1705 KL - IS.
 20.08.94 See SPECIAL WORKINGS for details.
 22.08.94 See SPECIAL WORKINGS for details.
 24.08.94 1040 IS - KL,1510 KL - IS,1838 IS - KL.
 25.08.94 0710 KL - IS,1240 IS - KL,1705 KL - IS.
 26.08.94 1040 IS - KL,1510 KL - IS,1838 IS - KL.
 27.08.94 0710 KL - IS,1838 IS - KL.
 28.08.94 1000 KL - IS,1838 IS - KL.
 29.08.94 0710 KL - IS,1240 IS - KL,1705 KL - IS.
 19.09.94 0708 PH - ED,0925 ED - IS,1430 IS - ED,2118 ED - PH.
 20.09.94 0708 PH - ED,0925 ED - IS,1430 IS - ED,2118 ED - PH.
 22.09.94 1015 IS - ED,1540 ED - IS.
 10.10.94 O/N EU - FW (ED - FW).
 14.10.94 O/N FW - EU (FW - ED).
 15.10.94 O/N EU - FW (ED - FW).

37431 03.06.94 1040 IS - KL,1705 KL - IS.
 04.06.94 1015 IS - ED,1540 ED - IS.
 07.06.94 1015 IS - ED.
 09.06.94 1015 IS - ED,1540 ED - IS.
 10.06.94 1040 IS - KL,1510 KL - IS.

37431 02.07.94 1240 IS - KL,1705 KL - IS.
cont. 03.07.94 1040 IS - KL,1510 KL - IS.
 04.07.94 1040 IS - KL,1510 KL - IS,1838 IS - KL.
 05.07.94 0710 KL - IS,1240 IS - KL,1705 KL - IS.
 11.07.94 0708 PH - ED,0925 ED - IS,1430 IS - ED,2118 ED - PH.
 12.07.94 0708 PH - ED,0925 ED - IS,1430 IS - ED,2118 ED - PH.
 14.07.94 0950 GQS - FW,1552 FW - GQS.
 15.07.94 0708 PH - ED,0925 ED - IS.
 16.07.94 1240 IS - KL,1705 KL - IS.
 18.07.94 1040 IS - KL,1510 KL - IS,1838 IS - KL.
 19.07.94 0710 KL - IS,1240 IS - KL,1705 KL - IS.

37505 11.08.94 0925 ED - IS D/H 37250.
 13.08.94 0645 PH - ED,0925 ED - IS.
Last passenger working 22.11.94.

37510 08.08.94 1540 ED - IS D/H 37428.
 10.08.94 1015 IS - ED,1540 ED - IS.
 11.08.94 1015 IS - ED,1540 ED - IS.
Last passenger working 22.11.94.

37675 Last recorded passenger work (02.04.94) incurred whilst based south of the border.No known work since being transferred to Scotland.

37683 Last passenger working 22.11.94.

37685 Last passenger working 22.11.94.

37692 25.07.94 O/N EU - AB (ED - AB),O/N AB - EU (AB - ED) D/H 37693.
 26.07.94 O/N EU - IS (ED - IS) D/H 37693.
 28.07.94 O/N IS - EU (IS - ED) D/H 37693.
 29.07.94 O/N EU - AB (ED - AB),O/N AB - EU (AB - ED) D/H 37693.
 07.08.94 O/N EU - IS (ED - IS),O/N IS - EU (IS - ED) D/H 37693.
 08.08.94 O/N EU - AB (ED - AB),O/N AB - EU (AB - ED) D/H 37693.

37693 Identical workings to 37692 above,to which this loco appears to be permanently bolted.

37696 Transferred south of the border during the period under review,it's last working was way back on 24.08.91.

37712 No passenger workings to report (Last worked 01.06.93).

37714 No passenger workings to report (Last worked 06.09.93).

37801 No passenger workings to report (Last worked 23.05.93).

37893 The rarest of the Scottish Syphons,with no passenger work reported since 22.06.91.

So there you have it - 8 pages crammed full of passenger working gen.,and at last completing the SCOTTISH SYPHON feature which originally was compiled for the AUGUST edition of the magazine,and subsequently updated and retyped a few times since then!

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 The 50 terminator)

Class 50's at work)
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 Miscellany 2)
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