

SYPHON!

**THE MAGAZINE OF
THE CLASS 37 GROUP**

FEBRUARY 1995



COMMITTEE

CHAIRMAN:

Michael Millward
48 Beaconsfield Road
Kirkley
Lowestoft
Suffolk NR33 0RJ.

TREASURER:

Rod Saunders
61 The Drakes
Shoeburyness
Essex SS3 9NY.

MONTHLY DRAW:

Dianne Saunders
61 The Drakes
Shoeburyness
Essex SS3 9NY.

SALES:

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

EDITOR AND DISTRIBUTION:

Steve Branch
104 Long Riding
Basildon
Essex SS14 1QZ.

MEMBERSHIP:

Maurice Barber
2 Roughton Road.
Thorpe Market
Norwich
Norfolk NR11 8TE.

TECHNICAL:

Keith Fransham
79 Shipstones Road
Norwich
Norfolk NR3 1JZ.

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.

A big thank you is in order for all those people who sent items (News, photos, articles etc.) in for this edition of the magazine - These top men are Phil "Bessert Juice" Pitcher, "The Bedford FLF man" (Who's claim to fame is appearing on a photo in one of the glossy magazines attempting to look as if he knows Peter Waterman personally!), Dean Warner, Alex Hall, Phil Wood (aka "Sandringham by Railtours"), Simon Jowett, John Gothard, John Hooson, "37229", Ian Vandervell, Al Pulford, Ken Short, John Haydock, Mark Jones, Michael Gibson, Peter Hall (Who I should have mentioned in last issues credits but didn't - Sorry about that) and last, but certainly not least, "The man with no name" again. Further thanks is due to Phil Wood for a full afternoons cine-film show (And a not inconsiderable amount of food and drink), in an attempt to get me interested in real engines (Those with steam coming out of a hole at the top), obviously not realising that (Of course) class 37's are the most hellfire form of traction ever to grace the railway system, and kettles could never hope to compete. I will however concede that the BR standard locos (Particularly the 9F's) are a bit tasty, but I could never grow to like a class of kettle that looks like one of those "Dustbuster" mini hand held hoovering devices (Such as the A4 4-6-2's he drools over). Nice try Phil!

Thanks also to the other members of the committee, who do a lot of work behind the scenes which isn't always obvious to the membership as a whole. Of particular note recently was Deans heroic efforts to get a really hellfire railtour planned. The tour, which would have certainly been one of the main talking points of the 1995 railtour calendar, was so close to finalisation, but fell due to a technicality at the final fence - Oh well, it's back to the drawing board then Dean! On the subject of committee members activities, readers of TRACTION magazine will notice in the current edition, a certain Mike Millward's efforts, being the first part of a three part history of the class 37. If you haven't got a copy of TRACTION yet, go out and buy one - It's well worth the walk to the newsagents! Well, that's enough of plugging other magazines - As you can see, I wasn't banged up in Parkhurst (See previous issue if you don't know what I'm ranting on about) so heres what you can find in the rest of the magazine:

CONTENTS:

- 1 - Committee
- 2 - Editorial
- 4 - Newsdesk
- 9 - Quiz
- 10 - My Top 10 by Al Pulford
- 12 - Railtour Report by Alex Hall
- 15 - Class 37 Passenger Workings Through Dore by Peter Hall
- 22 - Quiz Answers
- 24 - Passenger information

and on the back cover, details of what to buy your friends and family for birthday or Christmas presents!

Photographs (But sadly not transparencies), articles and news is always required for the magazine, so if you have anything you think might be of interest, please send it in (Historical articles and photos are especially welcome with this year being the 35th anniversary of the class 37 entering service, and the 30th anniversary of the legendary high speed runs on Western Region).

It would be appreciated if anything for inclusion in the April edition of SYPHON be sent to arrive by the 17th March 1995.

MEMBERSHIP:

A warm welcome is extended to another batch of new members this issue - P.J. Nolan (37015), M.E. Broom (37016), A. Mallett (37022), K. Short (37028), T. Howlett (37036) - together with all those who have renewed for another year - A. Garten (37001), J. Garten (37002), A. Donald (37004), K. Fransham (37005), J. King (37030), B. Faulks (37031), J. Dickinson (37038), C. Rosbrook (37052), M. King (37053), S. King (37061), R. King (37062), A. Wilson (37083), D. Wilson (37106), A. Pulford (37109), J. Lisle (37112), R. Fransham (37113), S. Potter (37116), J. Mustard (37168), G. Tucker (37170), L. Hurn (37172), D. Wood (37180), P. Hayward (37210), T. Hayward (37212), J. Dewing (37244), O. Wood (37247), M. Ranson (37250 then RN 37357), A. Holborn (37258), A. Walby (37403) and M. Stent (37696).

Maurice has supplied me with a list of membership numbers still available as at the 14th January, so if any of them take your fancy, you can have your membership number changed for a poultry pound (Send details and a cheque/PO for £1.00 made out to THE CLASS 37 GROUP to Maurice Barber - Address on page one):

37039, 37042, 37044, 37046, 37048, 37051, 37057, 37075, 37076, 37077, 37080, 37090, 37103, 37107, 37110, 37111, 37121, 37141, 37145, 37149, 37153, 37154, 37171, 37184, 37186, 37187, 37198, 37211, 37224, 37231, 37232, 37234, 37235, 37236, 37239, 37243, 37250, 37251, 37252, 37254, 37256, 37259, 37265, 37269, 37270, 37273, 37281-37286, 37288-37293, 37295-37304, 37306-37308, 37310-37314, 37320-37326, 37330-37335, 37340-37345, 37350-37356, 37358, 37359, 37370-37382, 37408, 37415, 37419, 37422, 37423, 37502, 37503, 37504, 37506-37510, 37512-37521, 37668, 37669, 37670, 37673, 37674, 37676-37684, 37686, 37687, 37689, 37690, 37691, 37693, 37694, 37695, 37697-37699, 37701-37705, 37708, 37711-37715, 37717, 37719, 37796, 37798-37803, 37883, 37884, 37885, 37889, 37893-37897, 37899, 37902, 37903, 37904, 37906.

MONTHLY DRAW:

Recent winners have been R. Parr in November (£14.00), N. Saunders in December (£14.00) and S. Whittock in January (£13.50).

PHOTOS:

Front cover - The end of an era! A scene which may never be repeated now is 37088's departure for Glasgow on 17th July 1993. The location is of course Inverness (Photo by Simon Jowett).

Page 8 - One line that may see some limited action though is the Kyle line, and in this view the same loco, 37088, is seen arriving at Kyle during the 1993 summer season (Photo by Michael Gibson).

Page 14 - Farewell also to Fort William, soon to become a plastic only zone. In the happier days of the 1993 summer season, 37423 runs around it's train here (Photo by Michael Gibson).

Page 23 - 37421 stands at Banbury on the 3rd December 1994 whilst on a Chiltern Trains charter - This sort of train is another that could be affected by high charges for coaching stock (Photo by Alex Hall).

NEWSDESK

EUROPEAN PASSENGER SERVICES:

Little has been heard of these locos since disappearing into Doncaster Works, but I would imagine that it will not be too long before the first of the EPS rebuilds emerge - Reports please!
Of course the pool situation is static at the moment, but for the record, here are the locos in their current guises:

EPFS: 37501/37502/37504/37506/37507/37508/37511/37512/37514/37687/37690/37691.

LOAD HAUL:

This company has been very busy reshuffling it's class 37 fleet again. Details in full are as follows:

37019	FDYX/Stored - FDKI/IM	37378	FMDY/TE - FDDI/IM
37059	FDYX/Stored - FDKI/IM	37426	FMDY/TE - FDKI/IM
37079	FDYX/Stored - FDKI/IM	37515	FMCY/TE - FMDY/TE
37095	FDDI/IM - FDEI/IM	37516	FMCY/TE - FMDY/TE
37223	FDRI/IM - FDEI/IM	37517	FDDI/IM - FDCI/IM
37235	FDRI/IM - FDEI/IM	37519	FDDI/IM - FMDY/TE
37330	FDEI/IM - FDKI/IM	37688	FMCY/TE - FMDY/TE
37332	FDEI/IM - FDKI/IM	37694	FDCI/IM - FDDI/IM
37333	FDEI/IM - FDKI/IM	37699	FDDI/IM - FDCI/IM
37334	FDEI/IM - FDKI/IM	37883	FDCI/IM - FDDI/IM
37350	FMDY/TE - FMCY/TE	37888	FDYX/Stored - FMCY/TE
37358	FMDY/TE - FMCY/TE		

This has had the effect of completely changing the pool content of pools FDEI and FMDY, whilst having a significant effect on most of the other Syphon pools plus eradicating 370's from normal midweek duties (The last survivor, 37095, now passes to the small Electrification fleet).
Welcome news though is the return to some sort of duty for previously stored 37019/37059/37079 and 37888. The latter machine joins the Tyne-Tees traffic fleet after a long period of storage, whilst the 3 "Standards" join the contingency fleet, which does provide a little work in the form of irregular and additional traffic flows.

As my rundown of the LOAD HAUL fleet by sector in the last magazine is now rather dated in the light of all the moves above, here's an updated version:

FDCI: 37517/37680/37689/37698/37699/37706/37707/37708/37710/37711/37713/37717/37719/37884/37885/37886.

FDDI: 37340/37378/37677/37694/37883.

FDEI: 37095/37223/37235.

FDKI: 37019/37059/37068/37079/37131/37225/37298/37330/37332/37333/37334/37415/37419.

FDRI: 37058/37217/37331/37343/37344/37426.

FMCY: 37350/37358/37682/37684/37697/37716/37718/37888.

FMDY: 37515/37516/37519/37688.

This still leaves large quantities of locos in the stored pools:

FDYX: 37003/37045/37063/37075/37083/37104/37139/37144/37209/37335/37341/37345/37359/37381/37382/37513.

FDZX: 37252.

The stored locos are to be found at a variety of locations around the LOAD HAUL area:

Doncaster TMD: 37209.
Doncaster Works: 37252/37513.
Immingham TMD: 37003/37075/37083/37104/37144/37335/37381/37382.
Thornaby TMD: 37045/37063/37139/37341/37345/37359.

Of these, it is likely that 37513 will in due course re-enter service after repairs to its engine, whilst some others may go to MAINLINE FREIGHT later this year. However, the remainder will continue to be robbed to provide spare parts, so those lucky people who manage to get permission to visit any of these establishments would be well advised to photograph the stored Syphons whilst they can! Few workings of LOAD HAUL class 37's have been reported to me, but quality makes up for quantity, with 37699 putting in a rare performance on a rake of coal hoppers at York on the 23rd December 1994 (These workings are normally solid type 5 nowadays), whilst 37330 & 37334 ventured a long way from home territory on the 18th January 1995, when they were noted on a Ripple Lane - Immingham van train passing through Barking, in lieu of the normal 37/7 power.

MAINLINE FREIGHT:

A few movements to report, with 37037 & 37051 arriving from TRANSRAIL, and 37213 being sold to TRANSRAIL:

37037	LNXX/Stored - EWDB/SL	37114	ENDN/TO - ENTN/TO
37051	LGBM/ML - EWCN/TO	37185	ENDN/TO - ENTN/TO
37057	ENDN/TO - ENTN/TO	37213	ENCN/TO - LNDK/CF
37092	ENDN/TO - ENTN/TO		

ENTN appears to be just a renaming of pool ENDN (Toton based 37's for engineers use in the East Midlands area).

The pool status as a result of these changes is thought to be as follows:

ENTN: 37057/37092/37114/37185.
ESBB: 37703/37705/37709/37715/37798/37800/37803/37890/37891/37892.
ESPS: 37667/37676/37678/37679.
EWCN: 37010/37012/37035/37038/37040/37042/37046/37048/37051/37065/37072/37097/37098/37137/37162/37174/37203/37222/37227/37264.
EWDB: 37037/37074/37077/37109/37167/37198/37219/37274/37372/37375/37377.
EWDS: 37013/37023/37047/37054/37055/37106/37140/37216/37241/37242/37244/37370/37371/37376/37379.
EWRB: 37194/37220/37245/37293/37380.

In addition, MAINLINE FREIGHT has 3 stored Syphons, all believed to be lying on Toton TMD. It is not known if these locos will in due course be repaired, or if they are merely being robbed for parts prior to disposal - Reports please!

ENXX: 37070/37138/37278.

As mentioned under the LOAD HAUL section, it is widely expected that more 37's will be drafted in for engineers work later in the year (I hear that all class 33's are to go by the end of the calendar year - Mind you, I heard a similar rumour a year or two back, and they are still with us!), but the availability of type 5 power for engineers trains may limit the influx of 37's to some extent. Following on from 37798, 37023 has also quickly been repainted into the rather

pleasant MAINLINE FREIGHT colourscheme, and indeed took part in the image launch for the company at Acton Yard. A third Syphon is apparently being painted as this issue of SYPHON goes to print, 37803. The story behind this painting is rather interesting - It is rumoured that 37803 was pressed into traffic after a long time in storage, but was stopped in the Reading area after complaints from people working on the track that the yellow warning panels were so faded, that they didn't see the loco approach (How can you fail to miss the approach of a snorting snarling beast like a 37 I wonder?). Anyway, it was promptly dispatched to have it's yellow panels painted, and the decision was taken that, as it was a bit faded all over really, they would give it a complete repaint.

An even more interesting tale is currently in circulation regarding 37065. This loco was at London Undergrounds Neasden depot, presumably with exchange traffic from Acton, when it was declared a failure with flat batteries. Now, I believe that the normal routing for these trains is along the LUL lines to Amersham, where the adjacent LUL and BR lines have a connection, then back down the BR lines to Neasden East Junction, but when the loco was collected by BR staff on Christmas Eve, the LUL set up a route via the Metropolitan line to Rayners Lane, then Piccadilly line to Turnham Green and District back onto the BR at Gunnersbury - If true, this would have been one of the most hellfire Syphon moves in all of their 34 years of faithful service, but alas, the story goes that after a few phone calls, the normal route was selected instead - Shame! (Dean - Does this give you any ideas for future railtours?!).

Slightly less riotous I'm afraid, but still of note, was that prior to 37037's transfer to MAINLINE FREIGHT, it was used on a run to Snailwell and back, and was noted by yours truly blasting through Stratford on the return working, making me wonder why it was ever stored in the first place - There was certainly nothing wrong with it when I saw it.

However, the same could not be said for 37891, as it had been parked up at Eastleigh on the night of the 17th January, but by the early hours of the next morning, after a very heavy downpour of icy rain, it was spluttering outrageously in an attempt to overcome it's drowning. 37377 was later borrowed to drag EMU stock from Eastleigh back to Bournemouth after the weather had caused havoc with the EMU fleet due to them being unable to collect current from the iced up third rail - Sadly, it was not used in passenger service.

RAILFREIGHT DISTRIBUTION:

With only 3 of the class remaining with RFD, all stored, it's rather surprising that I have had any news at all on this small fleet, but it would appear that they just refuse to lay down and die. For some weeks 37218 was used as a tractor loco, touring the country collecting deceased Duffs and towing them back to Tinsley, but I believe that this duty has now finished, at least until the next batch of failures! Both 37218 & 37238 are supposed to be in quite a good state of repair, so it is quite possible that they will pass to one of the freight companies in due course. However, the third one, 37110, has been visited by thieves whilst on "Death Row" at Tinsley TMD, and I understand that a lot of the wiring has been ripped out, which will not help it's survival prospects at all. For the record, here's the pool situation - All are to be found languishing at Tinsley TMD (When not out and about that is!):

DAYX: 37110/37218/37238.

TRANSRAIL:

No reallocations as such, but 37037 & 37051 have left TRANSRAIL for MAINLINE FREIGHT, whilst 37213 has arrived from the latter company (For details, see the MAINLINE FREIGHT entry).

The pool content is now thought to be as follows:

LGBM: 37043/37069/37071/37073/37088/37100/37111/37116/37133/37153/37154/37165/37175/37184/37188/37196/37201/37211/37212/37214/37232/37240/37261/37262/37275/37294.

LGHM: 37401/37403/37404/37406/37409/37410/37423/37424.

LGPM: 37351/37675/37692/37693/37712/37714/37801/37893.

LGPM: 37427/37428/37430/37431.

LGSV: 37025/37087/37099/37152/37156/37170/37221/37250/37251/37255/37505/37510/37683/37685.

LNCK: 37701/37702/37704/37796/37797/37799/37802/37887/37889/37894/37895/37896/37897/37898/37899.

LNCK: 37141/37142/37146/37158/37178/37191/37197/37207/37213/37230/37254/37258/37263/37411/37412.

LNCK: 37901/37902/37903/37904/37905/37906.

LNCK: 37229/37413/37416/37521/37668/37670/37671/37672/37673/37674/37695/37696.

LWCC: 37026/37066/37080/37107/37108/37405/37417/37420/37503/37509/37518/37520/37686.

LWMC: 37402/37407/37408/37414/37418/37421/37422/37425/37429.

In addition, there are 5 locos in storage:

LNXX: 37004/37078/37113/37248/37669.

37004 and 37078 are thought to be stored at Motherwell TMD, 37113 (Wrecked) at Craighentinn, 37248 at Margam TMD and 37669 at Crewe Works.

Unfortunately, the main talking point in the TRANSRAIL area at the moment is to what extent class 37's will be called on to work passenger trains from this summer. It now appears certain that the Fort William sleeper will be withdrawn entirely, and several people have suggested that the Inverness and Aberdeen sleepers (Which are to run this summer) may also go before too long.

As for the daytime services, the only area of Scotland which is likely to see any 37 hauled trains is the Kyle line (And at least one person suggests a working up the Far North line!), most likely peak summer only. This is allegedly due to extortionate hire charges for the coaching stock - What a very sad end! Moving south, the North West area is also affected, presumably for the same reason, with the Manchester Victoria - Holyhead workings already DMU operated, and the club trains likely to follow as from the summer timetable.

The fate of the Weymouth diagram is unknown as yet, but it is quite likely that the North Wales coast line may be the only one to see 37's in daytime passenger usage throughout much of the summer. Once the diagram gen is known, can someone please send me a copy - Cheers.

WATERMAN RAILWAYS:

37029 is indeed at the Crewe Heritage Centre, but has not had any work done on it as yet.

PRESERVED LOCOS:

Of the three locos which are preserved in the traditional sense (I am a bit wary of calling Watermans 37 preserved as such, as his core interest appears to be to run his charter train business, and several of his aquired locos have been cut up of late after being a source of spare parts), no detailed news has reached me on either the Midland Railway Centre based 37190, or the Gloucestershire & Warwickshire Railway based 37215 (Reports please!), but I am pleased to report that 37032's progress towards re-entering service seems to be very good. By the time this magazine reaches you, the loco should have been reassembled again after the cleaning and repainting of it's engine compartment, and refurbishment of the internal works. It is hoped that it may be able to perform again as early as March, initially in it's current red stripe Railfreight colourscheme, but hopefully later in green again - Hellfire!

Perhaps all you 37 fans, frustrated with the lack of Syphon moves in Scotland this summer might like to contact the Sheringham tourist information office with a view to spending your summer vacation in East Anglia this year!

No further members of the class have yet entered preservation of course as new regulations since April 1994 have made a locos purchase more complex, but I see that apart from the established groups which will eventually own members of the class (Amongst them, us), a new group is forming for the eventual purchase of 37114. Personally, I am a bit dubious about the numbers game - My view is that it is more important to get a loco in the best possible condition (From those on offer at any given time), even if the machine is not one of the more rateable examples - However, I do wish them all the best!



QUIZ

With the current obsession with reprivatisation of Britains railways, I thought that for this quiz I would take you back to the time before the grouping, when small and medium sized railway companies were numerous.

What you have to do is decide which railway company owned a particular railway station at this time (For example, LONDON EUSTON was owned by the LONDON & NORTH WESTERN whilst SHREWSBURY was owned by the SHREWSBURY & HEREFORD JOINT). Not all the stations listed are still with us (Indeed, some of the lines that they were situated on are no more), but all the lines (if not the stations themselves) are known for their class 37 traffic either currently, or at some time in the past. The best of luck to you - Unless you are an old fogey like myself, you may need it!

- | | |
|-------------------------------------|-------------------------------|
| 1. CREWE. | 41. MENAI BRIDGE. |
| 2. CHESTER GENERAL. | 42. MANCHESTER OXFORD ROAD. |
| 3. VULCAN HALT. | 43. HULL BOTANIC GARDENS. |
| 4. STOKE-ON-TRENT. | 44. SHEFFIELD POND STREET. |
| 5. DONCASTER. | 45. NEWTON-LE-WILLOWS. |
| 6. SHEFFIELD VICTORIA. | 46. COALPIT HEATH. |
| 7. STRANRAER HARBOUR. | 47. BEALINGS. |
| 8. GLASGOW QUEEN STREET HIGH LEVEL. | 48. CLEETHORPES. |
| 9. GLASGOW QUEEN STREET LOW LEVEL. | 49. MARCH. |
| 10. GLASGOW CENTRAL HIGH LEVEL. | 50. WHISTLEFIELD. |
| 11. CARLISLE CITEDAL. | 51. HOLYWOOD. |
| 12. DUMFRIES. | 52. DAISY HILL. |
| 13. ABERYSTWYTH (Main line). | 53. BOLTON PERCY. |
| 14. BROMSGROVE. | 54. LIVERPOOL LIME STREET. |
| 15. BIRMINGHAM NEW STREET. | 55. DARESBUURY. |
| 16. THORNABY. | 56. NOTTINGHAM ROAD DERBY. |
| 17. ABERTHAW HIGH LEVEL. | 57. PARK DRAIN. |
| 18. CARDIFF GENERAL. | 58. PANTYFFYNNON. |
| 19. RADYR. | 59. LLANDOVERY. |
| 20. DOWLAIS CAE HARRIS. | 60. LLANDRINDOD WELLS. |
| 21. SOUTHPORT CHAPEL STREET. | 61. LITTLE MILL. |
| 22. KIRKHAM & WESHAM. | 62. BLACK BANK. |
| 23. CRAVEN ARMS & STOKESAY. | 63. WAKEFIELD KIRKGATE. |
| 24. FORSINARD. | 64. UPWEY WISHING WELL HALT. |
| 25. KEITH. | 65. LONDON PADDINGTON. |
| 26. WEYMOUTH TOWN. | 66. LONDON KINGS CROSS. |
| 27. YORK. | 67. LONDON MARYLEBONE. |
| 28. BARNETBY. | 68. LONDON LIVERPOOL STREET. |
| 29. YARMOUTH VAUXHALL. | 69. INVERNESS. |
| 30. LINCOLN CENTRAL. | 70. MALLAIG. |
| 31. EASTLEIGH. | 71. ARBROATH. |
| 32. GLENWHILLY. | 72. DUMBARTON CENTRAL. |
| 33. BUTTS LANE HALT. | 73. WELSHPOOL. |
| 34. FOWEY. | 74. SHREWSBURY. |
| 35. NEW BASFORD. | 75. SHIFNAL. |
| 36. TYNDRUM UPPER. | 76. WOLVERHAMPTON HIGH LEVEL. |
| 37. TYNDRUM LOWER. | 77. OAKHAM. |
| 38. MOSSEND. | 78. LEEDS NEW. |
| 39. GRANGEMOUTH. | 79. LANDORE HIGH LEVEL. |
| 40. HAYMARKET. | 80. DORE & TOTLEY. |

The answers, as ever, will appear elsewhere in this magazine.

It was interesting to note whilst compiling this quiz that certain old railway companies used part of their company name to signify station ownership, for example BEDFORD MIDLAND. I wonder if history will repeat itself? Can we look forward to MANCHESTER VIRGIN, BRADFORD BADGERLINE or LONDON SEA CONTAINERS I wonder?

MY TOP TEN

by Al Pulford (37109)

1) 37060 11/June/83 1012 Ipswich - Peterborough

This working takes the number one spot on three counts - It is the only time I had this loco before it's HGR (It's now 37705 - Ed.), it's the only time I have had a Syphon on load 2 in East Anglia, and finally, it's the closest I have ever been to feeling the effects of G force on a train - Hellfire!

2) 37206 28/August/84 0906 Bristol Temple Meads - York relief

The platform end rumour was that 40004 had been appropriated to work this train, but in the event it was 37206 that did the honours - A most acceptable replacement! Quite apart from the fact that I had 206 on the Sheffield to York direct line, it is good to look back at the fact that I had the beast whilst it was still a real Syphon as opposed to the asmatic donkey it has turned into now (The 37/9's aren't that bad surely - One or two of them seem to have lost their silencers of late, and sound much better as a result - Ed.).

3) 37042 7/October/84 1527 Norwich - Ipswich

On the first Sunday of the winter 84/85 timetable, a visit to Norwich station produced 042, presumably deputising for a failed Spoon, as at least 2 Squares (Pardon - That's a new nickname on me for a 47 - Ed.) sat behind Norwich box. Unfortunately the train only went as far as Ipswich (For buses onward to Colchester) due to engineering works in Ipswich tunnel.

4) 37067 12/July/84 1310 Harwich - Blackpool North

During a fill in move from Cambridge to Ely, awaiting gen on 37118 which was at Kings Lynn to work a passenger train later in the day, it was learnt that 31215 had fallen to pieces at Parkeston Quay, and a replacement had been procured for the cross-country. Much revelry ensued when 37067 hove into sight - This turned out to be it's penultimate passenger duty before being battered into 37703.

5) 37178 1/August/86 1233 Glasgow Queen Street - Inverness

After arrival at Perth off the Clansman from Inverness, which was hauled by some shite (Shock horror - Should this word be allowed in an upmarket special interest magazine such as this? - Ed.) Spoon (Come to think of it - Perhaps all references to class 47's should be banned too! - Ed.), I hoped for something better on the 1350 Perth - Glasgow Queen Street, but I was to be disappointed, as the hideous sight of a steaming 27 greeted me (I don't know - They had a certain amount of appeal - Ed.). Luckily, as an air of gloom and dispondancy settled in, the approaching West Highland style headlights of 37178 saved the day.

6) 37046 26/September/88 1844 Carstairs - Edinburgh

The Edinburgh portions off of West Coast main line passenger trains gained something of a reputation in the days before the wires went through to Edinburgh, for although they were technically supposed to be 47/4 worked, in practice they could produce just about any class of loco that may be to hand at the time. On this occasion, this train, which was a portion off the Brighton - Glasgow Central service had the honour of being hauled by 37046, which had managed to get onto these duties quite regularly around this time.

7) 37197 30/May/89 1315 Cardiff Central - Liverpool Lime Street

I was already feeling pleased with myself for caning in 37350 on a service to Taunton that morning, whilst travelling around on my All Line Rover, and resolved to take this train (For which 37428 was booked) via the North & West route to link in with the 1S07 overnight. Whilst waiting for 37428 to return from Canton after servicing, 37197 cantered through the centre roads light engine, then proceeded to bolt itself onto my train - Needless to say, I had to change my plans and score some mega-miles behind 197, taking in the full working to Liverpool Lime Street and return.

8) 37156 15/Jul/90 Inverness - Brora

By this time, this diagram was booked for a Plastic, but on this Sunday, the DMU was a no-show, so 37156 on load 2 was enjoyed for a rare chance to revisit the Far North line loco-hauled.

9) 37240 & 37241 16/Jul/90 2215 Euston - Inverness overnight and 1217 Inverness - Glasgow Queen Street

After getting the gen that the Queen Mother had blown up at Perth (47541 that is - Not H.R.H.!), it was quickly ascertained that 37240 was on the overnight in it's place, so much leaping was to be seen further up the line, with me picking up the said train at Aviemore. I'll always remember the amazing sound of 240 slogging up to Stochd summit on load 15! Surprisingly, 240 was also selected to take out the 1217 from Inverness. At Perth, 240 came off to return north again, and everyone expected some 47 to come from behind the wall. However, we were in for a treat, for the rare 37241 burst forth to take us onward. My greatest regret was that Eastfield managed to find a Duff for the rest of the diagram once 241 had arrived in Queen Street.

10) 37207 22/February/92 1622 Exeter St. Davids - London Waterloo

Whilst vegitating at Exeter en-route to see the Indie band Lush (Who? - Ed.) at Torquay, an announcement came over the tannoy that the loco on the Waterloo service had failed, and that a substitute (Hmm, another Who link perchance? - Ed.) was being found. Shortly the noise of 207 being cranked up was followed immediately by the pounding of feet to the booking office for tickets to Salisbury! The experience of the trip up the bank to Exeter Central was notable in itself, for the machine was let rip until $\frac{1}{2}$ way down Central's platform! It may only be a relatively short journey, but in my book it beats the legendary tunnel at Glasgow Queen Street for sound effects!

PHOTOS - Always in demand for publication in SYPHON, but please remember to include details of your name/pseudoname or whatever, if you want them returned, and brief information on the subject matter on the back of each print.

RAILTOUR REPORT

CHILTERN TRAINS "ADEX": WEST RUISLIP TO YORK, 19.11.94 & 3.12.94.

Alex Hall (37405)

Not exactly railtours as such, more accurately being described as "Adexes", the two York charter trains were both hauled throughout by Regional Railways Syphons.

After leaving Brighton on the 0400 unit to London, on which I got the only doss of the night, I just missed a connection on the Blunderground which gave me a rancid long fester at Oxford Circus. By the time the next one appeared, spare time had diminished to a minimal level and the gnome driving the train like it was a milk float suffering from low power got me flapping somewhat. The irritation was enhanced by the monotonous voice telling me at every stop "This train terminates at West Ruislip...blah blah blah...", sounding something akin to Margaret Thatcher after a large dose of Valium. Not before time, the long awaited terminus shack was reached at 0721, only five minutes before the departure of the Tractor, phew! A sprint over the footbridge revealed a rake of Mk.2s headed by a rasping 37425, MY LORDS!!!! Just time for a quick phot before the whistle blew, and then the early morning peace and quiet of the Chilterns was blown away by "Concrete Bob". Although not sounding in the best of health as usual, 425 performed quite spectacularly at times with plenty of clag being evident on starting off. On hearing the power unit spluttering and misfiring, a couple of normals made derogatory comments about "not getting there with this on the front", I just ignored them and carried on enjoying the beast stir up the still morning air with ease. Until Banbury, it seemed quite surprising I was the only person in the front coach actually with an interest in the locomotive. Shacks at Beaconsfield, High Wycombe, Princes Risborough, and Bicester North were stopped at, where crowds of normals invaded the stock like ants on a jam sandwich.

Banbury was reached on time, but this occurrence was to be short lived as no relief crew had been rostered to take the train forward. The Station Stupid-sorry, Supervisor frantically phoned Saltley and Didcot where the respective Train Crew Supervisors did as little as possible to help, while our stewards flapped around his office. Eventually we got a guard and soon after that a driver, dragged unwillingly off a Northbound InterCity. Obviously unimpressed at the idea of overtime he drove 425 briskly, by now over 90 minutes late. A brief pause was made at Leamington Spa (centee road) to pick up a pilotman before continuing via Solihull and Tyseley to Landore Street Junction (Saltley) where thankfully the relief crew to take us to York were waiting. A colourful selection of Spoons were on shed, I was thinking it would be just my luck if 425 burst here! Fortunately she didn't, and we continued with a storm through Burton on Trent (where I was chinged the huge sum of £17!), slowing down for Derby, then a thrash along the main line through Clay Cross and Chesterfield to Sheffield. Some perplexed normals were blown away on leaving the steel city, a spirited run through Mexborough to Doncaster followed, a number of spotting neds on Donny platform rushed for their cameras when we passed through.

On arrival at York, some quick photos were taken before the man with the orange gloves did his bit, then it was off into the city for some alcoholic refuelling. Excelling themselves in knowing how to enjoy themselves, most of the normals eagerly trotted off to stand in a queue outside the Jorvik Viking Centre for the rest of the afternoon, while I went to The Ackhorne, The "Other" Tap & Spile, and The Maltings, scooping one new real ale in the process.

Departure was on time at 1748, returning as per the outward route. Thankfully the morning's farce wasn't repeated, and 425 seemed to be performing a bit better though still misfiring a bit. "Rover Brain Syndrome" was beginning to set in, mainly due to the dossless night, but not enough to stop me remembering a hellfire run throughout. And where had all the other bashers got to???

3.12.94.... The re-run two weeks later was somewhat hellfire in several respects, especially since the train was routed via Leicester due to engineering work at Proof House, somewhat uncommon routing for a Tractor I think!

No flapping this time round as I made the earlier tube, 421 appeared from nowhere with the stock, a six coach mixed rake of Mk.1s and Mk.2s sporting an unofficial headboard "Acton on tour". The front coach was a Mk.1 BSK, obviously the front compo of which I instantly invaded. It had been a long time since I'd travelled in such style, long may this coach evade the cutter's torch. Even the window bars were riveted far enough apart for me to stick my head out between them and bellow! An initial worry was a steward flapping due to the BSK being a TSO on his seating programme, I know of people without tickets being thrown off on previous tours when no seats had been available (sorry Steve & Helen!), but he duly took my ching and said "Sit there", pointing to where I was resident in the front anyway, "I'll come and move you later if necessary". Well, no complaints so far!

A variety of nondescript shacks such as "Denham Golf Club" were stormed through, the train picking up normals as on the last tour. By the time Banbury was reached, the compo had attracted several bashers so thankfully was not invaded by the Bernards. A Bert of pensionable age came up and joked that we should have a relief crew this time, fingers on both hands crossed. WRONG!!!! It transpired that our guard had been utilised to work a Pathfinder Gannetex to York(!) in front of us, leaving poor old Chiltern trains high and dry again! The steady drizzle prevented us from taking all but a brief phot of the train, the next two and a quarter hours were spent slouched on the compo's mattress, where the E.T.H. was working so well that the weather outside was forgotten. Next time I'm on a tour through Banbury I'll phone up some of the pubs there to request they open early!

After about two hours, the somewhat harrassed steward (who'd been doing his best trying to run a train over a railway seemingly run by vegetables) declared that if anyone wanted to go home, their ticket would be refunded in full together with the offer of free travel back. About 20 normals took up this option and shuffled miserably over to a nondescript plastic unit on the up-line. Any more and the train would be in danger of being caped was the fear at that moment, thankfully shortly afterwards the sought after railwayman strolled up to the cab and climbed in, but not until another flap was experienced whereby the up Manchester to Brighton train was announced 50 late after "loco change at Coventry". I was thinking it would be somewhat withering to pass something huge on a dead Spoon on route to where I live. Flap over, 47 whatever strummed in as we were preparing to leave.

After cleaning the accumulated dust and spider's webs off the controls, the driver did his best to make up lost time, though not quite succeeding in all of it! The driver who relieved him from Saltley was even better, storming through Nuneaton and round through Hinckley towards Leicester, hellfire stuff indeed! Coming onto the Midland Main Line at Wigston, we slowed as the city famous for Vic Berry, Hoskins & Oldfield brewery, and shoe factories grew closer, stopping briefly in the platform. About a dozen or so spotting neds were instantly sent into hyperflap on seeing us, surely in years to come these people will think to themselves how they wished they got on instead of standing in the cold watching endless Trams and Plastics. With that thought, they were dismissed back to their world of the aforementioned units when the power controller was opened with a magnificent roar and we sped off northwards. Passing through Loughborough giving a boost to the hearing aid industry (for those on the platform - some were also left in urgent need of a hairdresser), the thoughts were of all the inferior machines which have emerged from the Brush factory there. Continuing through Trent Junction and towards Derby, unfortunately not enough time there to visit the Brunswick and Alexandra for the inevitable new beer scoops which are normally to be plentiful. Continuing northwards, the driver seemed to have got the power controller stuck at warp 37, was that Chesterfield we just flew over?! The storming was broken briefly by a pause at Sheffield, then through Doncaster (more withered neds on the platform) towards our final



destination of York. The stewards had arranged for the departure time of the return journey to be one hour later than booked (exact R.S.T. instantly was created) for the benefit of the normals going for a day out as opposed to the bashers just there for the loco whatever time it runs. Still, more time to visit more pubs, what a shame! Arrival at York was greeted by a posh rake of open Mk.1s headed by a red Spoon, the train which had made us late in the first place by nicking our crew.

The beer move was entered into again, The Tap & Spile produced a scoop in the form of Old Mill "Black Beauty", The Spread Eagle had Merriman's "Old Fart" (not required), and the Maltings had three winning brews, Durham "SX", Rooster's "Pioneer Zulu", and Kelham Island "Dunkelweizen", the latter consigned to a take out container for consumption in style and at speed! Unusually, we left from a bay platform (I didn't notice which one!), the driver not holding anything back. What a difference to those tours which spend all day up a siding at 5M.P.H. A time was spent bellowing before darkness, coldness, and a plentiful supply of real ale tempted me back to the compo, unfortunately now at the back.

One of the moments of this tour was slowing on the approach to Derby then storming off without stopping, severely withering those stood on the platform wishing to have a Tractor through Leicester, bowled or what! Two excellent days out courtesy of Chiltern Trains, who deserve much credit in spite of some sort of farce outside their control occurring each time they run a tour, let's hope there will be plenty more of these trains (preferably where everything goes right) in the future.

(C) Imbibers on tour 1995.



WESTERN & SCOTTISH REGION ALLOCATED CLASS 37 PASSENGER WORKINGS THROUGH DORE

Class 37 passenger workings through Dore were never uncommon during the 1970's and 1980's. Such workings however invariably utilised locomotives allocated to Eastern Region depots.

The first recorded passenger workings I have for none Eastern Region allocated locomotives occurred in the summer of 1975, these may not have actually been the first, but at the time such workings were certainly extremely unusual.

During the summer of 1975, the Summer Saturdays only 1035 Portsmouth Harbour-Sheffield perpetuated the practise of locomotive changing at Nottingham. The Nottingham-Sheffield leg being somewhat of a 'kick out' working, the most notable 'kick out' being Scottish Region allocated 37150 (*ED*) on the trains first day of operation, 14th June 1975. A month later a similar working saw the first recorded use of a Western Region allocated locomotive when 37272 (*CF*) surprisingly appeared at the head of the Summer Saturdays only 0910 Sheffield-Poole, returning later in the day at the head of the 1050 Poole-Sheffield, having worked to and from Nottingham on what was a bit of a kick out turn from Tinsley TMD.

It was another two years before another passenger working occurred, when on 6th August 1977, 37182 (*LE*) headed the 0655 Gloucester-Leeds, returning on the 1440 Leeds-Plymouth, this again being a Summer Saturday.

Another two years was again to elapse before the next appearance. The summer of 1979, however, was a turning point, in that from this time such workings became more frequent than hitherto. It all kicked off with two exceptional workings in two days. The first, on Friday 27th July, was the appearance of 37298 (*LE*) at the head of the 0730 Birmingham New Street-Newcastle, returning on the 1338 Newcastle-Swansea. At the time 37298 (*LE*) was one of the twelve Class 37's fitted with strengthened couplings and dedicated for use on the triple headed Port Talbot-Llanwern iron ore trains (*the others being 37241, 37299-37308*). Thus its appearance through Dore was something rather special and on a passenger working at that! The following day produced something just as spectacular when 37223 (*CF*) appeared on the Harwich Boat Train, Eastern Region examples were particularly common on this working at the time, but a Western Region locomotive was something exceptional. Four other Western Region locomotives appeared in the following few weeks, two of these, 37208 (*LE*) on 1st August and 37207 (*BR*) on 7th September worked the previously mentioned 0730 Birmingham New Street-Newcastle and return 1338 Newcastle-Swansea, this working proving to be a crafty way of returning locomotives to their home region! Tuesday 7th August saw 37210 (*LE*) heading the 1140 Poole-Newcastle, whilst Saturday 8th September saw the surprise appearance of 37222 (*CF*) on the normally type 4 headed 0822 Taunton-Newcastle. The summer was completed by the appearance of another strengthened coupling locomotive when the 1555 Cardiff-Newcastle appeared behind 37306 (*LE*) on Sunday 23rd September, apparently it was attached to the train outside Ebbw Junction TMD, following a locomotive failure. It apparently just happened to be the end locomotive on the row! By this time, however, the Class 37's had been replaced by pairs of Class 56's on the Llanwern workings but the appearance of a former D6600'er was considered very notable, the first ever recorded through Dore.

The winter of 1979/1980 saw two out and back workings emanating from Swansea utilising the pair of former Eastern Region steam heating locomotives transferred to the Western Region in February 1977. **37268 (CF)** was probably the first Western Region allocated Class 37 locomotive to provide heat for a passenger train passing through Dore when it headed the Fridays only 1330 Birmingham New Street-York, starting back at Swansea, on 21st December, returning later in the day on the Fridays only 1726 York-Birmingham New Street. April 11th saw **37247 (CF)** heading the 0730 Swansea-Leeds and balancing 1639 Leeds-Bristol Temple Meads. A pedigree Western Region steam heating fitted locomotive also appeared on a more familiar working during this winter when **37182 (LE)** was noted in charge of the 1338 Newcastle-Swansea on 29th February, it is not known on this occasion, whether the locomotive had also worked the 0730 Birmingham New Street-Newcastle as had been the case previously.

The Spring Bank Holiday weekend of 1980 saw the surprising appearance of **37204 (BR)** on two round trips from Nottingham. On Friday 23rd May it headed the 1031 Nottingham-Glasgow Central to Leeds, from where it returned on the 1150 Glasgow Central-Nottingham. On the following day it took over the 0714 Wellingborough-Scarborough at Nottingham, returning on the balancing 1230 Scarborough-Leicester as far as Nottingham, a train regrettably for Dore observers, routed via the Rother Valley. The summer of 1980 saw several Western Region allocated locomotives substituting for Type 4's on South West-North East trains. These included another two appearances of strengthened coupling locomotives with **37303 (LE)** heading the 0815 Plymouth-Leeds on 1st August and **37241 (LE)** appearing on the overnight train from Penzance on 21st August. Other workings saw **37186 (CF)** heading the 0955 Weymouth-Leeds on 4th June and **37236 (LE)** the 0700 Bristol Temple Meads-Leeds and 1638 return on 25th July. The summer culminated in the appearance of Scottish Region **37153 (ED)** at the head of the 1015 Scarborough-Birmingham New Street on 30th August, on which date the train was extended to Cardiff. The final working of the year occurred on 28th December when 45103 failed at Chesterfield whilst heading the 1426 St.Pancras-Sheffield. Surprisingly the rescue locomotive proved to be **37258 (LE)** which dragged the ensemble forward to Sheffield!

1981 saw less activity than the previous couple of years. The first appearance of the year being Western Region allocated **37188 (LE)** on 11th July heading the 0824 York-Tenby. More notable however were the antics of **37295 (BR)** over the weekend of 1st & 2nd August when it headed the 0840 Chesterfield-Skegness returning on the 1248 to Sheffield on the Saturday, followed by the 0847 Chesterfield-Scarborough and 1925 return on the Sunday. Other workings saw **37181 (LE)** on the 1032 Swansea-Sheffield relief on 24th August, **37159 (BR)** on the 0932 Birmingham New Street-Scarborough on 12th September and steam heating **37190 (LE)** on the 1555 Cardiff-Newcastle on 29th November.

It was 16th July 1983 before another passenger working occurred, it being quite a surprise when Scottish Region allocated **37196 (ED)** appeared on the 0804 Manchester Piccadilly-Skegness and return 1320 Skegness-Manchester Piccadilly, a feat replicated by Western Region allocated **37290 (CF)** on 10th September. The summer of 1983 was however marked by several appearances of Western Region allocated locomotives on both timetabled and relief South West-North East trains. The first being **37284 (CF)** on the 0913 Paignton-Leeds relief on 4th August, followed by **37274 (CF)** heading the 0900 Tenby-York, later appearing on the 2047 Sheffield-Bristol Temple Meads on 13th August, **37127 (BR)** heading the 1530

Birmingham New Street-York and return 1949 York-Bristol Temple Meads on 26th August, making a reappearance on 12th September at the head of the 1110 Bristol Temple Meads-Leeds relief, 37225 (CF) on 1425 Bristol Temple Meads-Leeds on 25th September and 37239 (CF) on 0900 Tenby-York on 1st October.

The winter of 1983/1984 saw several steam heating Western Region allocated locomotives in action. 37180 (LE) headed a 1706 Bristol Temple Meads-Leeds relief on 21st October, 37189 (BR) the Sunday 0810 Birmingham New Street-York on 26th February and 37187 (BR) the Fridays only 1217 Birmingham New Street-York on 20th April. The later locomotive was also in action assisting an ailing HST on the 1328 Paignton-Newcastle on 14th April, whilst the same working was assisted through Dore by 37158 (BR)+37296 (CF) following complete failure of the HST on 11th May.

A consequence of the 1984/1985 miners strike was that locomotives tended to move around the system in an unprecedented fashion, seemingly being used on what ever traffic was available. Thus the summer of 1984 will be remembered for the amazing number of Western Region allocated Class 37 locomotives appearing on North East-South West relief trains, which culminated in no less than three such trains being so powered on 24th August. Timetabled trains were however not forgotten with 37259 (CF) powering the 0710 Sheffield-Skegness and 1041 return and 37271 (CF) the 0802 Manchester Piccadilly-Yarmouth and 1413 return on 16th June, 37186 (CF) the 0805 Chesterfield-Scarborough on 23rd June, 37123 (BR) the 1410 Scarborough-Nottingham on 7th July, reappearing on the 0910 Paignton-Newcastle on 25th August and 37203 (BR) powering the 0918 Penzance-Leeds on 31st August. Not to be left out by all the Western Region activity, Scottish Region allocated locomotives were also in action, 37148 (ED) headed the 1413 Portsmouth Harbour-York on 19th June, whilst former Western Region steam heating 37192 (ED), paired with 37002, double headed the 0930 Poole-York relief on 7th July.

The excitement of the summer of 1984 was followed by a winter which saw three Western Region steam heating locomotives appearing on passenger trains through Dore. 37186 (CF) headed a 1255 York-Swansea relief on 26th October, 37187 (BR) a 1521 Bristol Temple Meads-Leeds relief on 28th December and 37267 (LE) found its way onto the Fridays only 1246 Portsmouth Harbour-Leeds on 8th March 1985. This later working being the last on which a Western Region Class 37 provided steam heating for a passenger train passing through Dore. It may be of interest at this point to mention that of the eighteen pedigree Western Region steam heating Class 37's, (37175-37192), eleven have been recorded passing through Dore on service trains, whilst an additional two can be accounted for by a railtour and a working after transfer to Scotland. Of the six steam heating Class 37's transferred in from the Eastern Region, (37247/37264-37268), four have been recorded, with a fifth appearing on a railtour after having been fitted with ETH.

With the ending of the miners strike, the summer of 1985 was an anticlimax compared with the previous year seeing only a couple of Western Region locomotives on relief's. 37135 (BR) headed a 1425 York-Plymouth relief on 28th June and 37179 (CF) a 1032 York-Plymouth relief on 24th July.

In away 1986 was the dawning of a new era with the allocation of electric train heating Class 37/4's to Cardiff Canton, displacing the boilered examples of the class from their

remaining regular passenger turns. It did not however take long for the Class 37/4's to find there way through Dore on relief trains. The first being on 27th March when **37429 (CF)** headed the 1100 Cardiff-York and return 1809 York-Birmingham New Street relief's. Later on in the year, on 7th November, **37428 (CF)** headed a 1203 York-Cardiff relief.

The summer of 1987 saw a slight revival in the fortunes of non-heat locomotives with **37127 (CF)** heading a 1133 Exeter St. David's-Leeds relief on 26th May, whilst the one and only appearance through Dore on a passenger train of a Western region allocated Class 37/5 took place on 27th June when **37697 (CF)** headed the 0925 Newquay-Newcastle. A couple of peculiar pairings also occurred with **37223 (CF)**+31294 on the 1133 Exeter St. David's-Leeds relief on 24th August and similarly **37244 (CF)**+31425 on a 0833 Bristol Temple Meads-York relief on 7th September. The end of 1987 saw **37429 (CF)** heading a 1125 Cardiff-Leeds relief on 30th December. This appeared at the time, to be probably the last occasion that a Western or Scottish region allocated locomotive would work through Dore on a passenger train, particularly as locomotive hauled relief's, with which they had become so associated were being reduced drastically. A surprise was in store however.

During the summer and early autumn of 1989 a daily Nottingham-Blackpool train was operated particularly aimed at the day trip market. Having being predominantly worked by Class 47's throughout the summer it was a great surprise when, for the period 2nd October to 3rd November, the Monday-Friday 0815 Nottingham-Blackpool North and 1828 return were rostered for a Cardiff Canton allocated Class 37/4, **37408 (CF)**, **37426 (CF)** & **37431 (CF)** doing the honours during this amazing month. Just for good measure, **37408 (CF)** was also used on the equivalent Sunday train on 29th October, substituting for the diagrammed Class 47, it also having worked a Leicester-Barnsley and return footex the previous day. **37408 (CF)** also had the honour of powering the Blackpool working on 3rd November on what was to date the last appearance of a Western or Scottish region allocated locomotive on a passenger train through Dore.

One type of working not referred to above is the use of Western and Scottish region allocated Class 37's on railtours and similar workings through Dore. Over the years several have run, the first being on 22nd March 1980 when boilered **37180 (LE)** headed a Cardiff-Newcastle charter as far as York. A similar train operated on 13th March 1982 headed by boilered **37183 (LE)**, whilst **37430 (CF)** headed the return leg of 'The Yorkshire Rose', York Cardiff railtour on 21st March 1987. Most notable of the railtours however was on 25th July 1987 when **37699 (CF)**+**37139 (CF)** double headed 'The Humber Man' railtour from Exeter St. David's to Cleethorpes. What turned out to be a prelude for the Nottingham-Blackpool service was the use of green liveried **37350 (CF)** on a Sheffield-Blackpool railtour on 1st May 1989 this was routed outward via Dore and the Hope Valley returning via the more traditional route for such workings of Copy Pit

Like with many railway records it is only after the event that I have attempted to compile a full list of the Dore workings. I do however believe I have 95+% of the workings recorded and I would therefore be very grateful for any corrections or additions that can be made to the attached listing.

PETER HALL

WESTERN REGION ALLOCATED CLASS 37 PASSENGER WORKINGS THROUGH DORE

DATE	LOCOS	DEPOT	BOILER	TRAIN	NOTES
12/07/75	37272	CF		0910 SHEFFIELD-POOLE	DETACHED NOTTINGHAM
12/07/75	37272	CF		1050 POOLE-SHEFFIELD	ATTACHED NOTTINGHAM
06/08/77	37182	LE	B	0655 GLOUCESTER-LEEDS	
06/08/77	37182	LE	B	1440 LEEDS-PLYMOUTH	
27/07/79	37298	LE		0730 BIRMINGHAM NEW STREET-NEWCASTLE	
27/07/79	37298	LE		1338 NEWCASTLE-SWANSEA	
28/07/79	37223	CF		0717 HARWICH PQ-MANCHESTER PICCADILLY	DETACHED AT SHEFFIELD
28/07/79	37223	CF		1515 MANCHESTER PICCADILLY-HARWICH PQ	ATTACHED AT SHEFFIELD
01/08/79	37208	LE		0730 BIRMINGHAM NEW STREET-NEWCASTLE	
01/08/79	37208	LE		1338 NEWCASTLE-SWANSEA	
07/08/79	37210	LE		1140 POOLE-NEWCASTLE	
07/09/79	37207	BR		0730 BIRMINGHAM NEW STREET-NEWCASTLE	
07/09/79	37207	BR		1338 NEWCASTLE-SWANSEA	
08/09/79	37222	CF		0822 TAUNTON-NEWCASTLE	
23/09/79	37306	LE		1555 CARDIFF-NEWCASTLE	
19/10/79	37290	LE		?	
21/12/79	37268	CF	B	1330 BIRMINGHAM NEW STREET-YORK	STARTED BACK AT SWANSEA
21/12/79	37268	CF	B	1726 YORK-BIRMINGHAM NEW STREET	
29/02/80	37182	LE	B	1338 NEWCASTLE-SWANSEA	
22/03/80	37180	LE	B	CARDIFF-NEWCASTLE CHARTER	DETACHED AT YORK
11/04/80	37247	CF	B	0730 SWANSEA-LEEDS	
11/04/80	37247	CF	B	1639 LEEDS-BRISTOL TEMPLE MEADS	
23/05/80	37204	BR		1031 NOTTINGHAM-GLASGOW CENTRAL	DETACHED AT LEEDS
23/05/80	37204	BR		1150 GLASGOW CENTRAL-NOTTINGHAM	ATTACHED AT LEEDS
24/05/80	37204	BR		0714 WELLINGBOROUGH-SCARBOROUGH	ATTACHED AT NOTTINGHAM
04/06/80	37186	CF	B	0955 WEYMOUTH-LEEDS	
25/07/80	37236	LE		0700 BRISTOL TEMPLE MEADS-LEEDS	
25/07/80	37236	LE		1638 LEEDS-BRISTOL TEMPLE MEADS	
01/08/80	37303	LE		0815 PLYMOUTH-LEEDS	
21/08/80	37241	BR		1808 PENZANCE-SHEFFIELD	
28/12/80	37258+45103	LE		1426 ST. PANCRAS-SHEFFIELD	(45103 DEAD) ATTACHED CHESTERFIELD
11/07/81	37188	LE	B	0824 YORK-TENBY	
01/08/81	37295	BR		0840 CHESTERFIELD-SKEGNESS	
02/08/81	37295	BR		0847 CHESTERFIELD-SCARBOROUGH	
02/08/81	37295	BR		1925 SCARBOROUGH-CHESTERFIELD	
24/08/81	37181	LE	B	1032 SWANSEA-SHEFFIELD RELIEF	
12/09/81	37159	BR		0932 BIRMINGHAM NEW STREET-SCARBOROUGH	
29/11/81	37190	LE	B	1555 CARDIFF-NEWCASTLE	
13/03/82	37183	LE	B	? -NEWCASTLE RAILTOUR	'1210'
04/08/83	37284	CF		0913 PAIGNTON-LEEDS RELIEF	(0913 PAIGNTON-EXETER EXTENDED)
13/08/83	37274	CF		0900 TENBY-YORK	
13/08/83	37274	CF		2047 SHEFFIELD-BRISTOL TEMPLE MEADS	
26/08/83	37127	BR		1530 BIRMINGHAM NEW STREET-YORK	
26/08/83	37127	BR		1949 YORK-BRISTOL TEMPLE MEADS	
10/09/83	37290	CF		0804 MANCHESTER PICCADILLY-SKEGNESS	
10/09/83	37290	CF		1320 SKEGNESS-MANCHESTER PICCADILLY	
12/09/83	37127	BR		1110 BRISTOL TEMPLE MEADS-LEEDS RELIEF	
25/09/83	37225	CF		1425 BRISTOL TEMPLE MEADS-LEEDS	
01/10/83	37239	CF		0900 TENBY-YORK	
21/10/83	37180	LE	B	1706 BRISTOL TEMPLE MEADS-LEEDS RELIEF	
26/02/84	37189	BR	B	0810 BIRMINGHAM NEW STREET-YORK	
14/04/84	37187+ HST	BR	B	1328 PAIGNTON-NEWCASTLE	(HST FAILED)
20/04/84	37187	BR	B	1217 BIRMINGHAM NEW STREET-YORK	
11/05/84	37158+37296	BR		1328 PAIGNTON-NEWCASTLE	+ FAILED HST (37296 CF)

WESTERN REGION ALLOCATED CLASS 37 PASSENGER WORKINGS THROUGH DORE

DATE	LOXOS	DEPOT	BOILER	TRAIN	NOTES
29/05/84	37225	CF		1521 BRISTOL TEMPLE MEADS-LEEDS RELIEF	
08/06/84	37123	BR		1420 YORK-PLYMOUTH RELIEF	
16/06/84	37259	CF		0710 SHEFFIELD-SKEGNESS	
16/06/84	37259	CF		1041 SKEGNESS-SHEFFIELD	
16/06/84	37271	CF		1412 YARMOUTH-MANCHESTER PICCADILLY	STARTED AT NORWICH
16/06/84	37271	CF		0802 MANCHESTER PICCADILLY-YARMOUTH	TERMINATED AT NORWICH
23/06/84	37186	CF	B	0805 CHESTERFIELD-SCARBOROUGH	
07/07/84	37123	BR		1410 SCARBOROUGH-NOTTINGHAM	
20/07/84	37210	CF		1420 YORK-PLYMOUTH RELIEF	
26/07/84	37251	CF		1030 YORK-PLYMOUTH RELIEF	
27/07/84	37251	CF		1709 BRISTOL TEMPLE MEADS-LEEDS RELIEF	
31/07/84	37251	CF		1030 YORK-PLYMOUTH RELIEF	
13/08/84	37251	CF		1030 YORK-PENZANCE RELIEF	
20/08/84	37159	BR		1030 YORK-PENZANCE RELIEF	
24/08/84	37275	CF		1030 YORK-PLYMOUTH RELIEF	
24/08/84	37295	CF		1255 YORK-SWANSEA RELIEF	
24/08/84	37177	LE	B	1709 BRISTOL TEMPLE MEADS-LEEDS RELIEF	
25/08/84	37123	BR		0910 PAIGNTON-NEWCASTLE	
25/08/84	37266	LE	B	1521 SHEFFIELD-PAIGNTON RELIEF	
28/08/84	37206	CF		0907 BRISTOL TEMPLE MEADS-YORK RELIEF	
31/08/84	37203	BR		0918 PENZANCE-LEEDS	
07/09/84	37267	LE	B	1709 BRISTOL TEMPLE MEADS-LEEDS RELIEF	
14/09/84	37286	CF		1420 YORK-PLYMOUTH RELIEF	
26/10/84	37186	CF	B	1255 YORK-SWANSEA RELIEF	
28/12/84	37187	BR	B	1521 BRISTOL TEMPLE MEADS-LEEDS RELIEF	
08/03/85	37267	LE	B	1246 PORTSMOUTH HARBOUR-LEEDS	
28/06/85	37135	BR		1425 YORK-PLYMOUTH RELIEF	
24/07/85	37179	CF	B	1032 YORK-PLYMOUTH RELIEF	
27/03/86	37429	CF		1100 CARDIFF-YORK RELIEF	
27/03/86	37429	CF		1809 YORK-BIRMINGHAM NEW STREET RELIEF	
07/11/86	37428	CF		1203 YORK-CARDIFF RELIEF	
21/03/87	37430	CF		YORK-CARDIFF RAILTOUR	RETURN LEG 'THE YORKSHIRE ROSE'
26/05/87	37127	CF		1133 EXETER ST. DAVIDS-LEEDS RELIEF	
27/06/87	37697	CF		0925 NEWQUAY-NEWCASTLE	
25/07/87	37699+37139	CF		EXETER ST. DAVIDS-CLEETHORPES RAILTOUR	'THE HUMBER MAN'
24/08/87	37223+31294	CF		1133 EXETER ST. DAVIDS-LEEDS RELIEF	
07/09/87	37244+31425	CF		0833 BRISTOL TEMPLE MEADS-YORK RELIEF	
30/12/87	37429	CF		1125 CARDIFF-LEEDS RELIEF	
01/05/89	37350	CF		SHEFFIELD-BLACKPOOL NORTH RAILTOUR	VIA HOPE VALLEY
02/10/89	37426	CF		0815 NOTTINGHAM-BLACKPOOL NORTH	
02/10/89	37426	CF		1828 BLACKPOOL NORTH-NOTTINGHAM	
03/10/89	37426	CF		0815 NOTTINGHAM-BLACKPOOL NORTH	
03/10/89	37426	CF		1828 BLACKPOOL NORTH-NOTTINGHAM	
04/10/89	37426	CF		0815 NOTTINGHAM-BLACKPOOL NORTH	
04/10/89	37426	CF		1828 BLACKPOOL NORTH-NOTTINGHAM	
05/10/89	37431	CF		0815 NOTTINGHAM-BLACKPOOL NORTH	
05/10/89	37431	CF		1828 BLACKPOOL NORTH-NOTTINGHAM	
06/10/89	37431	CF		0815 NOTTINGHAM-BLACKPOOL NORTH	
06/10/89	37431	CF		1828 BLACKPOOL NORTH-NOTTINGHAM	
09/10/89	37431	CF		0815 NOTTINGHAM-BLACKPOOL NORTH	
09/10/89	37431	CF		1828 BLACKPOOL NORTH-NOTTINGHAM	
10/10/89	37431	CF		0815 NOTTINGHAM-BLACKPOOL NORTH	
10/10/89	37431	CF		1828 BLACKPOOL NORTH-NOTTINGHAM	
11/10/89	37431	CF		0815 NOTTINGHAM-BLACKPOOL NORTH	

WESTERN REGION ALLOCATED CLASS 37 PASSENGER WORKINGS THROUGH DORE

DATE	LOCOs	DEPOT	BOILER	TRAIN	NOTES
11/10/89	37431	CF		1828 BLACKPOOL NORTH-NOTTINGHAM	
12/10/89	37431	CF		0815 NOTTINGHAM-BLACKPOOL NORTH	
12/10/89	37431	CF		1828 BLACKPOOL NORTH-NOTTINGHAM	
13/10/89	37431	CF		0815 NOTTINGHAM-BLACKPOOL NORTH	
13/10/89	37431	CF		1828 BLACKPOOL NORTH-NOTTINGHAM	
16/10/89	37431	CF		0815 NOTTINGHAM-BLACKPOOL NORTH	
16/10/89	37431	CF		1828 BLACKPOOL NORTH-NOTTINGHAM	
17/10/89	37431	CF		0815 NOTTINGHAM-BLACKPOOL NORTH	
17/10/89	37431	CF		1828 BLACKPOOL NORTH-NOTTINGHAM	
18/10/89	37431	CF		0815 NOTTINGHAM-BLACKPOOL NORTH	
18/10/89	37431	CF		1828 BLACKPOOL NORTH-NOTTINGHAM	
19/10/89	37408	CF		0815 NOTTINGHAM-BLACKPOOL NORTH	
19/10/89	37408	CF		1828 BLACKPOOL NORTH-NOTTINGHAM	
20/10/89	37408	CF		0815 NOTTINGHAM-BLACKPOOL NORTH	
20/10/89	37408	CF		1828 BLACKPOOL NORTH-NOTTINGHAM	
23/10/89	37408	CF		0815 NOTTINGHAM-BLACKPOOL NORTH	
23/10/89	37408	CF		1828 BLACKPOOL NORTH-NOTTINGHAM	
24/10/89	37408	CF		0815 NOTTINGHAM-BLACKPOOL NORTH	
24/10/89	37408	CF		1828 BLACKPOOL NORTH-NOTTINGHAM	
25/10/89	37408	CF		0815 NOTTINGHAM-BLACKPOOL NORTH	
25/10/89	37408	CF		1828 BLACKPOOL NORTH-NOTTINGHAM	
26/10/89	37408	CF		0815 NOTTINGHAM-BLACKPOOL NORTH	
26/10/89	37408	CF		1828 BLACKPOOL NORTH-NOTTINGHAM	
27/10/89	37408	CF		0815 NOTTINGHAM-BLACKPOOL NORTH	
27/10/89	37408	CF		1828 BLACKPOOL NORTH-NOTTINGHAM	
28/10/89	37408	CF		? LEICESTER-BARNSELY FOOTEX	
28/10/89	37408	CF		? BARNSELY-LEICESTER FOOTEX	RETURN LEG
29/10/89	37408	CF		0844 NOTTINGHAM-BLACKPOOL NORTH	
29/10/89	37408	CF		1729 BLACKPOOL NORTH-NOTTINGHAM	
30/10/89	37408	CF		0815 NOTTINGHAM-BLACKPOOL NORTH	
30/10/89	37408	CF		1828 BLACKPOOL NORTH-NOTTINGHAM	
31/10/89	37408	CF		0815 NOTTINGHAM-BLACKPOOL NORTH	
31/10/89	37408	CF		1828 BLACKPOOL NORTH-NOTTINGHAM	
01/11/89	37408	CF		0815 NOTTINGHAM-BLACKPOOL NORTH	
01/11/89	37408	CF		1828 BLACKPOOL NORTH-NOTTINGHAM	
03/11/89	37408	CF		0815 NOTTINGHAM-BLACKPOOL NORTH	
03/11/89	37408	CF		1828 BLACKPOOL NORTH-NOTTINGHAM	

SCOTTISH REGION ALLOCATED CLASS 37 PASSENGER WORKINGS THROUGH DORE

DATE	LOCOs	DEPOT	BOILER	TRAIN	NOTES
14/06/75	37150	ED		1035 PORTSMOUTH HARBOUR-SHEFFIELD	
30/08/80	37153	ED		1015 SCARBOROUGH-BIRMINGHAM NEW STREET	EXTENDED TO CARDIFF
16/07/83	37196	ED		0804 MANCHESTER PICCADILLY-SKEGNESS	
16/07/83	37196	ED		1320 SKEGNESS-MANCHESTER PICCADILLY	
19/06/84	37148	ED		1413 PORTSMOUTH HARBOUR-YORK	
07/07/84	37002+37192	ED	B	0930 POOLE-YORK RELIEF	(37002 EASTERN REGION ALLOCATED)

QUIZ ANSWERS

You will have noted from attempting the quiz that Britain's railways were quite a complex affair in the days before the grouping.

The answers appear below - In the case of some joint lines, I have enclosed both the operating title and the constituent companies (For instance, the **BIRKENHEAD JOINT** was owned jointly by the **LONDON & NORTH WESTERN** and **GREAT WESTERN**), as either of these answers are correct:

1. Crewe = London & North Western, 2. Chester General = London & North Western and Great Western Joint, 3. Vulcan Halt = London & North Western (This long closed station was near the English Electric birthplace of Vulcan Foundry, just south of Earlestown on the line to Warrington Bank Quay), 4. Stoke-on-Trent = North Staffordshire, 5. Doncaster = Great Northern, 6. Sheffield Victoria = Great Central (This station is closed, but you should know what route it was on if you call yourself a rail enthusiast!), 7. Stranraer Harbour = Port Patrick & Wigtonshire Joint/London & North Western, Midland, Caledonian and Glasgow & South Western, 8. Glasgow Queen Street High Level = North British, 9. Glasgow Queen Street Low Level = North British, 10. Glasgow Central High Level = Caledonian, 11. Carlisle Citadel = Citadel Station Committee/London & North Western and Caledonian (Plus many more companies that used it on a contract basis!), 12. Dumfries = Glasgow & South Western, 13. Aberystwyth = Great Western & Cambrian Joint, 14. Bromsgrove = Midland, 15. Birmingham New Street = London & North Western, 16. Thornaby = North Eastern, 17. Abertaw High Level = Barry (Closed station on the Barry to Bridgend goods line), 18. Cardiff General = Great Western, 19. Radyr = Taff Vale, 20. Dowlais Cae Harris = Taff Bargoed Joint/Great Western and Rhymney (A station long since closed, a little further north than the 37 visited colliery at Cwmbargoed), 21. Southport Chapel Street = Lancashire & Yorkshire, 22. Kirkham & Wesham = Preston & Wyre Joint/London & North Western and Lancashire & Yorkshire, 23. Craven Arms & Stokesay = Shrewsbury & Hereford Joint/London & North Western and Great Western, 24. Forsinard = Highland, 25. Keith = Great North of Scotland, 26. Weymouth Town = Great Western, 27. York = North Eastern, 28. Barnetby = Great Central, 29. Yarmouth Vauxhall = Great Eastern, 30. Lincoln Central = Great Northern, 31. Eastleigh = London & South Western, 32. Glenwhilly = Glasgow & South Western (A closed station between Girvan and Stranraer), 33. Butts Lane Halt = Lancashire & Yorkshire (Another closed station, this time just outside Southport on the line to Wigan), 34. Fowey = Great Western (If you are a fan of the Cornish China Clay fleet, you should know where this one is, despite the demise of passenger traffic), 35. New Basford = Great Central (Just north of Nottingham on the closed Great Central main line), 36. Tyndrum Upper = North British, 37. Tyndrum Lower = Caledonian, 38. Mossend = Caledonian (Passenger station gone, but freight still going strong!), 39. Grangemouth = Caledonian (Again, passenger traffic gone, but well known for it's freights), 40. Haymarket = North British, 41. Menai Bridge = London & North Western (Closed, but fairly obvious where it once was), 42. Manchester Oxford Road = Manchester South Junction & Altrincham Joint/London & North Western and Great Central, 43. Hull Botanic Gardens = North Eastern (Closed station on the Hull to Scarborough line, noted for it's Syphon owning diesel depot at one time), 44. Sheffield Pond Street = Midland (In common with many stations, this one has carried a few names over the years, Sheffield Pond Street, Sheffield Midland and nowadays just plain Sheffield), 45. Newton-le-Willows = London & North Western, 46. Coalpit Heath = Great Western (A closed station between the current station of Bristol Parkway and where the Birmingham line diverges from the main line to Paddington at Westerleigh Junction), 47. Bealings = Great Eastern (A station which is no more on the East Suffolk route east of Westerfield), 48. Cleethorpes = Great Central, 49. March = Great Eastern, 50. Whistlefield = North British (A closed station between Gaerlochhead and Arochar & Tarbet), 51. Holywood = Glasgow & South Western (A closed station just north of Dumfries), 52. Daisy Hill = Lancashire & Yorkshire, 53. Bolton Percy = North Eastern (Another station now gone, it lay between York and Church Fenton), 54. Liverpool Lime Street = London & North Western, 55. Daresbury = Birkenhead Joint/London & North Western and Great Western (A closed station just south of Warrington on the Chester line), 56. Nottingham Road Derby = Midland (This closed station was just north of the main Derby station), 57. Park Drain = Great Northern & Great Eastern Joint (A

long deceased station between Gainsborough and Doncaster),58. Pantyffynnon = Great Western,59. Llandovery = Great Western and London & North Western Joint,60. Llandrindod Wells = London & North Western,61. Little Mill = Great Western (Gone some time, but was situated just north of Pontypool station on the Newport to Shrewsbury line),62. Black Bank = Great Eastern (A closed station between Ely and March),63. Wakefield Kirkgate = Lancashire & Yorkshire,64. Upwey Wishing Well Halt = Great Western (A pleasantly named station which was to be found just north of the current Upwey station, on the Weymouth to Castle Cary line),65. London Paddington = Great Western,66. London Kings Cross,67. London Marylebone = Great Central,68. London Liverpool Street = Great Eastern,69. Inverness = Highland,70. Mallaig = North British,71. Arbroath = Dundee & Arbroath Junction/Caledonian and North British,72. Dumbarton Central = Dumbarton & Balloch Joint/Caledonian and North British,73. Welshpool = Cambrian,74. Shrewsbury = Shrewsbury & Hereford Joint/London & North Western and Great Western,75. Shifnal = Great Western,76. Wolverhampton High Level = London & North Western,77. Oakham = Midland,78. Leeds New = London & North Western and North Eastern,79. Landore High Level = Great Western (A closed station in Swansea near the Landore depot that became home to so many 37's over the years) and last but not least,80. Dore & Topley = Midland.



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 - Saturdays 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.
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.

First of all, please note that there have been a few changes to the class 37 diagrams in the North West:

- * The 1824 Crewe - Chester (Diagram one) apparently operates Mondays - Saturdays.
- * Regrettably, the 1014 Manchester Victoria - Holyhead and 1330 Holyhead - Manchester Victoria have gone over to DMU operation.

Turning to the actual working gen. itself, I thank all people who have sent in their sightings, but once again, I am having to restrict what is actually published here to the more unusual workings - In the main, 37/4's and the Scottish sleeper 37/5's (37505/37510/37683/37685) are excluded in order to save a considerable amount of space, although all details sent have been logged in a master-book which I maintain for group records, so all gen is still welcomed!

- 21.08.94 37903/37906 Further to the Aug/Oct 94 edition of SYPHON, it has been reported that these locos worked from Bristol Temple Meads - Crewe only, and not in the reverse direction (They returned light).
- 22.10.94 37519/37886 The working reported in the Dec 94 edition of SYPHON has been identified as the "Citedal Centurion" railtour. The loco worked from Preston - MOD Longtown via Shap, then returned with the train back as far as Preston via the Settle & Carlisle line.
- 19.11.94 37708 1330 Holyhead - Manchester Victoria (Holyhead - Llandudno Junction then 31327 forward).
- 20.11.94 37905 "Cheshire Chaser" railtour (Newport - Bristol TM).
- 26.11.94 37197 Topped and tailed by 47781 worked 0900 Treherbert - Barry Island vice DMU (And probably other trains too - Any further reports welcome).
- 28.11.94 37133/37251 Overnight ex Aberdeen (This and all subsequent overnights mentioned worked to or from Edinburgh).
- 29.11.94 37133/37251 Overnight to Inverness.
37214/37428 Overnight ex Inverness (37428 had previous to this worked 0710 Kyle - Inverness, quite an uncommon occurrence during the winter months).
- 30.11.94 37133/37251 Overnight ex Inverness.
- 01.12.94 37240/37683 Overnight ex Aberdeen.
- 02.12.94 37240/37683 Overnight to Inverness, overnight ex Inverness.
- 03.12.94 37072/37264 Topped and tailed by 47705 worked the "Westerleigh Wizard" railtour (Didcot - Bristol TM and Avonmouth - Yate).
- 05.12.94 37240/37683 Overnight to Inverness, overnight from Inverness.
- 06.12.94 37240/37683 Overnight to Aberdeen.
37503 1728 Manchester Victoria - Blackpool North.
- 08.12.94 37240/37683 Overnight to Inverness, overnight from Inverness.
- 09.12.94 37240/37683 Overnight to Aberdeen, overnight from Aberdeen.
- 11.12.94 37803 "Southern Serpent" railtour (Waterloo - Basingstoke).
- 14.12.94 37211/37683 Overnight ex Aberdeen.
- 15.12.94 37240/37685 Overnight to Aberdeen.
- 16.12.94 37250/37505 Overnight to Inverness, overnight from Inverness.
- 19.12.94 37184/37685 Overnight to Inverness (Perth - Inverness). Although not reported, it can be assumed that 37250/37505 started out from Edinburgh, but 37250 developed some problem en-route causing 37184 to be substituted.
- 20.12.94 37184/37685 Overnight ex Inverness.
- 20.12.94 37184/37685 Overnight to Aberdeen, overnight ex Aberdeen.
- 21.12.94 37250/37505 Overnight ex Inverness. 37250 had obviously recovered and been reunited with its original partner.
- 21.12.94 37023 1605 Norwich - Liverpool Street (Chelmsford - Liverpool Street) after can failure.
- 37038 0646 Westbury - Weymouth, 0840 Weymouth - Bristol TM.
- 37184/37685 Overnight to Inverness, overnight from Inverness.
- 37250/37505 Overnight to Aberdeen, overnight from Aberdeen.

21.12.94	<u>37412</u>	1633 Bristol TM - Weymouth, 1938 Weymouth - Westbury. (If this rateable loco works much more frequently, I shall have to assume it's been reallocated to the Crewe passenger pool!).
(Cont.)		
22.12.94	<u>37184/37685</u>	Overnight to Aberdeen, overnight ex Aberdeen.
	<u>37250/37505</u>	Overnight ex Inverness.
23.12.94	<u>37184/37685</u>	Overnight to Inverness, overnight ex Inverness.
	<u>37250/37505</u>	Overnight to Aberdeen, overnight ex Aberdeen.
04.01.95	<u>37037</u>	0840 Weymouth - Bristol TM (Westbury - Bristol TM).
10.01.95	<u>37251/37685</u>	Overnight to Aberdeen, overnight from Aberdeen.
14.01.95	<u>37376</u>	Topped and tailed by 47820 worked the "Brown Cow" railtour (Wisbech - Peterborough).
23.01.95	<u>37221/37240</u>	Overnight ex Inverness.
24.01.95	<u>37221/37240</u>	Overnight to Aberdeen, overnight ex Aberdeen.
25.01.95	<u>37221/37240</u>	Overnight to Inverness then
	<u>37221/37685</u>	Overnight ex Inverness.
26.01.95	<u>37221/37685</u>	Overnight to Aberdeen, overnight ex Aberdeen.
27.01.95	<u>37221/37685</u>	Overnight to Inverness, overnight ex Inverness.
30.01.95	<u>37221/37251</u>	Overnight ex Inverness.
	<u>37798</u>	1420 Brighton - Manchester Piccadilly (Redhill - Reading via Kenny O). For the record, 73136 worked from Brighton - Redhill and 47575 worked forward from Reading.

TOP WORKINGS: Quite a few of note this time around, but I think the final entry, a MGR Syphon on the Brighton line must take first place - Congratulations to Dean Warner who leapt successfully onto this one - Monstruous!

GENERAL: Amongst the material not published here, I notice that 37424 is back in traffic after it's prang, but so far it's been confined to the ultra-ching "Landcruise" trains.
Missing from any reports whatsoever however is 37431 (Again). Does this loco ever do anything?

LATE NEWS:

A late bit of news suggests that all the 33's owned by MAINLINE FREIGHT might be withdrawn as early as the start of the summer timetable. As far as the 37 is concerned, it is said that a total of 14 "New" 37's would be drafted in to replace the loco shortfall - 37218, 37238 (Both ex-RFD) and 37248 (ex-TRANSRAIL) are suggested as likely to migrate to the MAINLINE area. The others presumably will come from LOAD HAUL's large fleet of redundant Syphons, although it must be remembered that as a result of losing some passenger work, more TRANSRAIL Syphons may also be on the market soon - 37/4's on ballast trains along the Great Eastern perhaps? - You never know.

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 $\frac{1}{2}$ 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.