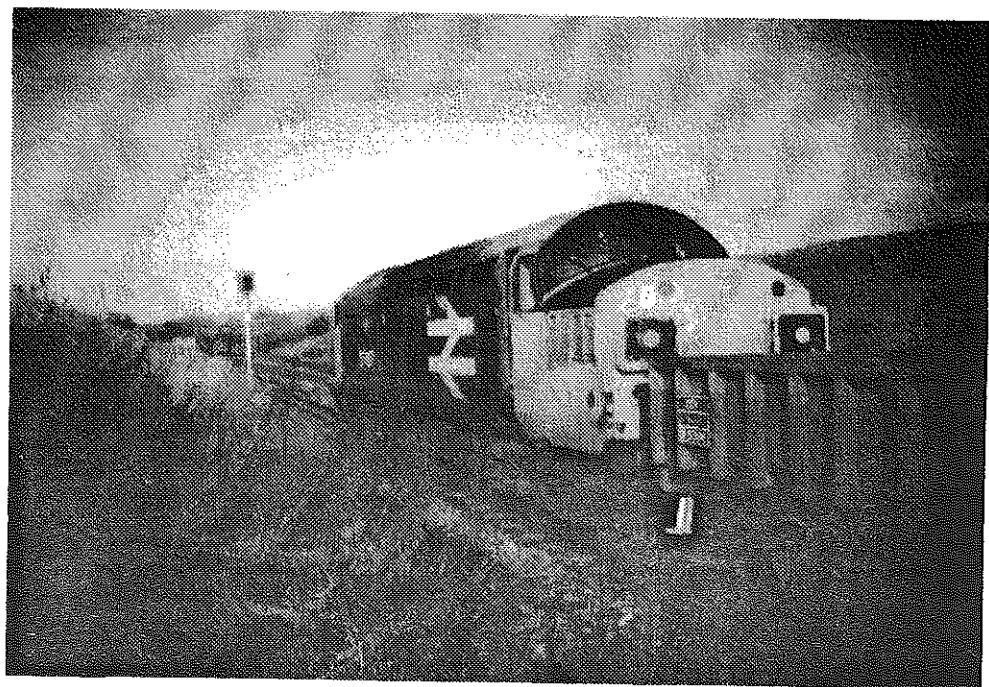


SYPHON!

**THE MAGAZINE OF
THE CLASS 37 GROUP**



JUNE 1995

COMMITTEE

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The names and addresses of group members are now stored on computer. This is to ease the burden of writing out rather a lot of envelopes by hand each 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 supplied by this magazine is given 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 edition of the magazine.

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

APPLY TO JOIN THE CLASS 37 GROUP COMMITTEE!:

The Class 37 Group, like any society, has a committee which is responsible for the running of the group. As well as taking an active part doing one (or more) of the jobs listed above, committee meetings are held from time to time to discuss important issues affecting the group, including (Hopefully not too far into the future), which class 37 we should purchase!
If you want to join the groups committee, you should apply to the CHAIRMAN (Address above) for further details.

EDITORIAL

In the last edition of SYPHON, I announced my plans to relinquish the posts I hold as EDITOR and DISTRIBUTION OFFICER of the group, as soon as possible, but no later than after dealing with the October 1995 magazine.

Unfortunately, despite asking for volunteers to come forward to take over from where I leave off, the response so far has been absolutely nil!

It should go without saying that it is in your own interest to apply for one of these jobs if you are able to, as at the end of the day, no volunteers means no magazine!

I hope to give brief details of what each job entails in the next magazine, but that of DISTRIBUTION OFFICER is certainly the easier of the two jobs, as this only takes up one day per every two months.

As EDITOR of the magazine, the job takes up more of your time, but of course you do have the advantage of getting all the news long before anyone else! Currently, the magazine is produced by typing out each page after the deadline has expired (A typewriter can be supplied if needed), but if you have access to a computer with either inkjet or laser printer, you may find this advantageous.

Despite the lack of volunteers, my announcement did apparently have some affect on you lot out there - The quantity of news, articles and photos for the magazine dropped off noticeably! Please don't let a forthcoming change of editor stop you from sending things in - If necessary I can forward anything received on to the right address. The magazine has been reduced this time from 28 to 24 pages as a result of lack of articles in particular - Hopefully I will be able to restore a full-sized magazine next time!

Anyway, that over with, here is all the gen for the new summer season:

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- Back) Group sales.
Cover)

Front cover photo - 37057 seen on Pilning loop on 23rd February 1995 whilst working the Swindon - Newport - Swindon daily ballast trip. Photo by K.T. Goodchild.

LATE NEWS - THE MANCHESTER CLUB TRAINS:

The very last Southport club train left Manchester Victoria on Friday 26th May hauled by 37407.

The very last Blackpool North club train left Manchester Victoria the same evening hauled by double-headed Goyles 31455 & 31465.

An era has ended! If anyone was on the last Southport, why not write a short article for the next magazine!

MEMBERSHIP MATTERS:

I'm pleased to hear that we have been joined by another six new members since the last edition of the magazine appeared - D. Price (37059), J.M. Putman (37078), G. Corker (37080), R. Oxenforth (37089), T.J. Lawley (37090) and Barry Busson (37095). A warm welcome to you all!

Many people have also renewed for another year, and thanks to you too for keeping the faith!:

March 1995: S. King (37012), M. King (37059), Richard Hodge (37099), D. Jennings (37140), S. Rooke (37176), H. King (37200), R.J. King (37208), J. King (37209), M.J. Cox (37215), S. Simister (37216), A. Baldwin (37219), J. Radcliffe (37409), D. Radcliffe (37706), G. Latimer (37710) and I. Radcliffe (37887).

April 1995: K. Lewis (37014), P. King (37023), R. Saunders (37085), D. Saunders (37086), N. Saunders (37087), A. Sayer (37123), R. Cavanagh (37124), S. Pizzey (37125), Rob Morel (37126), R. Manka (37127), M. Reynolds (37130), I. Dobson (37132), T. Dawe (37136), T. Stretton (37139), S. Lee (37142), S. Miles (37151), A. Hawkins (37177), C. Ball (37191), H. Jarvis (37192), P. Emery (37402), A. Gooch (37905), S. Barnes-Evans (37405) and A. Gooch (37905).

May 1995 : R. Hall (37017), R. Barr (37037), S. Fennell (37088), A. Bramhill (37102), M. Parker (37129), M. Driscoll (37150), A. Mellors (37194), J. Tilbury (37206) and Neil Hawley (37223) - This list only includes people who had renewed before 16th May. Any renewing after that date will be dealt with in the next mag.

Renumberings: A number of people have taken the opportunity to renumber themselves - M. King (37059 to 37884), H. King (37200 to 37717), R.J. King (37208 to 37684) and last but not least J. King (37209 to 37408).

MONTHLY DRAW:

Members are reminded that they are eligible to apply to join the groups monthly draw - It costs £1.00 per month per entry, payable by standing order, and the chances of winning the cash prize are a bit better than a certain lottery game I could mention!

For further details and an application form, apply to the MONTHLY DRAW CO-ORDINATOR (Address inside front cover).

MAGAZINE CONTRIBUTORS THIS ISSUE/NEXT DEADLINE:

A very big thank you goes to all people who sent in articles, news and photos for this edition of the magazine, some of which has been held over until next time - These top people are S. Woodhouse, K.T. Goodchild, Maurice Barber, Graham Potts, Phil Wood (aka "Sandringham by Railtours"), "The Bedford FLF Man", Ian Vandervell, Jefferson King, "Victorious (The artiste formerly known as 50036)", Ray Cavanagh, John Gothard, Michael Gibson and David Wilson, the latter being particularly thanked for his work in rooting out old passenger workings to include in my FEATURED LOCO article.

The deadline for the August edition of SYPHON will be Friday 21st July.

SHROPSHIRE RAIL ANNOUNCE A TRIP TO

LEUCHARS / DUNDEE AND ABERDEEN

for the 124 th Open Championship at St Andrews.

DEPARTING FRIDAY 21 st JULY FROM :

SHREWSBURY, WHITCHURCH,
CREWE AND PRESTON.

TRAVELLING OVERNIGHT (22.30)

RETURNING SATURDAY 22 nd JULY

The train will have a bar, generator car and mark II stock.

MOTIVE POWER 2 x 37/o (B\$)

FARE £ 42.50 (to DUNDEE)
48.50 to ABERDEEN

All enquiries to Shropshire Rail, 8, Oswell Road, Underdale,
Shrewsbury, SHROPSHIRE . SY 2 5 YL. 0743 - 360954.
(outside office hours)

As this is primarily a trip for golf enthusiasts, it is likely
that places will sell out very quickly. Notwithstanding,
if sold out, fares on the day will not be available.

PAY ON THE DAY SURCHARGE £ 7.50

NEWSDESK

REALLOCATIONS AND RENUMBERINGS:

European Passenger Services:

37506 RN 37604.	37604 FEPS/IM - GPSV/PM.
37514 RN 37609.	37609 FEPS/IM - GPSV/PM.

Load Haul:

37095 FDEI/IM - FDRI/IM.	37334 FDKI/IM - FDRI/IM.
37110 RFD - FDYX/Stored.	37335 FDKI/IM - FDYX/Stored.
37217 FDRI/IM - FDYX/Stored.	37340 FDDI/IM - FDYX/Stored.
37223 FDEI/IM - FDYX/Stored.	37343 FDRI/IM - FDYX/Stored.
37235 FDEI/IM - FDRI/IM.	37350 FMCY/TE - FDKI/IM.
37252 FDZX/Stored - <u>WETHDRAWN</u> .	37358 FMCY/TE - FDDI/IM.
37330 FDKI/IM - FDRI/IM.	37513 FDYX/Stored - FDKI/IM.
37331 FDRI/IM - FDYX/Stored.	37680 FDCI/IM - FDDI/IM.
37332 FDKI/IM - FDRI/IM.	37883 FDDI/IM - FDCI/IM.
37333 FDKI/IM - FDYX/Stored.	

Mainline Freight:

37054 EWDS/SF - EWDB/SL.	37676 ESPS/SF - EWDS/SF.
37137 EWCN/TO - ENTN/TO.	37678 ESPS/SF - EWDS/SF.
37174 EWCN/TO - ENTN/TO.	37679 ESPS/SF - EWDS/SF.
37203 ENXX/Stored - EWDB/SL.	37703 ESBB/SL - EWDB/SL.
37293 EWDB/SL - EWRB/SL.	37798 ESBB/SL - EWDB/SL.
37371 EWDS/SF - EWDB/SL.	37800 ESBB/SL - EWDB/SL.
37667 ESPS/SF - EWDS/SF.	37803 ESBB/SL - EWDB/SL.

Railfreight Distribution:

37110 DAYX/Stored - LOAD HAUL.

Transrail:

37025 LGSV/ML - LBLB/BS.	37213 LNDK/CF - LNSK/CF.
37071 LGBM/ML - LBLB/BS.	37221 LGSV/ML - LGBM/ML.
37087 LGSV/ML - LBLB/BS.	37230 LBLB/BS - LNSK/CF.
37099 LGSV/ML - LBLB/BS.	37240 LGBM/ML - LBLB/BS.
37111 LGBM/ML - LBLB/BS.	37250 LGSV/ML - LGBM/ML.
37116 LGBM/ML - LBLB/BS.	37251 LGSV/ML - LGBM/ML.
37152 LGSV/ML - LGBM/ML.	37254 LNDK/CF - LNSK/CF.
37154 LGBM/ML - LBLB/BS.	37255 LGSV/ML - LBLB/BS.
37156 LGSV/ML - LGBM/ML.	37258 LNDK/CF - LNSK/CF.
37170 LGSV/ML - LGBM/ML.	37262 LGBM/ML - LBLB/BS.
37184 LGBM/ML - LBLB/BS.	37275 LGBM/ML - LBLB/BS.
37188 LWCC/CD - LBLB/BS.	37505 LGSV/ML - LGBM/ML.
37197 LNDK/CF - LNSK/CF.	37510 LGSV/ML - LGBM/ML.
37201 LGBM/ML - LBLB/BS.	37669 LNXX/Stored - LNLK/CF.
37211 LGBM/ML - LBLB/BS.	37683 LGSV/ML - LGPM/ML.
37212 LGBM/ML - LBLB/BS.	37685 LGSV/ML - LGPM/ML.

LNSK = Cardiff Canton 37's fitted for Sandite duties.

EUROPEAN PASSENGER SERVICES:

Four of EPS's Euro-Syphons are out at the time of going to print, and are being used for training duties at Bristol St. Phillips Marsh (2) and Stewarts Lane (2) respectively - The other eight are still currently in Doncaster Works, but should be released this summer. As can be seen from the Passenger Workings gen (See later in this mag.), it didn't take long for the 37/6's to be fixed to work a railtour, but how long before they work some "Real" passenger trains I wonder - Keep a look out for them on the Paddington to Penzance sleepers! The latest pool situation is as follows:

FEPS: 37504 (To become 37603), 37507 (To become 37605), 37508 (To become 37606), 37511 (to become 37607), 37512 (To become 37608), 37687 (To become 37610), 37690 (To become 37611), 37691 (To become 37612).

GPSV: 37601, 37602, 37604, 37609.

The latest releases from Doncaster (37604 & 37609) have been painted into EPS livery with the correct shade of grey - Can anyone confirm when 37601 and 37602 are corrected please?

LOAD HAUL:

The summer allocation changes were certainly not very kind to the Syphon in this area, with yet more machines joining the long lines of stored locos. This current massacre leaves just forty eight of Load Hauls seventy one Syphons in service, the other twenty three stored as follows:

Immingham Depot: 37003, 37075, 37104, 37110, 37144, 37217, 37223, 37331, 37333, 37335, 37340, 37343, 37345, 37382 (A total of 14!).

Thornaby Depot: 37045, 37063, 37139, 37341, 37359.

Doncaster Depot & Yards: 37083, 37209.

Frodingham Depot: 37381.

Healey Mills Yard: 37019.

One of the casualties this time around is celebrity machine 37217, the last loco to retain true BR Blue livery (The others - 37219 & 37275 being repainted specially) and the Syphon that has gone longest without seeing the inside of a works! Unfortunately, with Load Hauls record to date with unrefurbished 37's, I would not hold out too much hope of this machine ever turning a wheel in service again.

On the subject of paint jobs, 37513 is the latest machine to receive Load Haul Black & Orange.

Before the start of the summer timetable, Doncaster crews were route learning the Immingham - Foxton coke train route, and the following Syphons were observed on this duty (Which has since ceased):

37235 (20/Mar), 37334 (21/Mar), 37235 again (22/Mar), 37883 (30/Mar) and 37332 (25/Apr, the last day the route learning trip operated).

The latest pool situation is shown on the following page:

FDCI: 37517,37689,37698,37699,37706,37707,37708,37710,37711,37713,37717,
37719,37883,37884,37885,37886.

FDDI: 37358,37378,37677,37680,37694.

FDKI: 37059,37068,37079,37131,37225,37298,37350,37503,37513,37686.

FDRI: 37058,37095,37235,37330,37332,37334,37344.

FMCY: 37682,37684,37697,37716,37718,37888.

FMDY: 37515,37516,37519,37688.

FDYX: 37003,37019,37045,37063,37075,37083,37104,37110,37139,37144,37209,37217,
37223,37331,37333,37335,37340,37341,37343,37345,37359,37381,37382.

MAINLINE FREIGHT:

It was expected that this company was to have an influx of 37's made surplus elsewhere, in order to oust other types of motive power - However, this did not happen, and the 33's, together with most of the 47's live on.

However, a few changes have been made, one of which is the transfer of some 37/5's and 37/7's to engineers pools.

Although technically still in an operational pool, 37037 (Of late reinstated by Mainline after a period of store by Transrail at Margam Depot) is understood to have had an accident in the Princes Risborough area which has caused bad internal damage to this loco - It is heavily rumoured to be for withdrawal, and indeed has been removed to Old Oak Common Depot, where it joins already withdrawn classmates 37280 and 37373.

The summer 1995 pool situation is as follows:

EWCN: 37010,37012,37035,37038,37042,37046,37048,37065,37072,37097,37098,
37162,37185,37222,37227,37248,37264.

EWDB: 37037,37054,37074,37077,37109,37167,37198,37203,37219,37274,37371,
37372,37375,37377,37703,37798,37800,37803.

EWDS: 37013,37023,37047,37055,37106,37140,37216,37241,37242,37244,37370,
37376,37379,37667,37676,37678,37679.

EWRB: 37194,37220,37245,37293,37380.

ENXX: 37070,37138,37278.

This makes a total of 73 Syphons, a total not dissimilar to Load Hauls, but with only three in storage, rather different from Load Haul in this respect! For the record, all three stored class 37's on Mainline Freight are at Toton Depot. 37070 is currently finding the highly unusual employment of an internal user vehicle, and features all over grey livery, and cut down sides, being used to transport power units around the depot complex!

Although new permit applications are apparently being refused, a number of previously arranged official visits are being allowed to go ahead, so anyone wanting a photo of this loco in this unusual guise is recommended to try and get on one of these visits whilst they can!

RAILFREIGHT DISTRIBUTION:

This company is now down to a mere two machines, yet still it manages to get a mention, by virtue of the fact that those two left, 37218 & 37238, although technically in contingency reserve, have managed to escape out onto the network on a number of occasions. The flows they most commonly manage to associate with are the Wilton - Leeds - Felixstowe corridor during the week, and occasionally a Leeds - Southampton liner train at the weekend. For the sake of completeness, here's the latest pool situation:

DART: 37218, 37238.

TRANSRAIL:

The biggest Syphon operator, with a total of one hundred and thirty five of the class on its books, of which only four are stored - This is just about the same size as the Mainline Freight and Load Haul fleets combined! Arguably it's most famous freight service is the long-haul Burngullow - Irvine China Clay working, still employing double headed 37's from the LNLK pool in the main, although a class 60 has been observed on at least one occasion.

These trains are often noticed at Warrington by a correspondent, and recently the following pairings have been seen:

6S55 - Northbound service: 37696 & 37416 (02/Mar), 37674 & 37696 (16/Mar),
37229 & 37197 (23/Mar), 37229 & 37668 (30/Mar),
37669 & 37668 (11/Apr), 37674 & 37695 (27/Apr).

6V41 - Southbound service: 37671 & 37670 (05/Apr), 37668 & 37673 (07/Apr),
37670 & 37416 (10/Apr), 37695 & 37668 (21/Apr).

Meanwhile, the same correspondent reports that the Warrington area is not a bad place to find the class stabled either, with both Bank Quay station and Arpley holding sidings (A brisk 5 minutes walk from the station) both being used for loco stabling purposes:

37066, 37188 & 37686 (08/Mar), 37066 & 37107 (17/Mar), 37107, 37520 & 37675 (23/Mar), 37415 (30/Mar), 37108, 37415 & 37509 (08/Apr), 37415, 37419 & 37509 (10/Apr), 37509 (11/Apr), 37108, 37415 & 37419 (13/Apr), 37108, 37188 & 37405 (24/Apr), 37108 & 37188 (26/Apr), 37108, 37417 & 37419 (27/Apr) and 37188 & 37417 (30/Apr).

South Wales is a pale shadow of its former self, but Syphons can still be found here, and a visit on Sunday 2nd April found 37048, 37146, 37411, 37412 & 37702 at Newport, 37031 (Withdrawn), 37407, 37704, 37895, 37899 & 37901 at Cardiff Canton and 37701, 37799, 37902, 37903 & 37906 at Margam.

Turning to the summer pool changes, I was a little surprised that the Crewe passenger pool didn't pick up an extra 37/4 or two (I was of course rooting for 37420's adoption as a passenger loco again), but I suppose nine locos for six (Or seven) diagrams is not outrageous.

On the freight side of things, there seems to have been a clear winner here - Bescot depot, than gets a massive influx of machines at Scotland's expense to oust their fleet of 31's - It would appear as if the West and South Midlands at least is about to brighten up considerably. It is not uncommon to see large quantities of Bescot locos engaged on engineers' trains out of Nuneaton and Rugby on the West Coast Main line - Perhaps these will now

field Syphons in future? Another to watch for is the trip from Bletchley to Forders Sidings on the Bletchley to Bedford line (Semaphores still in place at some places I believe) - Good news for photographers if not those who normally head to Scotland shortly to cane in 37's on passenger trains. Of course, can anyone noting Bescot 37's in traffic, please sent details? And, at long last, heres the summer pool situation for Transrail:

LBLB: 37025, 37071, 37087, 37099, 37111, 37116, 37142, 37154, 37184, 37188, 37191, 37201, 37207, 37211, 37212, 37240, 37255, 37262, 37275.

Note that there are a number of celebrities in this pool now - 37025 in large logo blue and Highland stag motif, 37116 in large logo blue, hellfire machine 37211 and BR blue 37275!

LGBM: 37043, 37069, 37073, 37088, 37100, 37152, 37153, 37156, 37165, 37170, 37175, 37196, 37214, 37221, 37232, 37250, 37251, 37261, 37294, 37505, 37510, 37683, 37685.

LGHM: 37401, 37403, 37404, 37406, 37409, 37410, 37423, 37424, 37427, 37428, 37430, 37431.

Incidentally, 37431 apparently moved for the first time this year recently - From Motherwell to Cardiff Cnton for a load bank test. It is now back again at Motherwell, out of service once again!

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

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

LNDK: 37141, 37146, 37158, 37178, 37263, 37411, 37412.

LNHK: 37901, 37902, 37903, 37904, 37905, 37906.

LNLK: 37229, 37413, 37416, 37521, 37668, 37669, 37670, 37671, 37672, 37673, 37674, 37695, 37696.

LNSK: 37197, 37213, 37230, 37254, 37258.

LWCC: 37026, 37066, 37107, 37108, 37133, 37405, 37415, 37417, 37419, 37420, 37426, 37509, 37518, 37520.

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

LNXX: 37004, 37078, 37080, 37113.

These stored locos are to be found at Motherwell Depot (37004 & 37078), Buxton holding sidings (37080) and Craigentiny carriage sidings (37113).

FIRST 30 FADING

It has been perhaps 18 months since I last had a look at this pioneering batch of Syphons, and then only superficially. Since that time, the numbers left in service have depleted further.

It is my personal opinion that this original batch would make an obvious choice to those groups (including ourselves of course) wishing to preserve a class 37 or two, but more than that, photographers should waste no time in tracking these machines down and recording them on film in their forthcoming 35th year in service.

Having said this, just how easy is it to find D6700 - D6729 in their current guises nowadays?:

Already gone (2):

- D6708 = Withdrawn after accident damage and now reduced to nothing more than a shell behind the closed doors of Crewe Works. Last number carried 37008.
D6711 = Withdrawn after accident damage and eventually scrapped in 1989. Last number carried 37011.

Complete rebuilds (14):

These are perhaps still worthy of a photo, but have of course been completely rebuilt, in some cases more than once, so would probably not be first choice amongst preservationists when the time comes, even though they have a more interesting history than the unrebuilt ones:

- D6701 = Rebuilt as 37707 and currently in service with Load Haul (FDCI/IM).
D6705 = Originally rebuilt as 37501, and now rebuilt again as 37601 for European Passenger Services (GPSV/PM).
D6706 = Rebuilt as 37798 and currently in service with Mainline Freight (EWDB/SL).
D6707 = Originally rebuilt as 37506, and now rebuilt again as 37604 for European Passenger Services (GPSV/PM).
D6714 = Rebuilt as 37709 and currently in service with Mainline Freight (ESBB/SL).
D6716 = Rebuilt as 37706 and currently in service with Load Haul (FDCI/IM).
D6717 = Rebuilt as 37503 and currently in service with Load Haul (FDCI/IM).
D6718 = Rebuilt as 37517 and currently in service with Load Haul (FDCI/IM).
D6720 = Rebuilt as 37702 and currently in service with Transrail (LNCK/CF).
D6721 = Rebuilt as 37715 and currently in service with Mainline Freight (ESBB/SL).
D6722 = Rebuilt as 37512. Currently in Doncaster Works having its second rebuild. When it emerges, it will have become European Passenger Services 37608.
D6724 = Rebuilt as 37714 and currently in service with Transrail (LGPM/ML).
D6727 = Rebuilt as 37519 and currently in service with Load Haul (FMDY/TE).
D6728 = Rebuilt as 37505 and currently in service with Transrail (LGPM/ML).

Stored unserviceable (5):

Although still in existence, these locos are unlikely to be seen in service again, and are usually hidden away in places now inaccessible to the photographer since permits to visit railway premises seem to be rapidly becoming things of the past right across the system (Certain depots, Immingham particularly, have not entertained official visits for many years). For the preservationist, these locos may be the most likely to become available in the foreseeable future, but as they will have all been heavily robbed for spares, getting these machines back into working order may be quite a long

term job:

- D6703 = Currently stored at Immingham Depot by Load Haul as 37003.
D6704 = Currently stored at Motherwell depot by Transrail as 37004.
D6709 = Currently stored at Immingham Depot by Load Haul as 37340.
Being a CP7 conversion, this may further put off preservationists.
D6715 = Currently stored at Thornaby Depot by Load Haul as 37341.
Being a CP7 conversion like D6709, it may well deter a preservation bid.
D6719 = This machine is currently stored at Healey Mills. This loco was earmarked for conversion to 37342, but this apparently never happened. However, one nose end has been rebuilt in the past, which may tend to put preservationists off.

And this brings the originals remaining down to just 9 -

Already saved - Well, probably anyway! (1):

- D6729 = Bought by Peter Waterman after some time lying at Crewe Electric Depot, this machine is apparently undergoing some form of restoration at the moment, but I cannot say if this is likely to render this loco fit for service again, or perhaps only for static display. Now numbered 37029. Reports would be welcomed!

Still in traffic (8):

These are certainly the locos to point your camera at when you get a chance, although you are going to need an all line rover to get them all!

- D6700 = The original machine itself, now a CP7 conversion and in service with Load Haul (FDKI/IM) as 37350.
D6702 = Also now a CP7 conversion, this machine is perhaps the most elusive of those remaining now, being a Transrail machine based in Scotland (LGPM/ML) as 37351.
D6710 = A Mainline Freight machine (EWCN/TO) numbered 37010.
D6712 = Also with Mainline Freight (EWCN/TO) numbered 37012.
D6713 = Another Mainline Freight loco (EWDS/SF) numbered 37013, and happily based back in East Anglia where the Syphon story began!
D6723 = Also with Mainline Freight in East Anglia (EWDS/SF) as 37023, and being adorned as Stratford depots special loco (STRATFORD nameplates and Mainline livery).
D6725 = After some time spent north of the border in Scotland, this loco has just been transferred to Transrails West Midlands engineers traffic (LBLB/BS). This loco, numbered 37025 now, should look very interesting running around Birmingham with its large logo blue livery and Highland stag!
D6726 = Last but not least is ex-RFD machine 37026, now in service with Transrail (LWCC/CD).

Although in the main, the remaining locos are probably most likely to be encountered on weekend ballast duties, should any reader note a regular service which may sometimes be worked by these locos, I would be very pleased to get some information (Not least as I still need a photo of 37025 in current livery myself!).
Good hunting!

FEATURED LOCO

D6705 seems to have led quite a trendsetting life. It was one of the original batch of Syphons, ordered in 1959 and emerging from Vulcan Foundry as their works number D584, English Electric number 2868 in late 1960.

It was allocated, like all the first batch, to the East Anglian area of Eastern Region, and first saw service from Stratford shed (30A) in January 1961.

Between February and July this year, it was based at March depot, but was then re-united with its original home, and lasted here until November 1967, when it was transferred to Wath (41C) shed. Although passenger work had been a feature of D6705's early days, this transfer found the loco's main employment working freight trains, including providing power for freights connecting at Wath with the late lamented "Woodhead route", home of course to those pioneering overhead electric locos, the Tommies (The editor pauses here for many happy recollections of watching the evening freight rush hour on this line - Can I really be that old that I remember this? Good god, I think I am!).

In May 1968, the loco made the local move just down the road to Tinsley (41A) depot, then went on to a depot which obviously had an attraction for the loco, as it was to return here time and time again, Thornaby (51L) in May 1970. Whilst here, it lost its original number in favour of the TOPS number of 37005 (In January 1974), but over 9 years were to elapse before it was moved on once again, this time becoming a Geordie by virtue of its allocation to Gateshead shed. This was its furthest north posting so far, and it stayed here from September 1979 until January 1982, when it was repatriated to Thornaby for a second stint here. Another year elapsed, then 37005 took flight again and spent the period from January 1983 until July 1985 allocated back at Gateshead again.

Then comes its first Welsh posting, to Canton depot at Cardiff, although most of its time here was probably in fact spent in Crewe works, for in April 1986 37005 had transformed into 37501, first of the new breed of 37/5 Supersyphons! As will be seen from the known passenger working information detailed later on, the 37/5's were purely freight locos at the time, and passenger workings became rather rare, for they were employed intensively on heavier freights. By January 1987, 37501 had obviously developed homesickness for Thornaby again, for it paid its third visit here, which lasted until its transfer to Motherwell in January 1991. This was to be its one and only Scottish posting, being used on the heavy haul steel traffic out of the former Ravenscraig plant until May 1992.

Back to Thornaby for one last visit, it was also to be the last time it had any association with the steel traffic it had faithfully hauled since its conversion in 1986, for with the relentless flood of class 60's was severely limiting 37 operations on these flows.

An end of an era can be said to have taken place, when 37501 was demoted to haul ballast trains, for which they were surely grossly overpowered, from Immingham depot. Fortunately, common sense prevailed, and in November 1993, this celebrity Syphon was transferred to the Petroleum reserve pool, for use when traffic demanded (For the ever-present class 60's had monopolised all the regular traffic here too), a more suitable task for a 37/5.

In February 1994, this loco had a brief stint (Just over a month) in pool FABI, the Immingham pool outstationed at Buxton for quarry traffic, but was selected for future European Passenger Services use in March 1994 and put in store, then later into Doncaster Works for conversion.

In February 1995 this loco emerged from Donny transformed into 37601, first of the Eurosyphons! This top-link loco is now preparing itself for working the sleeper services using the Channel Tunnel, regrettably only as far south as Kenny O (Although, I wait with baited breath to see if in practice it gets any further in times of loco failures!) from its Phillips Marsh, Bristol base - Hopefully, a loco with a great future despite its 34 years!

As for liveries, the usual all over green with lion and wheel symbol was its

first colour scheme. It wasn't long though before the yellow warning panels were added, getting larger as time went on. The BR arrows replaced the lion and wheel, and blue livery followed shortly after. Since it's conversion to a 37/5, I think I am right in saying that it emerged first in original Railfreight livery (Light grey with yellow ends), but of course received the unique livery of British Steel light blue shortly afterwards. When this livery was replaced, the standard TLF Metals colour scheme was chosen, and of course, since it's reappearance as 37601, it now has a hybrid part TLF, part EPS livery, although due for imminent repaint into true EPS livery. And now, the bit many of you have been waiting for - The historical passenger gen that is known about:

As D6705

Initially, this loco was a passenger machine, and will have worked widely on East Anglian passenger diagrams. After transfer up north, it would have had less passenger work, but still opportunities existed, particularly on Summer Saturdays!

As 37005

It's occasional use on passenger trains would have continued throughout this period. Specific workings recorded are as follows:

10.08.82 1634 Glasgow Queen Street - Fort William.
11.08.82 1255 Fort William - Mallaig, 1610 Mallaig - Fort William.
14.08.82 - Glasgow (Queen Street?) - Edinburgh "Footex".
20.09.82 1712 Glasgow Central - Ayr, 1915 Ayr - Glasgow Central,
20.09.84 1315 Newcastle - Middlesbrough, 1455 Middlesbrough - Newcastle.
 1630 Newcastle - Carlisle, 1855 Carlisle - Newcastle.
 (All vice DMU).
08.01.85 1620 Newcastle - Liverpool Lime Street (Tyne Yard - Darlington assisting failure).
18.01.85 0805 Sheffield - Lincoln.

As 37501

23.04.86 1115 Crewe - Bangor, 1417 Bangor - Crewe (On test from Crewe works - Not really a passenger train, but at least 50 scoopers scored this one, so included with reservations!).
21.06.86 0725 Birmingham New Street - Aberystwyth (Shrewsbury - Aberystwyth),
 1110 Aberystwyth - London Euston (Aberystwyth - Shrewsbury).
24.06.86 1335 Fishguard - Swansea (DMU Failure).
05.12.86 0400 Shrewsbury - Swansea (Llanwyrtyd - Swansea - DMU failure).

And then sectorisation struck!

19.09.90 - Saltburn - Boulby & return "Charter shuttle" D/H 37502.
 - "TEES MAID" Railtour (Saltburn - Boulby - Darlington D/H 37502).

As 37601:

13.05.95 - Railtour (London Victoria - Ashford, Kent D/H 37602).

You will see from this that the last two times out have been fixes, so it could be said that the loco has not worked a "Real" train since 1986! This is of course all set to change soon!

FANTASY FLEET MANAGER

I have been very impressed by the quality of responses to last issues FANTASY FLEET MANAGER feature. One of these came from legendary Hoover-scooper VICTORIOUS (The artiste formerly known as 50036) which predictably centred on the Devon/Cornwall area for much of the action. Regretably, although he correctly allowed at least 30 minutes to run around at each terminus, certain of his workings had run arounds en-route (For example, the Gunnislake and Looe branches), so are not really allowable - However, I do feel as if such reversals are OK as long as top and tail traction is employed, so have amended the rules as follows:

- * All your fleet must be based at just one major depot for maintenance purposes, and you must include in your workings facilities to get locos to and from this central maintenance location from each of the locations at which you stable locos between diagrams.
- * No freight, ECS or light engine moves are allowed, except to get from a station to it's associated depot (For instance Motherwell to either Glasgow Central or Glasgow Queen Street). Care must be taken to provide a balanced set of diagrams (It's not much use having for example 12 diagrams finishing at say York, but only 9 leaving York again!).
- * The normal rule is that a minimum of 30 minutes should be allowed at each terminus station for such things as running around the train. However, there is no minimum time as long as top and tail traction is employed.
- * If you wish to change a loco half way through it's journey (For example, changing locos at Crewe on a Holyhead to Birmingham International working), this is permissible as long as the train is booked to have at least 10 minutes stand time at the station involved.
- * From a fleet of 31 37/4's, 6 are out of action at home depot or works, so your starting figure is 25 available locos. However, for each location at which you stable locos overnight, deduct one loco as an operational spare (Or two per location stabling locos used on top and tail workings).
- * All diagrams should be based on midweek turns.

Well, keep your entries coming in! Until then, here's the admirable effort from VICTORIOUS, with a bit of doctoring from yours truly in order to fit his ideas into the revised rules!:

Home Depot = Plymouth Laira.

Diagrams 01 & 02 = 0555 Plymouth - Penzance (arr 0819) NIGHT RIVIERA.
Relieves loco on diagram 17 at Plymouth.
0956 Penzance - St. Ives (arr 1016)
THEN ALL WORKINGS ON THE ST. IVES BRANCH UNTIL
2110 St. Ives - Penzance (arr 2135)
2215 Penzance - Plymouth (arr 0010) NIGHT RIVIERA.
Relieved by loco on diagram 19 at Plymouth.

Note: Locos run double headed on NIGHT RIVIERA workings,
and top and train St. Ives branch trains.

Diagrams 03 & 04 = Spares at Laira depot.

Diagrams 05 & 06 = 0515 Plymouth - Gunnislake (arr 0555)
0600 Gunnislake - Plymouth (arr 0643)
0650 Plymouth - Gunnislake (arr 0734)
0740 Gunnislake - Plymouth (arr 0825)
0930 Plymouth - Gunnislake (arr 1014)
1020 Gunnislake - Plymouth (arr 1104)
1135 Plymouth - Gunnislake (arr 1219)
1230 Gunnislake - Plymouth (arr 1314)
1510 Plymouth - Par (arr 1600)
1745 Par - Newquay (arr 1837)
1845 Newquay - Par (arr 1845)

Diagrams 07 & 08 = Spares at St. Blazey depot.

Diagrams 09 & 10 = 0910 Par - Newquay (arr 1002)
1015 Newquay - Par (arr 1108)
1135 Par - Newquay (arr 1227)
1237 Newquay - Par (arr 1329)
1342 Par - Newquay (arr 1434)
1437 Newquay - Paignton (arr 1724)
1754 Paignton - Plymouth (arr 1906)

Diagrams 11 & 12 = 0601 Par - Falmouth Docks (arr 0648)
THEN ALL WORKINGS ON THE FALMOUTH BRANCH UNTIL
2045 Falmouth Docks - Par (arr 2135)

Diagrams 13 & 14 = 0555 Par - Liskeard (arr 0619)
0635 Liskeard - Looe (arr 0700)
THEN ALL WORKINGS ON THE LOOE BRANCH UNTIL
1435 Looe - Liskeard (arr 1459)
1645 Liskeard - Plymouth (arr 1715)
1810 Plymouth - Gunnislake (arr 1854)
1900 Gunnislake - Plymouth (arr 1944)
2125 Plymouth - Par (arr 2215)

Diagram 15 = 0600 Plymouth - Paddington (arr 0930)
1000 Paddington - Swansea (arr 1255)
1332 Swansea - Paddington (arr 1630)
1735 Paddington - Penzance (arr 2230) THE GOLDEN HIND.

Diagram 16 = Spare at Ponsandane depot.

Diagram 17 = 0515 Penzance - Paddington (arr 1000) THE GOLDEN HIND.
1035 Paddington - Penzance (arr 1535) THE CORNISH RIVIERA.
1630 Penzance - Paddington (arr 2210)
2355 Paddington - Plymouth (arr 0538) NIGHT RIVIERA.
Relieved by locos on diagrams 01 & 02 at Plymouth.

Diagram 18 = 0847 Penzance - Paddington (arr 1350) THE CORNISH RIVIERA.
1535 Paddington - Penzance (arr 2100)

Diagram 19 = 0030 Plymouth - Paddington (arr 0610) NIGHT RIVIERA.
Relieves locos on diagrams 01 & 02 at Plymouth.
1125 Paddington - Worcester Shrub Hill (arr 1348)
(Via Swindon)
1537 Worcester Shrub Hill - Paddington (arr 1810)
(Via Swindon)
2115 Paddington - Exeter St. Davids (arr 0015)

- Diagram 20 = Spare at Exeter stabling point.
- Diagram 21 = 0600 Exeter St. Davids - Paddington (arr 0835)
1005 Paddington - Great Malvern (arr 1225)
(Via Oxford)
1342 Great Malvern - Paddington (arr 1620)
(Via Oxford)
1835 Paddington - Plymouth (arr 2215)
- Diagram 22 = 0808 Exeter St. Davids - Waterloo (arr 1123)
1215 Waterloo - Portsmouth Harbour (arr 1343)
1501 Portsmouth Harbour - Waterloo (arr 1633)
1730 Waterloo - Exeter St. Davids (arr 2038)
- Diagram 23 = 0912 Plymouth - Penzance (arr 1108)
1240 Penzance - Plymouth (arr 1428)
1555 Plymouth - Penzance (arr 1752)
1840 Penzance - Plymouth (arr 2036)
- Diagram 24 = 0935 Plymouth - Paddington (arr 1305)
1348 Paddington - Stratford upon Avon (arr 1601)
1731 Stratford upon Avon - Paddington (arr 1951)
2035 Paddington - Plymouth (arr 0010)
- Diagram 25 = 0620 Plymouth - Newcastle (arr 1313) THE ARMADA.
1500 Newcastle - Plymouth (arr 2225)

All passenger trackage west of Exeter has been covered by these diagrams, including all workings on the Falmouth and Newquay branches, and most on the St. Ives, Looe and Gunnislake branches.

In addition, Laira's "E" fleet has covered most of the main lines on the former Western Region - A very good effort indeed!

The most far flung working however is to Newcastle - The 37/4's fortunately have dual tanks - Very handy for this working! Top marks!

PASSENGER INFORMATION

SUMMER 1995 DIAGRAMS:

Below I have listed the North Wales diagrams for this summer, all of which are likely to field 37/4's. A feature of this summer's operation is that no loco diagrams start from Crewe - For day to day operation, the locos are based at either Chester or Holyhead, and return to the place they started from at the end of the diagram, so in theory the Chester and Holyhead operations are both self-contained (The locos run either LD or ECS as necessary). How this works in practice, and how they swap over locos due maintenance at Crewe will be of interest - Please let me know!

As for the other workings traditionally the preserve of Syphons, the news is no good. My understanding is as follows:

- * There are no daytime trains whatsoever in Scotland employing 37 power.
- * The Aberdeen and Inverness sleepers are to be class 47 hauled.
- * The Fort William sleeper is a matter of contention - If the Scottish legal establishment force the service to continue in operation, it will have to be a class 37 hauled service, but of course, Intercity want to kill it off, so it is likely to disappear at the earliest possible opportunity!
- * The club trains to and from Manchester Victoria are to be Sprinterised.
- * There is a Weymouth diagram again this year, but at the time of preparing this (Before the summer timetable commences), it is not known if this will be 37 powered (It has been included for your information anyway!).

It is important that you let me know, should the operations of class 37's in practice vary from what is printed below:

Chester Diagram 01 (Operates Mondays - Saturdays):

1D57 0642 Crewe - Bangor (arr 0832).
1K59 0913 Bangor - Crewe (arr 1056).
1D70 1224 Crewe - Holyhead (arr 1432).
1K71 1453 Holyhead - Crewe (arr 1656).
1D82 1824 Crewe - Bangor (arr 1958).
1K79 2035 Bangor - Crewe (arr 2214).

Chester Diagram 02 (Operates Mondays - Saturdays):

1K51 0558 Chester - Crewe (arr 0621).
1D60 0817 Crewe - Bangor (arr 0958).
1K61 1023 Bangor - Crewe (arr 1157).
1D72 1324 Crewe - Holyhead (arr 1528).
1K73 1553 Holyhead - Crewe (arr 1757).
1D84 1926 Crewe - Chester (arr 1949).

Chester Diagram 03 (Operates Mondays - Saturdays):

1K53 0741 Chester - Crewe (arr 0804).
1D64 0955 Crewe - Bangor (arr 1129).
1K67 1323 Bangor - Crewe (arr 1502).
1D78 1624 Crewe - Bangor (arr 1758).
1K77 1823 Bangor - Crewe (arr 1959).

Chester Diagram 04 (Operates Sundays only):

1K59 1422 Holyhead - Crewe (arr 1630).
1D69 1941 Crewe - Chester (arr 2004).

Chester Diagram 05 (Operates Sundays only):

1K57 1425 Chester - Crewe (arr 1448).
1D66 1723 Crewe - Holyhead (arr 1928).
1K66 2100 Holyhead - Chester (arr 2239).

Chester Diagram 06 (Operates Sundays only):

1D61 1241 Crewe - Holyhead (arr 1451).
1K62 1658 Holyhead - Crewe (arr 1902).

Holyhead Diagram 01 (Operates Mondays - Saturdays, but see notes below):

1K55 0659 Holyhead - Crewe (arr 0859).
1D65 1024 Crewe - Bangor (arr 1158).
1K65 1223 Bangor - Crewe (arr 1357).
1D76 1524 Crewe - Holyhead (arr 1727).

Then on Mondays to Fridays only:

1G81 1830 Holyhead - Birmingham International (arr 2152).
1D99 2312 Birmingham International - Holyhead (arr 0246).

Or on Saturdays only:

1K78 1830 Holyhead - Stafford (arr 2057).
1D99 2338 Crewe - Holyhead (arr 0153).

NB - On Saturdays, the loco and stock off of 1K78 returns ECS to Crewe!

Holyhead Diagram 02 (Operates Mondays - Saturdays):

1K57 0739 Holyhead - Crewe (arr 0956).
1D67 1124 Crewe - Holyhead (arr 1334 SX, arr 1327 SO).
1K69 1356 Holyhead - Crewe (arr 1556).
1D80 1724 Crewe - Holyhead (arr 1931).

Holyhead Diagram 03 (Operates Mondays - Saturdays):

1G80 0314 Holyhead - Birmingham International (arr 0643).
1D62 0750 SX (Or 0810 SO) Birmingham International - Bangor (arr 1106 all days).
1K63 1131 Bangor - Crewe (arr 1305).
1D74 1424 Crewe - Holyhead (arr 1627).
1K75 1653 Holyhead - Crewe (arr 1856).
1D85 2124 Crewe - Holyhead (arr 2334).

Holyhead Diagram 04 (Operates Sundays only):

1K54 0850 Holyhead - Crewe (arr 1103).
1D64 1530 Crewe - Holyhead (arr 1734).
1G81 1830 Holyhead - Birmingham International (arr 2159).
1D99 2312 Birmingham International - Holyhead (arr 0246).

Westbury Diagram 01 (See notes below for dates and days of operation):

On Sundays throughout the currency of the summer timetable:

1M33 1305 Cardiff Central - Liverpool Lime Street (arr 1704).
1V61 1914 Liverpool Lime Street - Cardiff Central (arr 2258).

On Mondays - Thursdays from 10th July - 7th September only:

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

On Fridays throughout the currency of the summer timetable:

1M89 1645 Cardiff Central - Manchester Oxford Road (arr 2012).

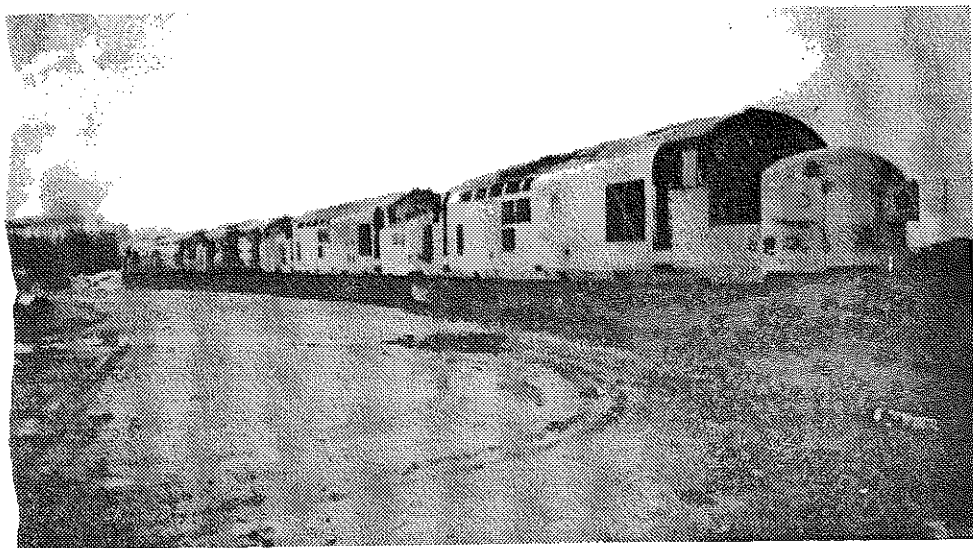
NB - As mentioned previously, it is not 100% certain that this will be 37 operated this year. You have been warned!

Fort William Diagram 01 (See note below):

Overnight Fort William - Edinburgh returning
Overnight Edinburgh - Fort William.

NB - It is not certain if these trains will run at all, still being the subject of a legal wrangle at time of going to print. You are strongly advised to check before trying to leap for it!

Photo - This line up, taken by K.T. Goodchild, shows four unrefurbished class 37's (All apart from large logo blue 37057 unidentified) at Didcot in January 1995.



6

First of all, a couple of addenda to the passenger gen given in the last issue of SYPHON:

- 17.03.95 37407 The 1645 Cardiff - Manchester Oxford Road avoided Crewe due to access being restricted due to the demolition of an old bridge, stopping additionally at Nantwich and Sandbach to compensate (With bus connections). Congratulations to those people who managed to cane in the rare trackage via the Crewe Independent lines!
- 18.03.95 37407 The 0645 relief from Chester - Cardiff in actual fact ran ECS from Chester - Hereford via Wrexham, to form a 0920 relief from Hereford - Cardiff. Bad luck those people who turned up at Chester for it and got severely withered (And frozen too I hear)!

And now, on with the rest of the gen (Once again - Regular locos only mentioned when working out of course):

- 22.03.95 37071 & 37261 Overnight ex-Inverness (All sleepers are to or from Edinburgh unless stated otherwise).
- 24.03.95 37025 & 37251 Overnight ex-Inverness.
37422 & 37425 1655 Holyhead - Birmingham International (From Crewe).
- 27.03.95 37153 & 37240 Overnight ex-Aberdeen.
- 28.03.95 37153 & 37240 Overnight to Inverness, Overnight ex-Inverness.
37420 0724 Bangor - Crewe, 1824 Crewe - Chester.
- 29.03.95 37153 & 37240 Overnight to Aberdeen, Overnight ex-Aberdeen.
37408 1014 Manchester Victoria - Holyhead,
1330 Holyhead - Manchester Victoria (Both vice DMU's).
- 30.03.95 37153 & 37240 Overnight to Inverness, Overnight ex-Inverness.
- 31.03.95 37153 & 37240 Overnight to Inverness, Overnight ex-Inverness.
37420 1424 Crewe - Holyhead, 1655 Holyhead - Birmingham International, 2152 Birmingham International - Holyhead.

And then, a Black Hole, with no gen whatsoever received for over a week until:

- 08.04.95 37420 1555 Holyhead - Crewe.
- 09.04.95 37071 & 37510 Overnight ex-Inverness.
37153 & 37240 Overnight ex-Aberdeen.
- 10.04.95 37153 & 37240 Overnight to Inverness.
37240 & 37685 Overnight ex-Inverness.
37510 & 37712 Overnight ex-Aberdeen.
- 11.04.95 37240 & 37685 Overnight to Aberdeen, Overnight ex-Aberdeen.
37420 0724 Bangor - Crewe, 0932 Crewe - Holyhead,
1155 Holyhead - Crewe, 1424 Crewe - Holyhead,
1655 Holyhead - Birmingham International,
2152 Birmingham International - Holyhead.
- 37510 & 37712 Overnight ex-Inverness.
- 12.04.95 37240 & 37685 Overnight to Inverness, Overnight ex-Inverness.
37420 0316 Holyhead - Birmingham International (To Crewe).
37510 & 37712 Overnight to Aberdeen, Overnight ex-Aberdeen.
- 13.04.95 37420 0932 Crewe - Holyhead, 1155 Holyhead - Crewe.
- 14.04.95 37351 & 37510 Overnight ex-Aberdeen.
37420 0932 Crewe - Holyhead, 1155 Holyhead - Crewe,
1824 Crewe - Chester.
- 15.04.95 37013 & 37106 Watford Junction - Fishguard & Return RAILTOUR
(Turned back at Carmathen, but extended to Euston on return leg due to late running).

15.04.95	<u>37074</u>	1143 York - Poole (Reading - ?).
cont.	<u>37240 & 37685</u>	Overnight to Aberdeen.
	<u>37351 & 37510</u>	Overnight to Inverness.
	<u>37420</u>	0724 Bangor - Crewe, 0932 Crewe - Holyhead, 1155 Holyhead - Crewe, 1424 Crewe - Holyhead, 1655 Holyhead - Birmingham International, 2041 Birmingham International - Chester.
17.04.95	<u>37351 & 37510</u>	Overnight to Aberdeen.
	<u>37420</u>	1555 Holyhead - Crewe.
	<u>37424 & 37430</u>	Overnight to Fort William.
18.04.95	<u>37240 & 37685</u>	Overnight ex-Aberdeen.
	<u>37351 & 37510</u>	Overnight to Inverness, Overnight ex-Inverness.
	<u>37402</u>	Failed at Holyhead prior to working 0316 to Birmingham International, and sparked a nocturnal plastic hunt along the North Wales Coast. Eventually a 156 unit, plus at least 2 TIN ROCKETS (153 single units) found, and these apparently worked through to Birmingham International.
	<u>37420</u>	0932 Crewe - Holyhead, 1155 Holyhead - Crewe, 1424 Crewe - Holyhead, 1655 Holyhead - Birmingham International, 2152 Birmingham International - Holyhead.
19.04.95	<u>37240 & 37685</u>	Overnight to Inverness, Overnight ex-Inverness.
	<u>37420</u>	0316 Holyhead - Birmingham International, 0946 Birmingham International - Holyhead, 1555 Holyhead - Crewe.
20.04.95	<u>37420</u>	0932 Crewe - Holyhead, 1155 Holyhead - Crewe, 1424 Crewe - Holyhead, 1655 Holyhead - Birmingham International, 2152 Birmingham International - Holyhead.
21.04.95	<u>37685 & 37712</u>	Overnight ex-Aberdeen.
	<u>37420</u>	0316 Holyhead - Birmingham International, 0946 Birmingham International - Holyhead, 1555 Holyhead - Crewe, 1824 Crewe - Chester.
23.04.95	<u>37685 & 37712</u>	Overnight to Inverness, Overnight ex-Inverness.
24.04.95	<u>37685 & 37712</u>	Overnight ex-Aberdeen.
25.04.95	<u>37420</u>	0316 Holyhead - Birmingham International.
	<u>37420</u>	0724 Bangor - Crewe.
26.04.95	<u>37685 & 37712</u>	Overnight to Aberdeen.
	<u>37099 & 37175</u>	Overnight to Inverness, Overnight ex-Inverness.
	<u>37420</u>	0316 Holyhead - Birmingham International.
27.04.95	<u>37099 & 37175</u>	Overnight to Aberdeen.
	<u>37420</u>	1424 Crewe - Holyhead.
28.04.95	<u>37069 & 37087</u>	Overnight to Inverness.
	<u>37505 & 37714</u>	Overnight ex-Aberdeen.
02.05.95	<u>37420</u>	0646 Westbury - Weymouth, 0840 Westbury - Bristol TM, 1633 Bristol TM - Weymouth, 1938 Weymouth - Westbury.
03.05.95	<u>37505 & 37714</u>	Overnight ex-Inverness.
	<u>37069 & 37087</u>	Overnight ex-Inverness.
	<u>37114</u>	0840 Weymouth - Bristol TM (From Westbury. Did this replace a failed 37420 here?), 1633 Bristol TM - Weymouth, 1938 Weymouth - Westbury.
04.05.95	<u>37505 & 37714</u>	Overnight to Aberdeen, Overnight ex-Aberdeen.
	<u>37069 & 37087</u>	Overnight to Aberdeen, Overnight ex-Aberdeen.
	<u>37114</u>	0646 Westbury - Weymouth, 0840 Westbury - Bristol TM, 1633 Bristol TM - Weymouth, 1938 Weymouth - Westbury.
05.05.95	<u>37505 & 37714</u>	Overnight to Inverness, Overnight ex-Inverness.
	<u>37069 & 37087</u>	Overnight to Inverness, Overnight ex-Inverness.
	<u>37114</u>	0646 Westbury - Weymouth (Failed at Yeovil Pen Mill).

05.05.95	<u>37420</u>	1645 Cardiff - Manchester Oxford Road.
cont.	<u>37505 & 37714</u>	Overnight to Aberdeen, Overnight ex-Aberdeen.
10.05.95	<u>?????</u>	The northbound sleeper to Inverness apparently got into trouble and needed replacement locos at Perth. No further details known - Reports please!
11.05.95	<u>37156 & 37351</u>	Overnight to Aberdeen, Overnight ex-Aberdeen.
	<u>37258</u>	0646 Westbury - Weymouth, 0840 Weymouth - Bristol TM.
	<u>37420</u>	1633 Bristol TM - Weymouth, 1938 Weymouth - Westbury.
	<u>37505 & 37714</u>	Overnight to Inverness, Overnight ex-Inverness.
12.05.95	<u>37294 & 37351</u>	Overnight to Inverness, Overnight ex-Inverness.
	<u>37420</u>	0646 Westbury - Weymouth, 0840 Westbury - Bristol TM, 1130 Bristol TM - Cardiff, ? Cardiff - Bristol TM, ? Bristol TM - Cardiff, 1645 Cardiff - Manchester Oxford Road.
	<u>37505 & 37714</u>	Overnight to Aberdeen, Overnight ex-Aberdeen.
13.05.95	<u>37294 & 37351</u>	Overnight to Inverness.
	<u>37420</u>	1424 Crewe - Holyhead, 1655 Holyhead - Birmingham International, 2041 Birmingham International - Chester.
	<u>37505 & 37714</u>	Overnight to Aberdeen.
	<u>37601 & 37602</u>	Preston - Dover Priory RAILTOUR (London Victoria - Ashford, Kent).
14.05.95	<u>37294 & 37351</u>	Overnight ex-Inverness.
	<u>37420</u>	1608 Chester - Crewe, 1653 Crewe - Holyhead.
	<u>37712 & 37714</u>	Overnight ex-Aberdeen.
15.05.95	<u>37196 & 37712</u>	Overnight ex-Inverness.
	<u>37294 & 37351</u>	Overnight to Aberdeen, Overnight ex-Aberdeen.
	<u>37420</u>	0316 Holyhead - Birmingham International, 0946 Birmingham International - Holyhead (To Crewe).
	<u>37712 & 37714</u>	Overnight to Inverness.
16.05.95	<u>37153 & 37175</u>	Overnight ex-Aberdeen.
	<u>37294 & 37351</u>	Overnight to Inverness, Overnight ex-Inverness.
17.05.95	<u>37153 & 37175</u>	Overnight to Inverness, Overnight ex-Inverness.
	<u>37294 & 37351</u>	Overnight to Aberdeen, Overnight ex-Aberdeen.
18.05.95	<u>37073 & 37196</u>	Overnight ex-Aberdeen.
	<u>37153 & 37175</u>	Overnight to Aberdeen.
	<u>37294 & 37351</u>	Overnight to Inverness, Overnight ex-Inverness.
19.05.95	<u>37073 & 37111</u>	Overnight ex-Inverness.
	<u>37294 & 37351</u>	Overnight to Aberdeen, Overnight ex-Aberdeen.
20.05.95	<u>37073 & 37111</u>	Overnight to Aberdeen.
	<u>37294 & 37351</u>	Overnight to Inverness.
	<u>37404 & 37410</u>	Overnight to Fort William.
21.05.95	<u>37073 & 37111</u>	Overnight ex-Aberdeen.
	<u>37294 & 37351</u>	Overnight ex-Inverness.

Top workings:

Again, one or two to choose from, with both railtours mentioned providing something of interest - The EPS 37/6 fix could be said to be inevitable, but the rare (If nocturnal) visit of a pair of Syphons into Euston is highly rateable!

No comments about the HOSTELLER this time, but for a freight only loco, it has certainly appeared quite a bit lately!

Perhaps the biggest workings are of 37351, 37712 and 37714 on the Kippers, and as 37712 & 37714 teamed up on the night of 14th & 15th May to work Aberdeen - Edinburgh - Inverness, I shall award this move my vote for top working, but as always, you are free to disagree if you so wish!

SALES

We offer a wide range of items for the class 37 enthusiast, either from our sales stand, which attends selected venues throughout the year, or by mail order via our SALES OFFICER:

MACOMASTER PROFILE VIDEO CASSETTES:

The fall and rise of the 50's)
The class 50 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)
Power of the 20's) All these priced at £11.95 each.
Brush 47 variety)
Miscellany 1)
Miscellany 2)
Miscellany 3)

Audio cassettes: Choice of 2 tapes, SYPHONS or SYPHONS - THE SECOND EDITION.
Price £3.50 each.

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

Sweatshirts: With the group logo on chest, available in M, L and XL sizes.
Colours vary - Please state any preferences.
Price £12.00 each.

Teeshirts: With a drawing of 2 class 37's on the front. Available in either black or white, in sizes S, M and L.
Please state any preferences.
Price £5.00 each.

Mugs: Group mugs. Price £2.00 each.

Key fobs: Colours vary - Please state any preferences. 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.
Please state any preferences. Price £0.75.

Magazine back issues: Feb/Apr/Dec 88, Apr/Jun/Aug/Oct/Dec 89,
Feb/Apr/Aug/Oct/Dec 90 and all issues 1991 to date.
Price £0.35 each.

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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 smaller sales items.