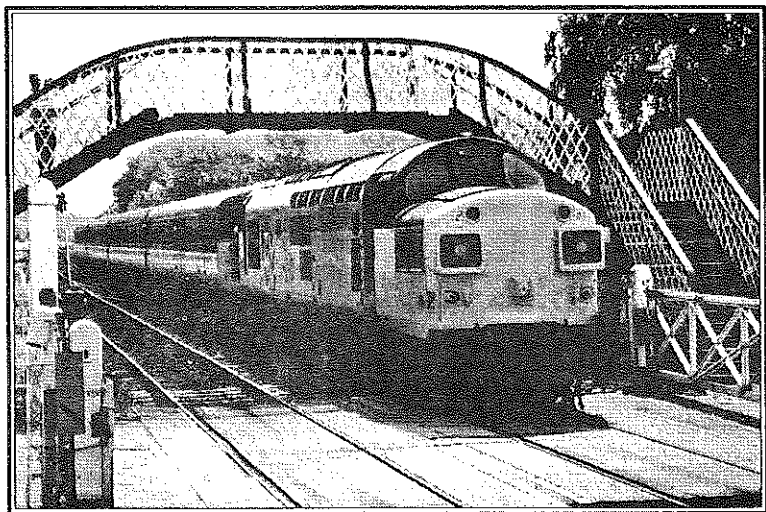


# **SYPHON!**

**THE MAGAZINE OF  
THE CLASS 37 GROUP**



**AUGUST 1995**

# COMMITTEE

## CHAIRMAN:

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

## MEMBERSHIP:

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

## TREASURER:

Rod Saunders  
61 The Drakes  
Shoeburyness  
Essex SS3 9NY.

## MONTHLY DRAW:

Dianne Saunders  
61 The Drakes  
Shoeburyness  
Essex SS3 9NY.

## TECHNICAL:

Keith Fransham  
79 Shipstones Road  
Norwich  
Norfolk NR3 1JZ.

## EDITOR AND DISTRIBUTION:

Positions now vacant.  
All correspondence via:

Steve Branch  
104 Long Riding  
Basildon  
Essex SS14 1QZ.

## SALES AND GROUP SECRETARY:

Positions still vacant.  
All correspondence via  
Mike Millward.

\*\*\*\*\*

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 group's committee, you should apply to the CHAIRMAN (Address above) for further details.

\*\*\*\*\*

# EDITORIAL

First things first, and I suspect that an apology will be due for the late arrival of this edition of the mag.. The principal reason for this delay is attributable to me taking much longer than normal to get the copy typed up due to an illness and tropical climatic conditions - Hopefully, normal service will be resumed in time for the October edition of "Syphon". However, it's not all bad news, as thanks to the people who took the time to write in, I have been able to produce a full-sized magazine once more. These top people include "The Bedford FLF man" (Shortly to become "The Nottingham Egg-timer man" I hear!), Maurice Barber, Phil Wood (aka "Sandringham by Railtours"), Steve Dexter, Ian Vandervell, Mike Millward, Rob Morell, John Dewing, Rod Saunders, Alan Hawkins and Stephen Malloney. Can all of you out there (Yes, that includes lots of couch potatoes that I never hear from too - You know who you are!!) please keep me (And whosoever my successor will be) informed of all the news and gossip. I am currently short of articles and photographs for publication too - Please keep them coming! THE DEADLINE FOR MATERIAL TO GET TO ME FOR INCLUSION IN THE OCTOBER MAGAZINE IS FIRST POST, FRIDAY 22ND SEPTEMBER, but of course you can send things to me at any time prior to this.

On the subject of committee vacancies, I understand that several tentative enquiries have been made to Mike for the four available posts (Editor, Distribution, Sales and Group Secretary), but no definite offers of help yet - Time is running out! A very brief outline of what each job entails is included below. It is worth noting that such expenses as stationary costs and postage costs incurred whilst carrying out official duties are met by the group, so people with low incomes should not be deterred from applying!:

## EDITOR:

Your responsibility in this post is the compilation of the bi-monthly "Syphon" magazine. From the information that you will receive, you need to sort it into the relevant categories (For instance, for passenger workings, a page a day diary is maintained, so that all the bits of information eventually come together in a chronological record) and get it ready to go to the printers as soon as possible (Well, normally!) after the copy deadline passes. The group are the proud owners of a typewriter which can be made available for the Editors use. However, a more modern type of machine (Such as a computer with ink jet or laser printer, or just a typewriter with a spelling checker!) may be beneficial if you happen to have access to one!

## DISTRIBUTION:

This post is fairly straight forward - After collecting the finished magazines from the printer, you are responsible for shoving them in envelopes and mailing them out to the membership. Nowadays, addressed sticky labels are run off which makes life considerably easier than having to write out 300 addresses by hand (Ask poor old Maurice Barber for details!), and a single person can get the distribution process licked in one day without too much hassle.

## SALES:

For this job you really need two things - Adequate space to store material for sale (Typically a garden shed or lock up garage) and a vehicle with a towbar to haul the groups sales trailer to selected open days around the country, where much of the groups selling is done. Some postal sales are also made, and from time to time you arrange with a variety of wholesale suppliers more or new sales items.

## SECRETARY:

The principal duties of this post are attending occasional committee meetings (Typically held in the Ipswich area) and taking minutes, which are later circulated to committee members.

From time to time you are also involved with correspondence to other people, for instance other enthusiast groups, so this is another job in which access to a typewriter/word processor/computer with printer is desirable.

Hopefully, these brief descriptions of the available committee posts will inspire a few volunteers - Please write to MIKE MILLWARD (Address on page 01).

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## CONTENTS:

Page 01	The usual info. incl. contact addresses for committee members.
Pages 02 & 03	Editorial.
Page 04	ADVERT for "Locomaster Profiles" latest video.
Page 05	ADVERT for the groups limited edition print.
Page 06	ADVERT for the groups new "6700 club".
Pages 07 - 11	Newsdesk including company fleet lists.
Pages 12 & 13	My Top 10 by Mike Millward.
Pages 14 & 15	Railtour Reports by Ian Vandervell.
Pages 16 & 17	Fantasy Fleet Manager also by Ian Vandervell.
Pages 18 - 20	Summer passenger diagrams (Revised).
Pages 21 - 26	Passenger working gen.
Back cover	ADVERT for groups sales items.

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## NOTE:

Due to the delay in typing up part of this edition of the mag., 37416 (Featured as part of LNLK/CF pool on page 26) has in fact since moved to pool LWCC/SP.

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## FRONT COVER PHOTO:

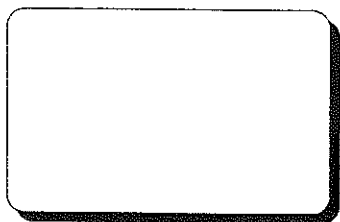
37077, currently a regular performer on engineers trains south of the Thames, was seen on 16th July 1994 passing through Brundall on the 1119 Yarmouth to Norwich (Photo by Steven Woodhouse).

## PHOTO ON PAGE 20:

On Sunday 5th February, 37216 & 37370 arrive on the bridge taking the railway over the North Circular Road at Wembley, with an engineers train from Temple Mills (Photo by Rob Morel).

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# LOCOMASTER PROFILES PRESENTS.....



## SILVER BULLET SYPHONS

WIRED FOR SOUND

On 22nd July 1995, 37669 and 37670 worked the last booked Class 37 hauled "Silver Bullet", one of Britain's most famous freight trains. Thanks to the kind co-operation of Transrail, you can savour the experience of the Syphons working the "Bullet" to Newport on the first leg of it's 600 mile journey to Scotland.

For the ultimate "Syphon" experience, the loco's were specially wired for sound in order to capture their 12CSVT power units being stretched to the limit, storming the tortuous gradients of Treverrin, Largin, Hemerdon and Dainton. At Exeter, and Whiteball. After tackling Filton Bank, the final assault takes place in the depths of the Seven Tunnel as the pair turn on the power, blasting into South Wales on the final leg of their 200 mile trip.

Most of the summits were reached at around 20 Miles per Hour - Dainton a mere 15! This video brings you the best of the "Bullet", as recorded from the locomotive footplate with 3,500 English Electric Horsepower recorded in Hi-Fi sound. To complete the picture, the footage is interspersed with film from the lineside, all of it captured on a delightfully sunny summer Saturday.

You can savour the unique experience of this spectacular and historic journey, which brings to an end a six year reign of Class 37 haulage on Britain's longest distance freight train.

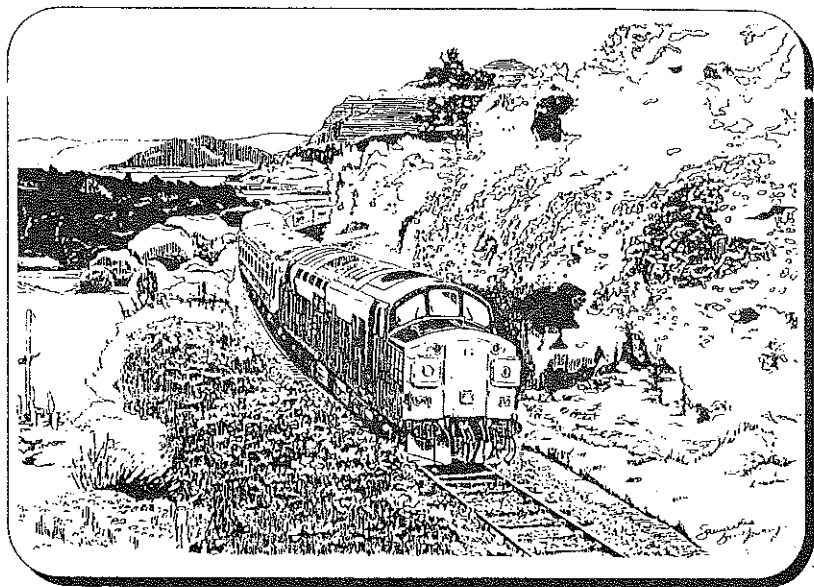
"Silver Bullet Syphons" will be released at the Basford Hall Open Day, priced at £16.95. Programme duration is 90 minutes, and is guaranteed to be very, very noisy - you have been warned! Alternatively, you can order your post free copy now by sending a cheque or postal order to:

LOCOMASTER PROFILES, 25 BEECH ROAD, LANGLEY, BERKSHIRE. SL3 7DQ.

# THE CLASS 37 GROUP

## PRESENTS

# *THE SKYE TRAIN*

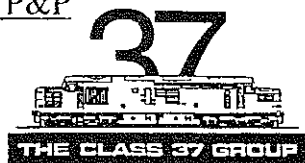


A LIMITED EDITION RUN OF 100 FRAMED PRINTS TO COMMEMORATE THE  
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# THE CLASS 37 GROUP

IS PROUD TO PRESENT

## THE 6700 CLUB

The What? Yes the 6700 Club

What's that? It's the new improved Monthly Draw, giving you, the participant, even more chances of winning and with more than one chance a month to win!

How's that then? Well with the old Monthly Draw there was only one prize a month, but with the 6700 Club, there are 2 or 3 prizes a month and special Summer & Christmas draws.

What are the prizes? So far, based on the current number of people in the Monthly Draw the 1st & 2nd prize will be £10 & £5 respectively, however the more in the club the bigger the prizes. The Summer & Xmas draws are set to have much bigger cash prizes plus videos and Class 37 Group merchandise. The Xmas draw even has a special prize of a model Class 37, detailed to your specification, donated by a Group member who has his own modelling business which would retail at around £100.

What's the catch, How much to join? There is no catch other than that the minimum membership is for 6 months at the astounding price of £6. Yes that right £1 per month of membership. Other membership periods are for 12, 18 or 24 months or by standing order. There is a maximum of 24 months per member unless you pay by standing order, when your membership is valid for as long as you pay £1 per month. You can have more than 1 entry should you wish. When your membership expires I'll write to you to see if you want to continue your membership.

How can I pay should I wish to become a member? You can pay by a cheque, postal order or by standing order direct from your Bank.

Where does the money go? The money received is divided into prize money and money for The Class 37 Group Preservation Account. Which, as it's name suggests, will be used to purchase a Class 37 locomotive or to help keep it running once bought. The exact percentage division can't be worked out until the number of entrants to each draw has been seen but it will be around 75% to prize money.

What do I do if I'm already in the Monthly Draw? Nothing, you will automatically be transferred to the 6700 Club. Should you not want to, just let me know.

INTERESTED? for details and membership form write to -

Mrs D Saunders, 6700 Club, 61 The Drakes, SHOEBOURNE, Essex SS3 9NY

# NEWSDESK

## REALLOCATIONS & RENUMBERINGS:

### EUROPEAN PASSENGER SERVICES:

37512 RN 37608

37608 FEPS/Stored - GPSV/PM

### LOAD HAUL:

37059 FDKI/IM - FDYX/Stored  
37068 FDKI/IM - FDYX/Stored  
37330 FDRI/IM - FMCY/TE  
37344 FDRI/IM - FMCY/TE  
37350 FDKI/IM - FDRI/IM  
37358 FDDI/IM - FDRI/IM

37378 FDDI/IM - FDYX/Stored  
37503 FDKI/IM - FMCY/TE  
37513 FDKI/IM - FDDI/IM  
37517 FDCI/IM - FMCY/TE  
37686 FDKI/IM - FMCY/TE  
37888 FMCY/TE - FDCI/IM

### MAINLINE FREIGHT:

37010 EWCN/TO - ENTN/TO  
37012 EWCN/TO - ENTN/TO  
37038 EWCN/TO - ENTN/TO  
37040 ENTN/TO - EWRS/SF  
37046 EWCN/TO - ENTN/TO

37057 ENTN/TO - EWCN/TO  
37114 ENTN/TO - EWCN/TO  
37174 ENTN/TO - EWRS/SF  
37891 ESBB/SL - EWDB/SL  
37892 ESBB/SL - EWDB/SL

### RAILFREIGHT DISTRIBUTION:

Nil

### TRANSRAIL:

37026 LWCC/CD - LWCC/SP  
37066 LWCC/CD - LWCC/SP  
37107 LWCC/CD - LWCC/SP  
37108 LWCC/CD - LWCC/SP  
37133 LWCC/CD - LWCC/SP  
LWCC/SP - LNSK/CF  
37178 LNLK/CF - LNSK/CF  
37229 LNLK/CF - LNSK/CF  
37262 LBLB/BS - LGBM/ML  
37405 LWCC/CD - LWCC/SP

37415 LWCC/CD - LWCC/SP  
37416 LNLK/CF - LWCC/SP  
37417 LWCC/CD - LWCC/SP  
37419 LWCC/CD - LWCC/SP  
37420 LWCC/CD - LWCC/SP  
37426 LWCC/CD - LWCC/SP  
37509 LWCC/CD - LWCC/SP  
37518 LWCC/CD - LWCC/SP  
37520 LWCC/CD - LWCC/SP

### Note:

Pool EWRS/SF (Mainline Freight) is for "Restricted use" machines, principally for engineers trains at weekends. Although an old pool, this has not had any class 37 content for some time.

\*\*\*\*\*

### FLEET LISTS BY POOL:

#### EUROPEAN PASSENGER SERVICES:

FEPS (7) - 37504, 37507, 37508, 37511, 37687, 37690, 37691.

GPSV (5) - 37601, 37602, 37604, 37608, 37609.

EPS's fleet total is 12 machines.



LOAD HAUL:

FDCl (16) - 37689,37698,37699,37706,37707,37708,37710,37711,37713,37717,  
37719,37883,37884,37885,37886,37888.

FDDI (4) - 37513,37677,37680,37694.

FDKI (4) - 37079,37131,37225,37298.

FDRI (7) - 37058,37095,37235,37332,37334,37350,37358.

FDYX (26) - 37003,37019,37045,37059,37063,37068,37075,37083,37104,37110,  
37139,37144,37209,37217,37223,37331,37333,37335,37340,37341,  
37343,37345,37359,37378,37381,37382.

FMCY (10) - 37330,37344,37503,37517,37682,37684,37686,37697,37716,37718.

FMDY (4) - 37515,37516,37519,37688.

Load Haul's fleet total is 71 machines.

MAINLINE FREIGHT:

ENTN (7) - 37010,37012,37038,37046,37051,37092,37137.

ENXX (3) - 37070,37138,37278.

ESBB (4) - 37705,37709,37715,37890.

EWCN (15) - 37035,37042,37048,37057,37065,37072,37097,37098,37114,37162,  
37185,37222,37227,37248,37264.

EWDB (20) - 37037,37054,37074,37077,37109,37167,37198,37203,37219,37274,  
37371,37372,37375,37377,37703,37798,37800,37803,37891,37892.

EWDS (17) - 37013,37023,37047,37055,37106,37140,37216,37241,37242,37244,  
37370,37376,37379,37667,37676,37678,37679.

EWRB (5) - 37194,37220,37245,37293,37380.

EWRS (2) - 37040,37174.

Mainline Freight's fleet total is 73 machines.

RAILFREIGHT DISTRIBUTION:

DART (2) - 37218,37238.

TRANSRAIL:

LBLB (18) - 37025,37071,37087,37099,37111,37116,37142,37154,37184,37188,  
37191,37201,37207,37211,37212,37240,37255,37275.

LGBM (24) - 37043,37069,37073,37088,37100,37152,37153,37156,37165,37170,  
37175,37196,37214,37221,37232,37250,37251,37261,37262,37294,  
37505,37510,37683,37685.

LGIM (12) - 37401,37403,37404,37406,37409,37410,37423,37424,37427,37428,  
37430,37431.

LGPM (8) - 37351,37675,37692,37693,37712,37714,37801,37893.

LNCK (15) - 37701,37702,37704,37796,37797,37799,37802,37887,37889,37894,  
37895,37896,37897,37898,37899.

LNDK (6) - 37141,37146,37158,37263,37411,37412.

LNHK (6) - 37901,37902,37903,37904,37905,37906.

LNLK (11) - 37413,37521,37668,37669,37670,37671,37672,37673,37674,37695,  
37696.

LNSK (8) - 37133,37178,37197,37213,37229,37230,37254,37258.

LNXX (4) - 37004,37078,37080,37113.

LWCC (14) - 37026,37066,37107,37108,37405,37415,37416,37417,37419,37420,  
37426,37509,37518,37520.

LWMC (9) - 37402,37407,37408,37414,37418,37421,37422,37425,37429.

Transrail's fleet total is 135 machines.

#### OTHER MACHINES STILL IN EXISTENCE:

Preserved (4) - 37029,37032,37190,37215.

Withdrawn (6) - 37008,37031,37252,37280,37373,37681.

#### Note:

You should take the existence of the withdrawn locos with something of a pinch of salt - Most have had no reports filed on them for some time, so may now be reduced to little more than a pile of bits! Any reports welcomed!

\*\*\*\*\*

#### EUROPEAN PASSENGER SERVICES:

37601 and 37602 have returned once more to Doncaster Works, so presumably now sport the correct EPS colour scheme now. The last report I heard on these two are that they are working from Derby RTC for a while, which should provide a bonus for East Midlands "Syphon" fans.

#### LOAD HAUL:

Only one very late piece of working information to report - The highly rateable appearance of 37332 on a Purfleet to Lindsey Oil Refinery tank train on Tuesday 1st August. It is normally the preserve of FPCI 37/7's. Of course the other talking point from this North East based company is that yet another three 37's have entered the storage pool FDYX - For the record, 37068 is added to the Immingham dump, whilst 37059 and 37378 have been laid up at Thornaby.

#### MAINLINE FREIGHT:

The somewhat battered 37037 has now been moved from Old Oak Common. It was dragged via Didcot up to Crewe Works - It's fate is unknown at present, but

the usual crop of rumours has sprung up in the wake of it's passing, viz:

- a) It's going to be repaired.
- b) It's going for spares removal prior to scrapping.
- c) Peter Waterman has bought it to add to the "Syphon" he already owns.
- d) Peter Waterman has bought it to provide spares to get 37029 back in working order again.

Perhaps by the next mag. deadline, things will have become a little clearer! The two 37's recently transferred to the Stratford restricted use pool have not yet made an appearance at their new home depot, but a current resident of Stratford is obviously making a play for transfer to this pool, as 37054 does not appear to have moved in months, and is currently hiding in the weeds at the stops end of Stratford depot in the company of a line of stored Duffs. Mainline Freight machines have been noted out and about in the most unlikely of places though - Nottingham engineers loco 37092 turned up at Sheerness on a scrap train from Snailwell during July, whilst both 37798 and 37890 tried their hands at ousting 47's on liner trains from the Southampton area (37890 worked to Ripple Lane and back on the 27th June, whilst 37798 worked to Wembley on the 22nd July).

Engineers duties brought 37010 and 37264 to Cromer on Sunday the 25th June, whilst an equally unusual destination for a loco hauled train was Hampton Court, visited by 37077 on Sunday 16th July. Such trains provide rare opportunities for photographers to snap 37's performing at locations that haven't seen regular loco hauled trains in decades.

#### RAILFREIGHT DISTRIBUTION:

37218 and 37238 don't appear to have been observed as often as of late, possibly due to the above mentioned Southampton area charters and the use of class 56's on some of the Anglian liner trains lately.

However, what this pair missed out on in quantity, they sure made up for in quality, as they leapt onto a research centre train from Derby on Monday 10th July and hauled it to Bradford Foster Square and back, a somewhat unlikely location to feature in this magazine! (I remember when, as a small boy, I actually went trainspotting here - I don't think I'd bother with it nowadays!).

#### TRANSRAIL:

It's sad to have to report the passing of the last booked "Syphon" hauled "Silver Bullet" train from Burngallow to Irvine. This service must have been the most famous freight train operating in this country during the 1990's, and it is a great credit to the class that they have held this prestigious job for so long. As will be seen elsewhere in this mag. though, if you want to keep a lasting reminder of "Syphon" operation on this service, Locomaster Profiles are offering a video cassette of part of the last run on Saturday 22nd July with 37669 and 37670 - lots of noise!

Another service that has attracted a great deal of attention lately has been the Bletchley to Forders Sidings trip. I have had several letters on this subject, and summarise the information reported:

- \* T81 (Bletchley area trip) can run up to 3 times a day, depending on traffic requirements, and typically arrives at Forders Sidings at around 0800, 1200 and 1700 from the Bletchley direction, bringing in rakes of spoil wagons to be unloaded.
- \* Other turns that may see one of the Rugby based 37's drop on are F71 (Rugby area trip) which typically could work to Northampton or Willesden Brent, or any midweek ballast trains, but I understand that at the moment, most weekend ballast trains are crewed by Wembley, which means Duff's and Goyles I'm afraid!
- \* 31's are still in the area, so any of the above workings might find a Goyles substitution from time to time. Often, a particular loco will stay on the same working all week.

- \* Although at Bletchley, and at Bedford Midland, where the Forders line adjoins main lines, the signals are colour light, along the main bulk of the route (Between Fenny Stratford and Bedford St. Johns), all signals are semaphore.
- \* As Forders Sidings is some distance from a passenger station, photographers are advised to either drive to Wooton Broadmead level crossing (The Forders shunt neck is adjacent) or to install themselves on a platform west of the sidings, if they can find any space (Apparently, this line is getting a lot of attention from photographers of late!).
- \* At Rugby, it is regretted that freight locos no longer stable in the passenger station bays (Another facet of privatisation!), but in the ballast yard to north east of the station.
- \* Class 37's noted on the Forders duties so far have been 37188 (The first class 37 to work this duty) on Tuesday 30th May only, 37191 on Tuesday 13th June, "Blue Beast" 37275 the rest of the week, 37154 on Monday 19th June, 37116 the rest of this week and (With unspecified dates in July) 37184 and 37240. In addition, 37025 and 37071 have been working on the West Coast Main Line out of Rugby, but have not yet ventured down the branch.

Pool LBLB is also active in other areas, and reports of locos appearing with network engineers trains at such locations as Warrington and Carlisle are also arriving - How about some photos too!

The South Wales Main Line through Newport is not as busy as it was, but reports suggest that during the afternoons and early evenings particularly, there is still some 37 action, plus of course there is usually the odd "Syphon" in the holding sidings too. A full day spent at Newport (On the 29th June) from 0845 to 1915 yealded the following - 37887 (Westbound oils, 0855), 37218/37238 (Westbound light engines, 1115), 37213 (Eastbound ballast, 1155), 37218/37238 (Eastbound ferrywagons, 1201), 37146 (Westbound ballast, 1430), 37146 again (Eastbound steel coils, 1519), 37669/37673 (Westbound "Silver Bullet", 1520), 37902 (Eastbound oil tanks, 1523), 37669/37673 (Eastbound "Silver Bullet", 1620), 37213 (Eastbound ballast, 1632), 37254 (Westbound oil tanks, 1722), 37213 (Light engine to LHS, 1728), 37146 (Light engine to LHS, 1746), 37905 (Steel slabs, 1805), 37178 (Light engine to LHS, 1810), 37141 (Westbound ballast, 1845) and 37905 (Westbound light engine, 1908).

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# MY TOP TEN

A fossil's look at Syphon Bashing!

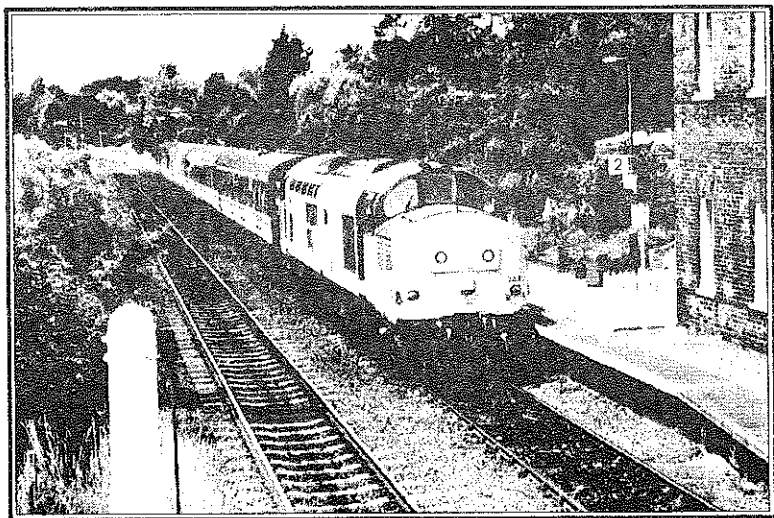
Mike Millward

- 1) 37049/37115; 0722 Lowestoft to London/1710 London - Lowestoft 12 May 1984:  
Sad one this, the last loco-hauled trains up the East Suffolk and the last booked Cl 37 turn in East Anglia. 37049 thrashed all the way to Liv St, still getting in a few minutes down, but it had woken up most of teh towns en route down the E.S. with horn blowing and welly! 37115 hauled the last down service, playing to the gallery out of Liv St and displaying digital driving all the way back to Norwich via Lowestoft, where the headboards came off and the end of an era happened.
- 2) 37271; Man Picc to Norwich/Norwich to Man Picc relief: No gen on this one at the start of the day, but on arrival at March, the booked Joe on the Manchester was noted screaming out early, which handily blew up our days bashing. Well impressed, the boys wandered about until this beast romped into view on the relief Manchester and made up for it. A quick riot back to Norwich for a fast turn around and stretch the old Day Ranger to Spalding for a triple-figure present! 16 June 1984.
- 3) 37305; 0922 Norwich to Newcastle 11 August 1984: Oh Dear! Due to a mis-reading of the gen that morning, all but two of the normal mob had beetled off to Peter borough for something boring in, so on arrival at Norwich, there sat 37305 and on I hopped for a loud thrash to March (load 13, remember!) where much swearing and gnashing of teeth took place.
- 4) 37011; 16? Mallaig to Fort William, 27 October 1984: this beast arrived -20, screamed around it train and rioted off with no respect of line speed, we were all hanging on for grim death round the horseshoe curve! Those on board fell off well withered.
- 5) 37173; 13 July 1985, 1158 Norwich to Gt Yarmouth: Some of the more astute of you will notice the date; Live Aid Day. This beast was rostered to do portions all day, so why this train? After clapping on the front, blowing the brakes and generally getting ready, the guard blew up on time. Nothing happened. Much frantic flag waving and whistle blowing. Still nothing. Inside the train, all radios were tuned to Radio One for the start of Live Aid so picture the scene; outside, 37173 burbling away, one guard going frantic and the sound of thousands of screaming voices over the radios. At twelve noon exactly, Status Quo came on stage and started belting out 'Rocking all over the World' and 37173 woke up and gave it the lot; 37173 hit the stage backed by the Quo! rapid handle twirling caught up the deficit by Yarmouth, but what a departure!
- 6) 37698+33037 1147 Crewe to Bangor, 12 February 1986: After a few weeks of covering this turn, finally a new syphon dropped. After departing London in a thick, ranky fog, Crewe and the North Wales Coast was in bright sunshine for the first working of a 37/5.
- 7) 37057, ??? Romford to Liverpool St, 15 February 1986: The overheads had blown up this weekend and two syphons adn a couple of joes were out dragging. This was almost the last turn that afternoon adn nigh had fallen; all the better for the pyrotechnic display from 057 as the handle was cranked to the stop relentlessly. flames adn backfires to an order!
- 8) 37261, 17?? Inverness to Kyle of Lochalsh 17 April 1986: After a week in Scotland on ETH 37's, my colleague and I were desperate for some steam and we finally got it when 37261 slapped on to the from of the last Kyle and boiled to an order! We bailed at Garve for a plug back, but looking back, wish we hadn't and had kipped over in Kyle for the morning run. Never mind.
- 9) 37087+37054, 2000 Norwich to Liv St to Ipswich, 11 October 1986; Preparing for a quiet night booking, the phone went spare with the news of these beasts on this turn. A rapid clatter to Norwich on a Gravens 105 and platform leap

had these two bellowing south, shattering the quiet winter night. After picking up at Diss, the handle flew out of the secondmans window to give a storming blast to Ipswich where they came off and a can went on, but not after a rapid seminar.

10) 37414 + 37370, Norwich to Ipswich leg, Felixstowe Pheonix, / /9 : Has there ever been an EE powered HST; yep, this day. The right crews were in position and the right words "Do you think you can catch that?" (pointing at a departing can on a Norwich to London service) were said and the beasts made a mockery of Lakenham bank an rattled off the 40-odd miles to Ipswich in a time we aren't going to reveal; lets just say f\*\*\*\*\* quick!

\*\*\*\*\*



Steven Woodhouse captures 37244 at the idyllic setting of Brundall on the 23rd July 1994 whilst working the 1235 Norwich - Yarmouth shuttle.

# RAILTOUR REPORTS

## THE CATTAL GRID

1237 1 JULY 1995

This tour started at Kings Cross with 90020 in charge and gave a predictable run through to York. As we passed through Doncaster last week's quoted loco 56006 was seen in the station and then it followed us light engine to York where it replaced the class 90 at the head of our train.

We then took the revised tour itinerary to Newcastle via Stockton and back via Sunderland to York - this was because our original route to Scarborough via Hull was recently banned to heavy freight locos.

On arrival back at York 37517+ 37095 noisily made their way from the stabling point to the station and were attached for our circular tour via Harrogate.

We departed on time and had a reasonable run until just after Church Fenton when the brakes were gently applied on approach to Mickelfield Jct. This was followed by a steady run in to Leeds station where we had a signal check of about 10 minutes. We then had a rather stop - start run to Harrogate with only the climb to Branhope Tunnel giving the locos some work to do - the only audible thrash of the tour.

After leaving Harrogate we slowly passed Knaresborough 15 minutes late and given the restrictive line speed we did manage to make up this time before arriving back in York.

The 37s were removed and sent light engine back to Doncaster. This then allowed 90020 to show it's pace on the return to King Cross - arriving back some 30 minutes early.!

IAN VANDERVELL 37421

THE LOGISTICAN RAILTOUR

BRISTOL T.M TO MARCHWOOD / LUGGERSHALL M.O.D DEPOTS.

24 JUNE 1995

1Z37

LOAD 7

I joined this tour at Basingstoke which was running about 45 minute's late. This was due to difficulties at Didcot where 37098 's generator had failed and it had been replaced by 37048 as the loco forward.

The class 37 due to be attached at Basingstoke had departed light engine before 37048's arrival so that it could be attached at Andover instead.

At Andover we were required to de-train and then after the empty stock shunt manoeuvre re-join the train. Just after pulling out of the station we stopped to allow 37371 to be attached to the rear which caused us further delay due to the driver not being use to vacuum braked stock.

We eventually set off to Luggershall about one hour late where on arrival we traversed some of the sidings and went in to the Horse Dock platform where we were to have had a photo stop but to make up time this was cancelled.

On our arrival back at Andover the train was put in to the branch line platform where we had to de-train again. 37048 was taken off the stock to allow 37371 to run round the train and then enable the empty stock manoeuvre to take place. We re-joined the train with 37048 + 37371 double heading onward some 35 minutes late. We then had a spirited run to Romsey and then rather cautiously on through Eastleigh and Southampton and on to Marchwood Military Port where 37048 was taken off the front and placed on the rear to top and tail us around the yard.

As the M.O.D base was having a staff open day at the Port we were allowed off the train and had enough time to take the shuttle train from Port Gate Halt to the south jetty and then back to Mulberry Halt where we re-joined our train again with only 37048 in charge for the journey back.

We then had a fine run back to Basingstoke, via Eastleigh, arriving only 5 minutes down on our scheduled timings. However, due to a brake problem the train left Basingstoke 15 minutes late on it's return to Bristol.

IAN VANDERVELL

37421



# FANTASY FLEET MANAGER

This issues F.F.M. entry comes from Ian Vandervell, and is based on Stewarts Lane depot, but with diagrams stretching up as far as Aberdeen! A few diagrams with run-rounds en-route have been doctored a bit by yours truly, notably the Waterloo - Newcastle and return duties, but this time I have managed to avoid the doubling up of locos to any great extent:

Home depot: Stewarts Lane (Battersea, London).

Outstations: Heaton (Newcastle), Polmadie (Glasgow) and Exeter St. Davids.

Diagram 01: 2350 Waterloo - Plymouth (arr 0533) "THE NIGHT RIVIERA"  
D/H Diagram 24  
0620 Plymouth - Newcastle (arr 1314) "THE ARMADA"

Diagram 02: Spare loco at Stewarts Lane.

Diagram 03: Spare loco at Heaton.

Diagram 04: 1203 Newcastle - Plymouth (arr 1930)  
0029 Plymouth - Waterloo (arr 0530) "THE NIGHT RIVIERA"  
D/H Diagram 25

Diagram 05: 0532 Victoria - Brighton (arr 0657)  
0920 Brighton - Glasgow Central (arr 1912) "THE SUSSEX SCOT"

Diagram 06: Spare at Polmadie.

Diagram 07: 1040 Glasgow Central - Brighton (arr 2028) "THE SUSSEX SCOT"  
2200 Brighton - Victoria (arr 2316)

Diagram 08: 0709 Waterloo - Exeter St. Davids (arr 1030)  
1130 Exeter St. Davids - Waterloo (arr 1442)  
1635 Waterloo - Exeter St. Davids (arr 1954)

Diagram 09: Spare at Exeter St. Davids.

Diagram 10: 0641 Exeter St. Davids - Waterloo (arr 1002)  
1235 Waterloo - Exeter St. Davids (arr 1543)  
1741 Exeter St. Davids - Waterloo (arr 2118)

Diagram 11: 0635 Exeter St. Davids - Paignton (arr 0720)  
0826 Paignton - Newcastle (arr 1526) "THE DEVONIAN"

Diagram 12: 0640 Newcastle - Bristol Temple Meads (arr 1127)  
1457 Bristol Temple Meads - Severn Beach (arr 1532)  
1648 Severn Beach - Exeter St. Davids (arr 1914)

Diagram 13: 0723 Glasgow Central - Stranraer (arr 0940)  
1100 Stranraer - Newcastle (arr 1605) "TYNE ENTERPRISE"

Diagram 14: 1000 Newcastle - Morpeth (arr 1019)  
1130 Morpeth - Newcastle (arr 1152)  
1237 Newcastle - Stranraer (arr 1800) "GALLOWAY ENTERPRISE"  
1840 Stranraer - Glasgow Central (arr 2055)

Diagram 15: 0700 Glasgow Central - Kings Cross (arr 1237)  
1330 Kings Cross - Glasgow Central (arr 1919)

- Diagram 16: 0800 Glasgow Central - Kings Cross (arr 1338)  
1500 Kings Cross - Glasgow Central (arr 2015) "THE SCOTTISH PULLMAN"
- Diagram 17: 0625 Glasgow Central - Gourock (arr 0713)  
0752 Gourock - Glasgow Central (arr 0840)  
0916 Glasgow Central - Edinburgh via Shotts (arr 1046)  
1210 Edinburgh - Aberdeen (arr 1442)  
1615 Aberdeen - Edinburgh (arr 1848)  
2026 Edinburgh - Glasgow Central via Shotts (arr 2159)
- Diagram 18: 0612 Glasgow Central - East Kilbride (arr 0643)  
0730 East Kilbride - Glasgow Central (arr 0801)  
0958 Glasgow Central - Carlisle via Dumfries (arr 1218)  
1454 Carlisle - Glasgow Central via Dumfries (arr 1712)  
1740 Glasgow Central - Gourock (arr 1832)  
1906 Gourock - Glasgow Central (arr 1958)
- Diagram 19: 0828 Glasgow Central - Carlisle via Dumfries (arr 1050)  
1310 Carlisle - Glasgow Central via Dumfries (arr 1530)  
1713 Glasgow Central - Ayr (arr 1805)  
1943 Ayr - Glasgow Central (arr 2034)
- Diagram 20: 0710 Newcastle - Liverpool Lime Street (arr 1059)  
1222 Liverpool Lime Street - Newcastle (arr 1612)
- Diagram 21: 0912 Newcastle - Liverpool Lime Street (arr 1259)  
1422 Liverpool Lime Street - Newcastle (arr 1815)
- Diagram 22: 0600 Exeter St. Davids - Paddington (arr 0835)  
0935 Paddington - Plymouth (arr 1310)  
1435 Plymouth - Paddington (arr 1745)  
2115 Paddington - Exeter St. Davids (arr 0015)
- Diagram 23: 0612 Victoria - Ramsgate via Meopham (arr 0833)  
0916 Ramsgate - Charing Cross via Deal and Orpington (arr 1146)  
1222 Charing Cross - Hayes (arr 1302)  
1343 Hayes - Charing Cross (arr 1425)  
1502 Charing Cross - Dartford via Sidcup (arr 1544)  
1639 Dartford - Victoria via Bexleyheath (arr 1730)  
1801 Victoria - Epsom Downs via Balham and Waddon (arr 1855)  
1940 Epsom Downs - Victoria via Waddon and Balham (arr 2029)
- Diagram 24: 2350 Waterloo - Penzance (arr 0815) "THE NIGHT RIVIERA"  
D/H Diagram 01 to Plymouth  
0940 Penzance - Paddington (arr 1455) "THE CORNISH RIVIERA"  
1531 Paddington - Reading (arr 1615)  
1654 Reading - Waterloo (arr 1811)
- Diagram 25: 1126 Waterloo - Reading (arr 1243)  
1248 Reading - Paddington (arr 1442)  
1535 Paddington - Penzance (arr 2100)  
2215 Penzance - Waterloo (arr 0530) "THE NIGHT RIVIERA"  
D/H Diagram 04 from Plymouth

Another excellent effort! All trains quoted are from the Summer 1995 GBTT - If only 37's really did work these trains a tour of London's stations would certainly be enlivened (Note that Ian's diagrams use no fewer than five - Kings Cross, Paddington, Waterloo, Victoria and Charing Cross - Can anyone do better?).

# PASSENGER INFORMATION

## SUMMER 1995 DIAGRAMS:

Since the last issue of SYPHON, a few more bits of gen have arrived which enables me to make a few amendments to the booked diagrams for the class. As expected, most passenger work is entrusted to locos from the LwMC/CD pool, although it is quite common at the moment to find LWCC/SP (freight locos standing in too, whilst several LwMC machines are away at works. The exceptions to this rule are the Fort William diagram, operated by locos from the LGHM/ML stable, and the Westbury based diagram, operated by LNDK/CF.

### Chester based diagram 01 (Operates Mondays - Saturdays):

1D57 0642 Crewe - Bangor.  
1K59 0913 Bangor - Crewe.  
1D70 1224 Crewe - Holyhead.  
1K71 1453 Holyhead - Crewe.  
1D82 1824 Crewe - Bangor.  
1K79 2035 Bangor - Crewe.

### Chester based diagram 02 (Operates Mondays - Saturdays):

1K51 0558 Chester - Crewe.  
1D60 0817 Crewe - Bangor.  
1K61 1023 Bangor - Crewe.  
1D72 1324 Crewe - Holyhead.  
1K73 1553 Holyhead - Crewe.  
1D84 1926 Crewe - Chester.

### Chester based diagram 03 (Operates Mondays - Saturdays):

1K53 0741 Chester - Crewe.  
1D64 0955 Crewe - Bangor.  
1K67 1323 Bangor - Crewe.  
1D78 1624 Crewe - Bangor.  
1K77 1823 Bangor - Crewe.

### Chester based diagram 04 (Operates Sundays only):

1K59 1422 Holyhead - Crewe.  
1D69 1941 Crewe - Chester.

### Chester based diagram 05 (Operates Sundays only):

1K57 1425 Chester - Crewe.  
1D66 1723 Crewe - Holyhead.  
2D61 2100 Holyhead - Chester.

### Chester based diagram 06 (Operates Sundays only):

1D61 1241 Crewe - Holyhead.  
1K62 1658 Holyhead - Crewe.

Holyhead based diagram 01 (See days of operation against each entry):

1K55	0659 Holyhead - Crewe	Mondays - Saturdays
1D65	1024 Crewe - Bangor	Mondays - Saturdays
1K65	1223 Bangor - Crewe	Mondays - Saturdays
1D76	1524 Crewe - Holyhead	Mondays - Saturdays
1G81	1830 Holyhead - Birmingham I	Mondays - Fridays only
1D99	2312 Birmingham I - Holyhead	Mondays - Fridays only
1K78	1830 Holyhead - Stafford	Saturdays only
ECS	Stafford - Crewe	Saturdays only
1D99	2338 Crewe - Holyhead	Saturdays only

Holyhead based diagram 02 (Operates Mondays - Saturdays):

1K57	0739 Holyhead - Crewe.
1D67	1124 Crewe - Holyhead.
1K69	1356 Holyhead - Crewe.
1D80	1724 Crewe - Holyhead.

Holyhead based diagram 03 (Operates Mondays - Saturdays):

1G80	0314 Holyhead - Birmingham I.
1D62	0750 (0810 on Saturdays) Birmingham I - Bangor.
1K63	1131 Bangor - Crewe.
1D74	1424 Crewe - Holyhead.
1K75	1653 Holyhead - Crewe.
1D85	2124 Crewe - Holyhead.

Holyhead based diagram 04 (Operates Sundays only):

1K54	0850 Holyhead - Crewe.
1D64	1530 Crewe - Holyhead.
1G81	1830 Holyhead - Birmingham I.
1D99	2312 Birmingham I - Holyhead.

Westbury based diagram 01 (See days of operation against each entry):

This diagram has been somewhat fluid so far this season, with frequent variations to the booked workings. To date 1M33 and 1V61 on Sundays have been fairly reliable, as has 1M89 and 1V92 on Friday - Other than these, it would pay you to check before you leap, or you may find a Sprinter instead of a 37!

1M33	1305 Cardiff C - Liverpool LS	Sundays only
1V61	1914 Liverpool LS - Cardiff C	Sundays only
2085	0646 Westbury - Weymouth	Mondays - Fridays only
2V70	0840 Weymouth - Bristol TM	Mondays - Fridays only
2093	1633 Bristol TM - Weymouth	Mondays - Thursdays only
2V93	1938 Weymouth - Westbury	Mondays - Thursdays only
2C23	0815 Bath - Bristol TM	Mondays - Fridays only
2087	0900 Bristol TM - Weymouth	Mondays - Thursdays only
2V87	1630 Weymouth - Bristol TM	Mondays - Thursdays only

2872	1130	Bristol TM - Cardiff C	Fridays only
1M89	1645	Cardiff C - Manchester OR	Fridays only
ECS		Manchester OR - Crewe	Fridays only
1V92	2138	Crewe - Cardiff C	Fridays only

Fort William based diagram 01 (Dates and times as GBTT):

1M15	O/N	Fort William - Euston (Fort William - Edinburgh).
1S07	O/N	Euston - Fort William (Edinburgh - Fort William).

Note: The latest information suggests that this service is "Safe" until the end of the Summer 1995 timetable due to the legal obligation for BR to go through the correct legal channels to withdraw this service.

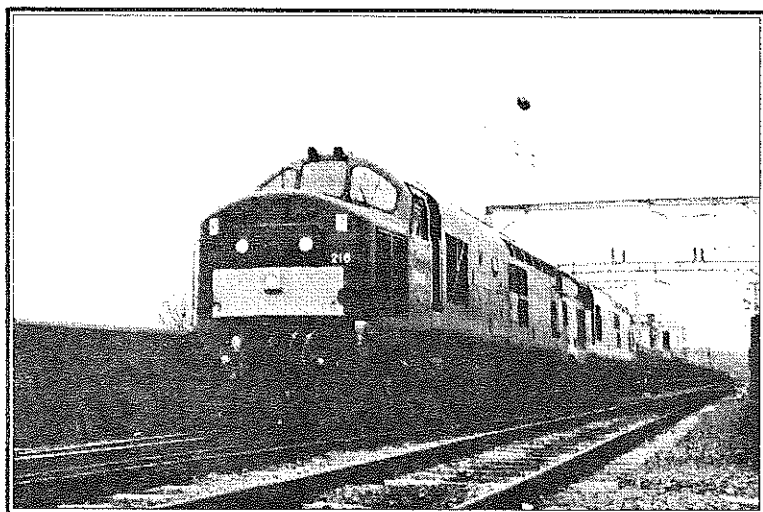
In addition, the following temporary diagram is being covered by LwMC/CD locos:

Blackpool North based diagram 01 (See days of operation against each entry):

1H04	0727	Blackpool N - Manchester P	Mondays - Fridays only
1N01	0945	Manchester P - Blackpool N	Mondays - Fridays only
1N07	1728	Manchester V - Blackpool N	Mondays - Fridays only
1D39	1015	Blackpool N - Holyhead	Saturdays only
1N05	1530	Holyhead - Blackpool N	Saturdays only

Note: In theory, this diagram will have reverted to Sprinter DMU operation by the time this magazine reaches you, but probably worth checking out if you are in the area just in case!

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(10)  
This issue, I have decided to segregate the NB workings from the much more common appearances by the 37/4 "E Fleet", listing NB workings in chronological order, and 37/4 workings by pool - As always, your views on this are welcomed.

#### NB ACTION:

- 04.01.95 A member has asked me to detail 37037's last working on this date. The only known part of it's wanderings on this date (Working the 0840 Weymouth - Bristol Temple Meads from Westbury) has already been published (Feb/95 "Syphon" page 26). It may be that it went on to work further services later in the day, but these have not been reported - If any members have any information on this subject, please let me know!
- 26.02.95 There is some debate as to what class 37 was used on "The Capital Spinner" railtour between Kings Cross and Cambridge (Both 37055 and 37057 have been put forward as contenders). As this train had many hundreds of rail enthusiasts on board, can I ask for some accurate information on the loco used please!
- 02.03.95 37251/37683 O/N Edinburgh - Inverness.  
13.03.95 67201/37294 O/N Edinburgh - Aberdeen.  
14.03.95 37111/37250 O/N Aberdeen - Edinburgh.  
20.04.95 37066/37142 "North Wales Rail Day" (Crewe - Llandudno).  
22.05.95 37073/37111 O/N Edinburgh - Inverness, O/N Inverness - Edinburgh.  
37294/37351 O/N Edinburgh - Aberdeen.  
23.05.95 37073/37111 O/N Edinburgh - Aberdeen, O/N Aberdeen - Edinburgh.  
25.05.95 37196/37294 O/N Inverness - Edinburgh.  
26.05.95 37153/37505 O/N Aberdeen - Edinburgh.  
37154/37214 O/N Edinburgh - Inverness.  
67170/37214 O/N Inverness - Edinburgh.  
27.05.95 37153/37505 O/N Edinburgh - Inverness.  
37170/37214 O/N Edinburgh - Aberdeen.

And here endeth the Winter 94/95 GBT reports - Did the sleepers to Inverness and Aberdeen get 37 haulage on the night of the 27th/28th too, or are the above mentioned, the very last workings of "Syphons" on these services? Reports please!

As the four regular 37/5's on the overnights did not get reported in "Syphon" in detail, here is a summary of their last known workings (If you know of any later workings, please let me know!):

- 37505 27.05.95 (As detailed above)  
37510 27.04.95 D/H with 37505 on the O/N Edinburgh - Inverness.  
37683 11.03.95 D/H with 37685 on the O/N Edinburgh - Aberdeen.  
37685 25.04.95 D/H with 37712 on the O/N Edinburgh - Aberdeen (As report in Jun/95 "Syphon" page 21).

And now, the Summer so far.....

- 02.06.95 37275 0955 Crewe - Bangor, 1323 Bangor - Crewe, 1624 Crewe - Bangor, 1823 Bangor - Crewe.  
03.06.95 37023 Liverpool Street - Lowestoft & return charter.  
37275 0642 Crewe - Bangor, 0913 Bangor - Crewe.  
06.06.95 37178 1535 Paddington - Penzance (Plymouth - Penzance).  
11.06.95 37178 0910 Paddington - Penzance (Exeter SD - Penzance), 1540 Penzance - Paddington (Penzance - Exeter SD).  
14.06.95 37158 1353 Plymouth - Crewe (Newton Abbott - Bristol TM).  
16.06.95 37158 0604 Derby - Plymouth (Exeter SD - Plymouth), 1145 Plymouth - Liverpool LS (Plymouth - Bristol FM), 0943 York - Exeter SD (Bristol TM - Exeter SD).

16.06.95 37245 0920 Brighton - Glasgow C (Brighton - Reading/47839 forward).  
 (cont)  
 17.06.95 37258 0900 Bristol TM - Weymouth, 1630 Weymouth - Bristol TM.  
 19.06.95 37258 0646 Westbury - Weymouth, 0840 Weymouth - Bristol TM.  
 20.06.95 37258 0743 Westbury - Bristol TM relief, 0900 Bristol TM - Weymouth,  
 1425 Weymouth - Bristol TM, 1645 Bristol TM - Westbury relief  
 (Special diagram in conjunction with Glastonbury Festival).  
 22.06.95 37258 1035 Cardiff C - Castle Cary relief via Westbury, 1620 Bath -  
 Castle Cary relief via Bristol TM & Taunton  
 (Specials in conjunction with Glastonbury Festival).  
 23.06.95 37258 1035 Cardiff C - Castle Cary relief via Westbury, 1620 Bath -  
 Castle Cary relief via Bristol TM & Taunton  
 (Specials in conjunction with Glastonbury Festival).  
 24.06.95 37048/37098/37371 "The Logisticon" railtour (Full details elsewhere in  
 this mag.).  
37099 0955 Crewe - Bangor, 1323 Bangor - Crewe.  
37258 0900 Bristol TM - Weymouth, 1630 Weymouth - Bristol TM.  
 25.06.95 37258 1305 Cardiff C - Liverpool LS, 1914 Liverpool LS - Cardiff C.  
37509 0850 Holyhead - Crewe (This is the only part of the diagram it  
 performed on, so presumably stood in for a failure rather than  
 got fixed!).  
 26.06.95 37258 Reported as working a "2V79" (Further details requested!).  
 28.06.95 37230 1433 Bristol TM - Weymouth, 1726 Weymouth - Bristol TM.  
 29.06.95 37230 1433 Bristol TM - Westbury, 1726 Weymouth - Bristol TM.  
 01.07.95 37095/37517 "The Cattal Grid" railtour (Full details elsewhere in  
 this mag.).  
37258 0900 Bristol TM - Weymouth, 1630 Weymouth - Bristol TM.  
 07.07.95 37255 0910 Edinburgh - Reading (Edinburgh - Carlisle).  
 08.07.95 37046 (With 37412 DIT) 1630 Weymouth - Bristol TM (Extended to  
 Cardiff C).  
 09.07.95 37213 1305 Cardiff C - Liverpool LS, 1914 Liverpool LS - Cardiff C.  
 10.07.95 37213 0646 Westbury - Weymouth, 0840 Weymouth - Bristol TM.  
 11.07.95 37114 (With 37213 DIT) 1630 Weymouth - Bristol TM.  
37146 0815 Bath - Bristol TM.  
37213 0900 Bristol TM - Weymouth.  
 12.07.95 37146 0900 Bristol TM - Weymouth, 1630 Weymouth - Bristol TM.  
 13.07.95 37146 0815 Bath - Cardiff C, 0900 Bristol TM, 1630 Weymouth - Bristol TM.  
 21.07.95 37140 1230 Liverpool Street - Norwich (Diss - Norwich).

#### E FLEET:

Details of what the 31 class 37/4's have been up to (Or not up to, as the case may be!) are detailed in pool order, starting with Scotlands LGHM/ML pool, and working south from there.

#### LGHM - Motherwell based machines for use on West Highland line traffic:

37401 26.05.95 O/N Fort William - Edinburgh.  
 27.05.95 O/N Edinburgh - Fort William.  
 05.06.95 O/N Fort William - Edinburgh.  
 26.06.95 O/N Edinburgh - Fort William.  
  
37403 24.06.95 O/N Edinburgh - Fort William.  
 29.06.95 1030 Fort William - Mallaig, 1345 Mallaig - Fort William.  
 (I think that the above workings were vice kettle).  
 03.07.95 O/N Edinburgh - Fort William.  
 06.07.95 O/N Edinburgh - Fort William.

37404 03.06.95 D/H with 37423, worked a Dunbar - Kyle of Lochalsh & return charter throughout.  
 06.07.95 O/N Fort William - Edinburgh.  
 07.07.95 O/N Edinburgh - Fort William.  
 10.07.95 O/N Fort William - Edinburgh.  
 11.07.95 O/N Edinburgh - Fort William.  
 13.07.95 O/N Fort William - Edinburgh.  
 17.07.95 O/N Fort William - Edinburgh.  
 (Note that the last two workings preceded rail strikes, so it is assumed that the services terminated at Edinburgh!)

37406 This machine has been in Crewe Works for the best part of a year now, and was last seen out on a passenger train on 10.08.94.

37409 01.06.95 O/N Edinburgh - Fort William, O/N Fort William - Edinburgh.  
 02.06.95 O/N Edinburgh - Fort William.  
 06.06.95 O/N Fort William - Edinburgh.  
 08.06.95 O/N Fort William - Edinburgh.  
 09.06.95 O/N Edinburgh - Fort William.  
 12.07.95 O/N Fort William - Edinburgh.  
 13.07.95 O/N Edinburgh - Fort William.

37410 15.06.95 Piloted 37428 on O/N Fort William - Edinburgh from Rannoch - Bridge of Orchy, where train was capped (It was many hours late by this time, so obviously had serious problems - What happened to the passengers I wonder?).  
 22.06.95 O/N Edinburgh - Fort William.  
 24.06.95 D/H with 37423, worked a Newcastle - Fort William & return charter from Edinburgh - Fort William & return.  
 26.06.95 O/N Fort William - Edinburgh.  
 27.06.95 O/N Edinburgh - Fort William. Later credited with working 1345 Mallaig - Fort William. Did this loco also work the 1030 Fort William - Mallaig, or was it sent light to Mallaig to rescue an errant kettle?  
 29.06.95 O/N Fort William - Edinburgh.  
 04.07.95 O/N Edinburgh - Fort William.  
 20.07.95 O/N Fort William - Edinburgh.  
 21.07.95 O/N Edinburgh - Fort William.

37423 25.05.95 O/N Edinburgh - Fort William.  
 12.06.95 O/N Edinburgh - Fort William.  
 23.06.95 O/N Edinburgh - Fort William.  
 (See under 37404 - 03.06.95 and 37410 - 24.06.95 for other workings).

37424 03.06.95 O/N Edinburgh - Fort William.  
 07.06.95 O/N Fort William - Edinburgh.  
 15.06.95 O/N Edinburgh - Fort William.  
 25.06.95 O/N Fort William - Edinburgh.  
 26.06.95 O/N Edinburgh - Fort William.  
 29.06.95 O/N Edinburgh - Fort William.

37427 20.06.95 O/N Fort William - Edinburgh.  
 28.06.95 1030 Fort William - Mallaig, 1345 Mallaig - Fort William.  
 08.07.95 O/N Edinburgh - Fort William.  
 09.07.95 O/N Fort William - Edinburgh.  
 10.07.95 O/N Edinburgh - Fort William.  
 19.07.95 O/N Fort William - Edinburgh.  
 20.07.95 O/N Edinburgh - Fort William.  
 21.07.95 O/N Fort William - Edinburgh.  
 22.07.95 O/N Edinburgh - Fort William.



<u>37428</u>	25.05.95	O/N Fort William - Edinburgh.	(See under 37410 -
	26.05.95	O/N Edinburgh - Fort William.	15.06.95 for other
	13.06.95	O/N Edinburgh - Fort William.	working)
	20.06.95	O/N Edinburgh - Fort William.	
	05.07.95	O/N Edinburgh - Fort William.	
	11.07.95	O/N Fort William - Edinburgh.	
	12.07.95	O/N Edinburgh - Fort William.	

<u>37430</u>	09.06.95	O/N Fort William - Edinburgh.
	10.06.95	O/N Edinburgh - Fort William.
	17.06.95	O/N Edinburgh - Fort William.
	19.06.95	O/N Edinburgh - Fort William.
	01.07.95	O/N Edinburgh - Fort William.
	22.07.95	O/N Fort William - Edinburgh.

37431 Regular readers of "Syphon" will be unsurprised to learn that this loco, which should perhaps be named "Static exhibit", has again failed to turn a wheel during the period covered by this magazine. Something is obviously seriously amiss with this machine (It hasn't really appeared to be in top form since it's days hauling petroleum trains out of Ellesmere Port - Just what happened to it whilst here I wonder?) and it's continued existence must be in some doubt! It's last working was on 19.07.94.

LWCC - Springs Branch based machines for freight and engineers use:

Despite not having any booked passenger duties, due to no less than three of the LWMC/CD 37/4's being in works, LWCC machines are rather commonplace on the North Wales line at the moment, so with some regret, I have decided that I will only list which locos worked on which days in order to save rather a lot of space:

<u>37405</u>	<u>May</u>	-
	<u>June</u>	04,05,07,08,09,10,13,14,15,17,19,21,22,23,25,26,27,28,29.
	<u>July</u>	04,05,06,08,09,10.

37415 This loco has not worked a passenger train since 03.10.92, making it now the rarest "E" machine, knocking the previous rarest, 37419, off the top spot due the latter's recent run out.

<u>37417</u>	<u>May</u>	29,30,31.
	<u>June</u>	01,03,05,06,07,08,09,10,11,12,13,14,15,16,27,28,29.
	<u>July</u>	03,04,05,06,07,08,11,13,17,19,21,22.

37419 Until the end of May, this loco had not worked a passenger train since 23.06.92, but came out to work the following trains:

30.05.95	1830 Holyhead - Birmingham International (From Crewe),
	2312 Birmingham International - Holyhead.
31.05.95	0659 Holyhead - Crewe, 1024 Holyhead - Bangor, 1223 Bangor -
	Crewe, 1424 Crewe - Holyhead, 1653 Holyhead - Crewe.

<u>37420</u>	<u>May</u>	26,28,29,30,31.
	<u>June</u>	01,02,03.
	<u>July</u>	21,22.

Worthy of note is the "Hosteller" was involved on the last 1305 Cardiff Central - Liverpool Lime Street train to be worked by North West locos (On 28th May), as from the new timetable, these trains are worked by LNDK/CF machines. To celebrate the event, 37420 was teamed up with

"Wild thing" 37408, and the pair no doubt woke up a few sleepy little villages on line of route! The 1914 return this day was plastic by the way.

37426 Another loco not to have worked for a while, this machine last put in an appearance on a passenger train back on Christmas Eve in 1993.

LWMC - Crewe based machines for passenger use:

Once again, I think that a summary of days operated in the period under review is all I really have space for:

<u>37402</u>	<u>May</u>	-
	<u>June</u>	16,17,19,20,21,22,24,28,29.
	<u>July</u>	03,04,05,06,07,08,10,11,13,15,19,20,21,22.
<u>37407</u>	<u>May</u>	26,27,28,29,30,31.
	<u>June</u>	01,02,05,06,07,08,09,10,12,13,14,15,16,17,19,20,21,22,23,24.
	<u>July</u>	05,06,07,08,10,11,12,13,17,19,20,21.
<u>37408</u>	<u>May</u>	25,28,29,30,31.
	<u>June</u>	03,09,10,12,13,14,15,16,20,21,22,23,24,25,26,27.
	<u>July</u>	03,17,19.

37414 This machine has been in Doncaster Works throughout the period under review. It's last reported passenger working being made on 27.03.95.

<u>37418</u>	<u>May</u>	31.
	<u>June</u>	01,02,05,06,07,08,13,14,16,17,19,22,23,24,26,27,29.
	<u>July</u>	03,04,05,06,11,12,13,15,19,20,21.

37421 After working on both the 25th and 26th of May, it subsequently entered Doncaster Works, from which it has not yet emerged.

37422 The third LWMC/CD "Syphon" to be found in Doncaster Works is 37422. It's last turn on a passenger train was on 02.05.95.

<u>37425</u>	<u>May</u>	24,26,27,29,30,31.
	<u>June</u>	01,02,03,10,13,24,25,26,27,28,29.
	<u>July</u>	03,04,05,06,07,08,09,10,11,12,13,15,17,19.

<u>37429</u>	<u>May</u>	25,26,27,28,29,30,31.
	<u>June</u>	01,03,05,06,10,12,13,14,15,16,17,18,19,20,21,22,23,24,25,28,29.
	<u>July</u>	02,03,05,06,07,08,09,10,12,13,15,17,19,20,21.

LNDK - Cardiff Canton based machines for passenger use:

<u>37411</u>	26.05.95	1645 Cardiff Central - Manchester Oxford Road.
	27.05.95	0932 Crewe - Holyhead, 1155 Holyhead - Crewe.
	02.06.95	1645 Cardiff Central - Manchester Oxford Road, 2138 Crewe - Cardiff Central.
	03.06.95	0900 Bristol TM - Weymouth, 1630 Weymouth - Bristol TM.
	09.06.95	1645 Cardiff Central - Manchester Oxford Road, 2138 Crewe - Cardiff Central.
<u>37412</u>	29.05.95	0900 Bristol TM - Weymouth, 1630 Weymouth - Bristol TM.
	30.05.95	0815 Bath - Bristol TM, 0900 Bristol TM - Weymouth, 1630 Weymouth - Bristol TM.

31.05.95 0815 Bath - Bristol TM,0900 Bristol TM - Weymouth,1630 Weymouth - Bristol TM.  
 01.06.95 0815 Bath - Bristol TM.  
 09.06.95 1130 Bristol TM - Cardiff C.  
 10.06.95 0900 Bristol TM - Weymouth,1630 Weymouth - Bristol TM.  
 11.06.95 1305 Cardiff C - Liverpool LS,1914 Liverpool LS - Cardiff C.  
 12.06.95 0646 Westbury - Weymouth,0840 Weymouth - Bristol TM  
 15.06.95 1633 Bristol TM - Weymouth,1938 Weymouth - Westbury.  
 16.06.95 0646 Westbury - Weymouth,0840 Weymouth - Bristol TM,1130 Bristol TM - Cardiff C,1645 Cardiff C - Manchester OR,2138 Crewe - Cardiff C.  
 18.06.95 1305 Cardiff C - Liverpool LS,1914 Liverpool LS - Cardiff C.  
 21.06.95 1035 Cardiff C - Castle Cary via Westbury relief,1620 Bath - Castle Cary via Bristol TM and Taunton relief,2313 Cardiff C - Castle Cary via Westbury relief (All in conjunction with the Glastonbury Festival).  
 23.06.95 1150 Bristol TM - Cardiff C,1645 Cardiff C - Manchester OR, 2138 Crewe - Cardiff C.  
 27.06.95 1633 Bristol TM - Weymouth,1938 Weymouth - Westbury.  
 28.06.95 0646 Westbury - Weymouth,0840 Weymouth - Bristol TM,1633 Bristol TM - Weymouth,1938 Weymouth - Westbury.  
 29.06.95 0646 Westbury - Weymouth,0840 Weymouth - Bristol TM,1633 Bristol TM - Weymouth,1938 Weymouth - Westbury.  
 03.07.95 0646 Westbury - Weymouth,0840 Weymouth - Bristol TM,1633 Bristol TM - Weymouth,1938 Weymouth - Westbury.  
 07.07.95 1645 Cardiff C - Manchester OR,2138 Crewe - Cardiff C.  
 08.07.95 0900 Bristol TM - Weymouth then failed.  
 10.07.95 0900 Bristol TM - Weymouth,1630 Weymouth - Bristol TM.  
 15.07.95 0900 Bristol TM - Weymouth,1630 Weymouth - Bristol TM.  
 16.07.95 1305 Cardiff C - Liverpool LS,1914 Liverpool LS - Cardiff C.  
 19.07.95 0815 Bath - Bristol TM.  
 21.07.95 0815 Bath - Bristol TM.

LNLK - Cardiff Canton based machines for "Wild West" use:

37413 No passenger workings for some time - The last recorded passenger work for this machine was on 08.11.92.

37416 Again, no passenger work during the period under review for this machine either. However, it has been out more recently, putting in an appearance on a passenger train on 18.02.95.

Rarity index:

A total of 26 37/4's have been recorded on passenger trains this year so far. The remaining 5, in order of rarity (Time elapsed since last recorded passenger work) are:

<u>37415</u>	WCC/SP	Currently the rarest "E" machine. Last worked 03.10.92.
<u>37413</u>	LNLK/CF	Not far behind in the rarity stakes. Last worked 08.11.92.
<u>37426</u>	WCC/SP	In 3rd place, with a last working date of 24.12.93.
<u>37431</u>	LGHM/NL	The static exhibits last work was on 19.07.94.
<u>37406</u>	LGHM/ML	Due to an extended visit to Crewe Works, this loco has not worked since 10.08.94.

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