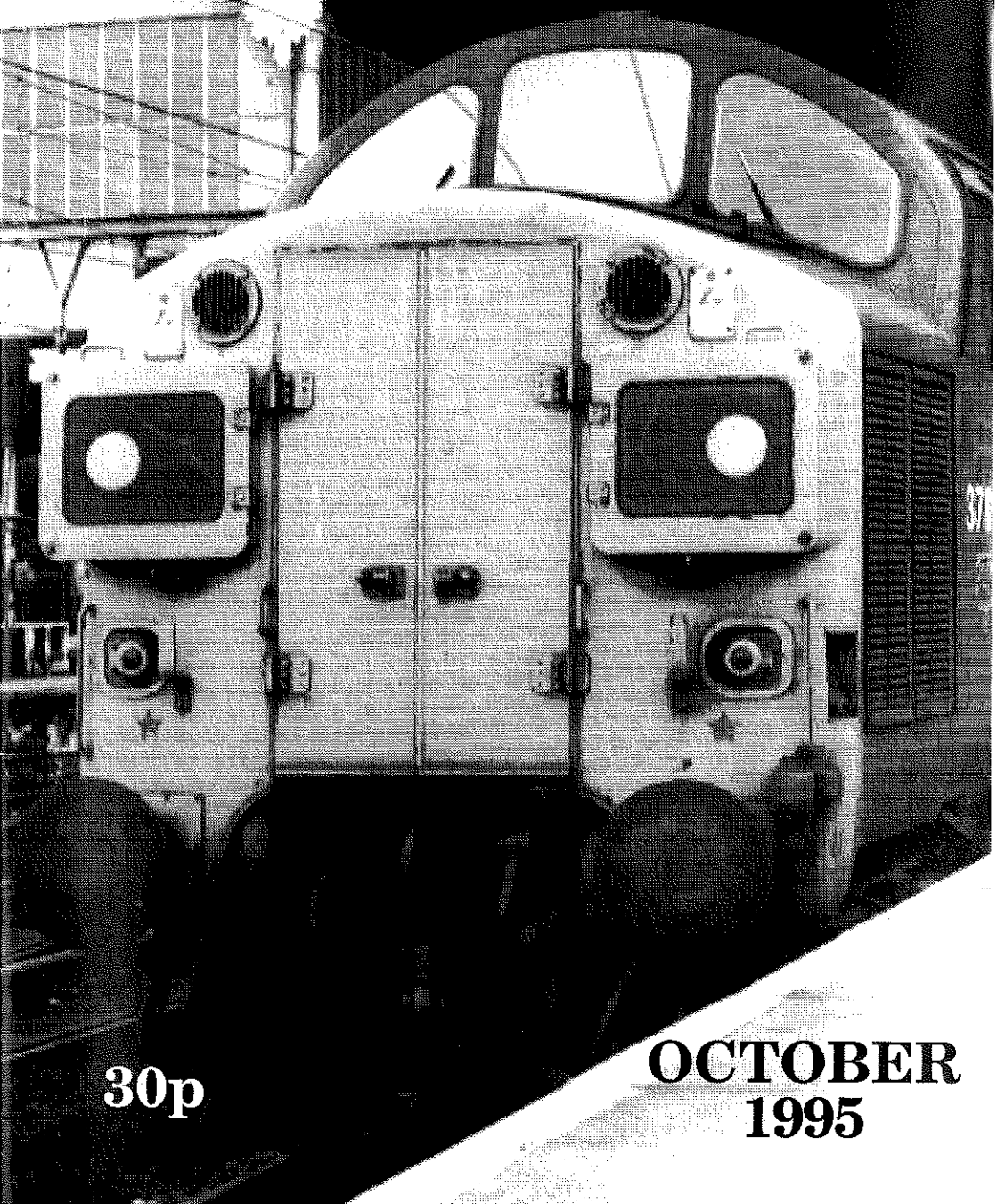


# SYMPHON!

The Magazine of the Class 37 Group



30p

**OCTOBER  
1995**

# The Class 37 Group Committee

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**Sales:** Position Vacant

## Group Info

**Membership Total:** 296  
**Membership Rates:** £6.50/year  
**Preservation Fund Total:** £12,741.01  
**Railtour Fund Total:** £ 3,519.94

As at 16/9/95

**Monthly Draw Details:** All members are eligible to enter the Group's 6700 CLUB monthly draw. Membership is £1.00 per month (a minimum of six months is required at a whopping total of £6). Each month a cash prize is awarded to the first out of the hat. In addition 'super' draws will take place at Christmas and during the Summer, where additional prizes are up for grabs. Profits from the draw will go directly into the Preservation Fund. Further details and/or application form can be obtained from Diane Saunders, Monthly Draw Co-Ordinator, 61 The Drakes, Shoeburyness, Essex SS3 9NY. *Good Luck!*

### **Monthly Draw/6700 Club Winners:**

July	<b>D. Heyward</b> (37425)	£11.50
August	<b>N. Saunders</b> (37087)	£12.50
September	<b>J. Ireland</b> (37026)	£11.50

**Data Protection Act:** The names & addresses of Group members are stored on computer. This is to ease the burden of writing out lots of envelopes by hand each time **SYPHON!** is sent out. Your details remain confidential and will not be given to any third parties.

**Magazine Notes:** All information supplied by this magazine is given in good faith, however mistakes occasionally occur. If you spot an error please let the Editor know, so that it can be corrected in a future edition of **SYPHON!**

All opinions expressed in this magazine are those of individual contributors and not necessarily those of The Class 37 Group.

Print run for this issue: 350 copies

**With Thanks:** Thanks to the following for contributing photos, articles and news for this issue of **SYPHON!** Maurice Barber, Steve Branch, Simon Jowett, David Prior, Mike Millward, Rod Saunders, M. Wren, S. Woodhouse, K.T. Goodchild, Maurice Barber, Graham Potts, Ian Vandervell, Tim Dawe, Michael Gibson, Roger Elliot, John Gothard and anyone else I have missed.

WE are always looking for articles, information, news or photographs for **SYPHON!**. If you think you have anything relevant then send it to: Ken Carr, Editor, 13 Shearers Way, Boreham, Chelmsford, Essex CM3 3AE. If you are sending in photos, B/W prints are our first preference, colour prints second and third colour slides. We would be grateful if you could send a stamped addressed envelope so that we can return the photos (at no additional cost to the Group) once we have finished with them and also please put your name & address on each print with as much caption detail as possible!

# From the Driving Seat

For me to put pen to paper at any other time than just after the AGM is a very rare occurrence, but changes have recently taken place on the Committee so I feel it is my duty to forward thanks and give introductions where necessary.

Steve Branch has hung up his typewriter after three years as 'temporary' Editor, through work and ill health. He was dropped in it after the departure of our previous Editor and has consistently produced a high quality magazine through some rather challenging situations (like our printer blowing up last August!) I think we all, as a membership, owe Steve a big debt of gratitude and our heartfelt thanks for all the work he has put in. Thank You, Steve, you've done great!

Replacing him is someone who, if you've been about as long or longer than I have, will be a well known name in railway circles; Ken Carr. Ken has been heavily involved in the DPS and the Class 58 Loco group (yes, there was one!) and is currently Sales & Marketing manager for TRACTION magazine and Transport Video Publishing in addition to running his own company, Visions International.

Ken brings with him a new look to **SYPHON!** but has vowed to leave the writing style much as it is at present and to add, of course, new ideas of his own. Give him all the support you can with articles, photos (B&W pref) and gen; this is still your mag about your favourite Class.

The other departure I must note is that of our Membership Secretary, Maurice Barber, once again through work pressures. Maurice took over last year after a year out and has consistently kept everything meticulously up-to-date as only Maurice could. Once again, a heartfelt Thank You from all of us for the work you have put in, Maurice.

As Maurice has departed, we have now combined the roles of Secretary and Membership and once again we have a fresh face on the Committee in the form of our new man, Graham Potts from Shrewsbury. In a move to break the 'Anglian' image of the Group, Graham has taken on the role as of now, so all renewals must go through him.

It is great to see fresh faces on the Committee after such a long period and I am looking towards next year with renewed enthusiasm.

Further news is of the A.G.M. This is booked at the Great Northern Hotel, Peterborough Station approach

(can't miss it really) on November 4th 1995, door open 13:30 for 14:00 start. Lets see a few more of you than last year; we have made it more accessible for you, after all!

All proposals to go before the Committee, must be in 14 days prior to the A.G.M., as must all nominations for Committee posts. Standing members automatically re-apply unless specifying otherwise.

One question that has cropped up recently more than once is: "Why haven't we got a loco yet?". This is a valid question and I will answer it here. We were offered 37029 in February 1994 before Mr Waterman bought it, but expert advice was taken and we were told not to touch it because of its deplorable condition. Thoughts turned to the others that came up afterwards but after much discussion, we decided to bide our time.

The reasons were as follows:

1) Other Groups/Societies had jumped onto locomotives early in the withdrawal programmes and had caught a cold after the traffic loadings changed and their classes became popular again, forcing up the price of spares.

2) Ask any locomotive owning group what happens after

one is bought. The first thing to go is membership, most working on the premise of "well they've got one now so we don't have to carry on supporting them", which then can snowball into total apathy.

3) We still have a lot of time, and looking at the present climate, this timescale is slowly lengthening. The Class 37 is a very popular locomotive for the traffic managers and virtually all displaced locos have found gainful employment elsewhere.

The GROUP has circa 300 members, a good amount of cash in the coffers and a fresh, new committee to take it forward. In the next year we will be on a membership and fund raising drive to double what we have, so when we do get our locomotive(s) we will have a powerful membership to back up any work required.

It's been good to be in contact again (must do it more often), so, we'll see you at the AGM; now read Ken's first issue of **SYPHON!** and enjoy!

*Mike Millward*  
Chairman



## DON'T FORGET

THE AGM WILL BE HELD ON 4 NOVEMBER '95  
AT THE GREAT NORTHERN HOTEL, PETERBOROUGH.

13:30 for a 14:00 START

# *From the Engine Room*

**H**i, firstly I would like to add my thanks to retiring editor Steve Branch and his assistance during an interesting change over period and for another comprehensive 'featured loco' article. How does he do it?

I hope you like the new look *SYPHON*! Over the years the mag has gained an excellent reputation for news and gen. I intend to carry on the tradition, but I'll need your help, so keep sending in details of workings etc plus news photos, railtours, unusual freight/passenger workings, namings etc.

Recent months have seen a large amount of unusual activity for the Class 37s, the Yarmouth trips, the Ramsgate, EPS Syphons out on test to name a few (full details in the news section), and the good news is that the classes versatility will keep them well employed for years.

On the question of preservation, its simple, there is no rush. Its a bit like getting married, you have a lot of fun before you settle down, so with so much Syphon activity still going on there is no point getting tied down just yet. Personally I think we should beef up the bank account, and wait for 116 to become available.

I hope to meet many of you at the AGM (details on the previous page), and I look forward to hearing your views on the magazine, preservation, the meaning of life and ideas for features. Remember its YOUR GROUP, YOUR MAGAZINE, so let me know what you think. If you can't make the AGM, my address is on the page 2, so why not drop me a line.

Bye for now!

*Ken Carr*  
Editor

## *Membership Matters*

Due to the change of Membership Secretary, I am afraid the report was not ready in time for this issue



ABOVE: 37116 sits at Liverpool Street after bringing in a service from Kings Lynn on 2 May 1982. Ah those were the days. **Photo: KEN CARR**

## CLASS 158s COLLAPSE - SYPHONS TAKE OVER

AS we closed for press a big news story was unravelling. Major problems with the Class 158 D.M.U.s has led to a number being taken out of traffic and their duties replaced by Loco-Hauled trains.

For the week commencing 25 September the following loco-hauled diagrams came into effect, using a scratch set from Bristol and Syphons. This led to 37413 & 37427 being moved into Canton's LNDK pool. These locos plus 37411, 37412 & a 370 are to provide the traction.

### Diagram 1

#### MON - THU

14:33 Bristol T.M. - Weymouth  
17:26 Weymouth - Bristol T.M.

#### FRI

11:30 Bristol T.M. - Cardiff  
16:45 Cardiff - Manchester P.  
21:38 Crewe - Cardiff

#### SAT 14/10 & 21/10 ONLY

16:00 Cardiff - Abergavenny

#### SUN

16:10 Cardiff - Birmingham  
19:40 Birmingham - Cardiff

### Diagram 2

#### MON - THU

06:59 Westbury - Weymouth  
08:40 Weymouth - Bristol T.M.  
16:33 Bristol T.M. - Weymouth  
19:38 Weymouth - Westbury

#### FRI

06:59 Westbury - Weymouth  
08:40 Weymouth - Bristol T.M.  
14:33 Bristol T.M. - Weymouth  
17:26 Weymouth - Bristol T.M.

#### SAT

07:55 Westbury - Weymouth  
11:00 Weymouth - Bristol T.M.  
13:33 Bristol T.M. - Weymouth  
17:26 Weymouth - Westbury

#### SUN

14:45 Westbury - Weymouth  
19:20 Weymouth - Bristol T.M.

### Diagram 3

#### MON - FRI & SATS 14/10 & 21/10

07:10 Cardiff - Birmingham  
10:43 Birmingham - Cardiff  
14:05 Cardiff - Birmingham  
17:00 Birmingham - Cardiff

#### SUN

15:10 Cardiff - Birmingham  
17:27 Birmingham - Cardiff

Stock for all three diagrams expected to be 3 coaches and a BG. We believe these diagrams are due to run until November.

As for the other T.O.U.s there has been no news yet. However if their units are suffering similar problems, there could be loco-hauled all over the place by the time you read this.

On the first two days of operation, 25 & 26 September, that rare and elusive beast 37413 worked diagram 3 its first passenger workings since November '92. 37411 diagram 2 and 37412 worked diagram 1 but on the second day was replaced by a unit. 37427 was due to recover from maintenance on Thursday 28 September and is expected to take over from the ailing 412.

## SYPHONS ON TOUR

RECENT railtours have produced the following Syphons: 37211 worked AIA Charters' 'Whisky Galore' between Stafford & Preston on 4 August. Then after having suffered a pair of 'nails' to Inverness and back, the participants were awoken from their coma's by the provision of 37191 for the Edinburgh to Carlisle leg of the tour.

On 20 August 37423 was used to work the SRPS's 'A Bridge to Far' tour between Aberdeen to Kyle and back.

A week later 37430 made the same journey with the much publicised 'Race to the North' tour. The loco was adorned with the Deltic 'Flying Scotsman' thistle for the journey. Now that's they way do do it - 'A1A' boys please note.

Mainline provided two blue machines, 37198/294, for Hertfordshire's 'Lankey Doodle' between Euston and Manchester Piccadilly on 16 September. An excellent time was had by all, shame I overslept and missed it!

## HIGHLAND FLINGS

THE Highland Main Line between Perth & Inverness has seen the return of freight traffic. Transrail have won a contract to transport domestic coal from Selby to Inverness. Initially four trains of 500 tonnes each have been run, the first was on 19 August. A Class 56 is used as far as Mossend where a pair of Syphons take over for the run North.

Staying with the Highland Main Line, 37170 was used to rescue an HST in two separate incidents. The first was on 7 August, when the 12:00 Kings Cross - Inverness tram went ping at Aviemore, the Syphon was despatched and dragged the train to Inverness. Then less than a month later on 5 September 170 resumed the same service at Blair Atholl!

## SEASIDE SPECIAL 1

THE seaside resorts of Ramsgate and Gt Yarmouth have both seen unexpected Syphon haulage during the Summer.

On 12 August Inter-City Cross Country kicked out 'Dutch-Transrail' liveried 37201 *Saint Margaret* for the 08.56 Birmingham New St to Ramsgate. Air conditioning (or lack of it as it turned out) for the Mk2d coaches was provided by 47805. At Bromley during the return to Birmingham, 201 started to lose power. Despite the attention of on board fitters the loco could only be made to work intermittently so assistance was provided by the 47.

Ironically it was originally planned to use 37275 *Oor Wullie*, but the loco was reported as being low on power so it was decided to substitute 201 instead.

Incidentally before the loco could depart for the Southern, Bescot removed the mini-snowploughs and replaced them with guard rails just in case.

## NORTH WALES ACTION

THE problems on the North Wales Coast services continue with a number of non-ETH Syphons helping out. On 29 July 37883 made its first appearance on a passenger service since 1990 when it was used to haul the 18:30 Holyhead-Stafford, it then worked back to Chester with the ECS.

On 5 August 37708 hauled the 21:24 Crewe - Holyhead from Chester. Another rare machine made an appearance on 12 August, when 37888 took the 13:24 Crewe - Holyhead and 15:53 return.

An impressive triple-header occurred on 8 August, when 37414, 37420 & 37425 worked the 12:41 Crewe - Holyhead, further information is requested on whether any of the locos had failed or whether it was a balancing movement.

The following 'E's were also noted during August & September, 37402, 37407, 37408, 37414, 37417, 37418, 37420, 37422 after release from Doncaster, 37425 and 37429. Further details can be found in passenger diary at the back of this magazine. A sprinkling of 'Duffs' and 'Nails' were also observed.

## SEASIDE SPECIAL 2

*Special Report by Mike Millward*

IT had to happen. Anglia Railways finally ran out of Sprinters for the Summer Saturday Yarmouth workings. From 12 August, for three weeks, a scratch set of alcon stock was dragged kicking and screaming from Norwich Crown Point and put to work on a sprinter diagram with real power on the front. On this first Saturday 37676 was booted out for the duty, yours truly arriving at a sweltering Yarmouth Vuxhall station for the 11:19 to Norwich.

Running a bit late, 676 arrived and swapped ends of the rake of four, blasting down the Reedham line a few minutes down. Berney Arms halt was in the book as a group of intrepid (or desperate) bashers bailed on at this extremely dubious location and once again 676 began singing across the marshes. Once on the main line (sic) from Reedham, all on board were treated to a fine display of 'Digital Driving' (all or nothing), 676 rolling to a fine tune. Rumours were circulating that the DSD was playing up

and sure enough after a dragster start from Brundall Gardens it did. Only two-hundred yards from the station the brakes came on hard and 676 tripped over its own feet.

Another session of the 'digitals' took us on to Norwich, a quick run-round, and ready for the 12:35. Once again, full storm out to Brundall Gardens: from Brundall Lingwood Bank beckoned, so to get a good start, 676 was given the lot and promptly screamed to a standstill with the anchors firmly set. Once back on the move again, the run up the bank certainly cleared the sinuses and from there to Yarmouth it was once again all or nothing, unfortunately I had to leave at this point but I am pleased to report that the Syphon completed its diagram as booked.

The following week saw 37012 put in an appearance (slight fix, it was at Westbury on Thursday, Stratford by Friday and surprise surprise Ipswich Saturday morning). It was booked on the same diagram as 676 but somewhere along the line was put on the shorter diagram, finishing its turn mid-afternoon.

The third week produced 31458, much to the disgust of everyone!

## SYPHON SANDWICHES

EUROPEAN Passenger Services' first generator coach has been out and about on test sandwiched between EPS Syphons 37601 & 602. Initially tests were undertaken between Derby & Leicester. By mid-August this interesting combination was being used with the test train between Doncaster and York. Once the Euro sleeper services start next year these Syphon Sandwiches will become a daily, sorry nightly, occurrence between London and Plymouth.

The reason the generator car is placed between the two locos is that it saves a lot of hassle when requiring to run round, this way both Syphons and generator car can be treated as one fixed unit.

## THE FINAL CUT

DURING August two more Class 37s were recycled. 37681 was cut up at ABB Crewe and 37113 was cut at Portobello.

37113 had already been heavily stripped and was minus its bogies. The loco's *Radio Highland* nameplates were stolen just days before MC Metals arrived to cut the loco. This does raise the question of why were they still on in the first place.

The loco had been completely scrapped by mid-August.

## SYPHONS ON SHOW

CREWE Railfair held over the August Bank Holiday weekend saw over one hundred locos on show including four Syphons. Mainline freight supplied an ex-works (ex-Toton actually) 37219 resplendent in the company's rather fetching blue livery. Load Haul provided 37517 in the not so fetching black & orange livery. Transrail supplied 37201 in the identity crisis 'Dutch-Transrail' livery.

The following weekend 37517 was on show at the National Railway Museum's Diesel Weekend.

## RESCUE MISSION

MAINLINE Freight's 37679 was called on to rescue a failed Class 86 and its train at Romford on 5 August. The 'Can' expired whilst working the 07:05 Norwich - Liverpool Street and the Mainline infrastructure Syphon was summoned to help.

## A NATIONAL TREASURE?

RECENT rumours have suggested that the National Railway Museum at York were about to claim 37116 for the National Collection. Somewhat perturbed (I want us to get 116) I headed for York to find out what was going on.

Museum sources explained that they although they may claim a Class 37 in the future, there are no plans at present (phew!). One of the biggest problems faced at the NRM is lack of space and for this reason they passed up a Class 73 earlier this year.

Why all the fuss over 116? Basically it is the closest to being in original condition.

## NEW NAMINGS?

RUMOURS suggest that Bescot based Syphons are to receive the nameplates from the depot's rapidly declining fleet of Class 31s.

Currently the following names are carried by Bescot's 31s: *Cricklewood*, *Bescot TMD*, *The Black Countryman*, *John H Carless VC*, *Brush Veteran* (that would really fit a Syphon), *Floreat Salopia* (I assure you this is not a misprint), *Jerome K. Jerome*, *The Enginemen's Fund*, *Mappa Mundi* and worst of the lot *Sister Dora*. Pretty un-inspiring stuff, its obvious why they adorned the 31s. One piece of good fortune is that *Rail Celebrity* is based at Toton.

Now, Dear Mr Depot Manager, Bescot .....

## MORE IN STORE

THE following Load Haul Syphons have been put into store during recent weeks:

37058 TE	37218 IM	37298 IM
37079 IM	37225 IM	37334 TE
37095 IM	37235 IM	37350 TE
37131 IM	37238 IM	37358 IM

However 37334 & 37350 have since been moved to the Immingham Control Contingency pool.

## SYPHON SHORTS

37154 & 37229 have moved to the Derby Engineering Development Unit for sanding modifications in readiness for the leaf fall season.

37037 which was damaged in a run away collision at Bicester bck in April has completed its move to ABB Crewe and will be repaired!

37604 & 37609 made the first visit by the Class to the new Waterloo International on 31 August. The pair were taking a North of London 'Eurostar' set to North Pole when they were held up at Kensington Olympia by a fire on a preceding Freightliner service. To get them out of the way, Control sent them to Waterloo to wait.

37404 was re-united with its Loch Long nameplates during August.

37293 was used on the 1M43 19:20 Dover - Manchester Travelling Post Office train between Redhill and Reading on 20 July.

37418 failed at Birmingham International on 6 September after working in from Holyhead on 1G80.

## 37197 - THUNDERBIRD 1

DURING a remarkable fifteen day period during August, 37197 rescued three HSTs and an InterCity Cross Country 'Duff'.

At the headquarters of 'West Country Rescue' the first alert went out on 4 August. The 09:35 Paddington - Plymouth HST had failed at Exeter and 37197 was despatched to take it onto Plymouth.

The next rescue call came on 11 August when 197 was summoned to haul a dead 'Tram' working the 15:35 Plymouth - Paddington which had failed at Exeter. The Syphon & 'Tram' headed East but were running so late that the service was terminated on arrival at Reading.

H.Q., obviously impressed with the rescue capabilities of their top Thunderbird, had no qualms in using it on 18 August when the Syphon was summoned to Teignmouth, for a bit of sea air, and to rescue 47841 which had failed on the 06:04 Derby - Plymouth. The dead 'Duff' and train were hauled to Plymouth and then the complete ensemble worked the 11:44 Plymouth - Liverpool as far as Bristol Temple Meads.

However more was to come, 197 headed back light for Exeter and shortly after arrival was called upon to help yet another dodgy 'Tram' which was in trouble on the 10:35 Paddington - Plymouth. The Syphon then took another trip to Plymouth completing a very creditable day's work.

Just as we were closing for press, 37197 was out again rescuing the failed 09:45 Paddington - Plymouth at Exeter for yet another trip over the 'Banks' on 20 September.

## FREIGHT SHORTS

37066 worked 4L78 Southampton to Ripple Lane on 24 July, further Syphon activity in the area occurred on 4 August when 37371 & 37372 were noted on the 4018 Lawley Street - Southampton Freightliner at Eastleigh.

37201 & 20075 were used on the Bescot - Honeybourne trip working on 9 August.

37890 *The Railway Observer* worked a Stud Farm to March Roadstone on 16 August.

It was just like the old days at York on 4 September, 37516 & 37688 *Great Rocks* passed through on the Wilton - Felixstowe Freightliner and then 37299 & 37178 headed through on the Pengam - Lynemouth aluminium flats.

Ten days later 37684 *Peak National Park* & 37515 passed through the station on MGRs.

37416 has transferred from the Cornish pool up to Springs Branch where its first duty was with 37426 on the 04:46 Tunstead - Northwich ICI hoppers on 27 July.

37667 hauled 6H34 03:34 Thames Haven - Cambridge on 5 September, normally a Mainline Class 58 duty.

37092 was noted at Derby hauling a rake of L.U.L. stock on 13 September.



# Sales Items

We are pleased to announce that we have an extended range of sales items on offer. All are available by Mail Order or at the AGM on 4th November at the Great Northern Hotel Peterborough.

## **VIDEOS**

We now offer the complete ranges of Locomaster, Transport Video Publishing, Video 125, Train Crazy, Telerail and Steam Powered Video. Recent releases and programmes with Class 37 interest are listed below:

### Locomaster Profiles

Silver Bullet Syphons (New) .....	£16.95
Bristol Bath Road (New) .....	£14.95
Class 37 Power .....	£14.95
Crompton Countdown .....	£16.95
Capital Crompton .....	£14.95

### Video 125 - Driver's-Eye Views/Archive

Skye Train (Class 37) .....	£19.95
Birmingham Cross City (New) .....	£19.95
Heart of Wales .....	£19.95
Diesel & Electrics on 35mm .....	£19.95
Diesel & Electrics on 35mm 2 .....	£19.95

### Transport Video Publishing

Video Track 48 (New) .....	£11.95
Lineside Freight Pt 2 (Due late Oct) .....	£14.95
Video Profiles - The Class 37s .....	£12.95
East Coast Power .....	£18.95
Skirl O' the Bagpipes .....	£11.95
BR Traction Archive .....	£18.95

### Telerail

Loco-Hauled Class 37s .....	£19.95
New Horizons - Belgium (New) .....	£19.95

### Train Crazy

Farewell to North West Club Trains .....	£18.95
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## **AUDIO CASSETTES**

Syphons .....	£3.50	Newport 37s (New) .....	£3.50
Syphons - The Second Edition .....	£3.50		

## **CLOCKS**

Either with drawing of two Class 37s or a Class 37 photo on face. Colours & photos vary - Please state any preferences.....£6.99 ea.

## **SWEATSHIRTS**

With the Group's logo on chest, available in M, L and XL sizes. Colours vary - Please state any preferences.....£12.00 ea.

## **T-SHIRTS**

With a drawing of two Class 37s on the front, available in either black or white in sizes S, M & L. - Please state preferences .....£5.00 ea.

## **SMALLER ITEMS**

Group Mugs .....	£2.00	Enamel Class 37 Badge (Side View) .....	75p
Key Fobs .....	50p	Enamel Class 37 Badge (3/4 View) .....	75p
Ballpens (Blue Ink) .....	40p		

## **MAG 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.....35p ea.

### **MAIL ORDERS TO:**

**37 GROUP SALES, 48 Beaconsfield Road, Kirkley, Lowestoft, Suffolk NR33 0RJ**

Please add £1.00 per Video /Sweatshirt/T-Shirt for p&p

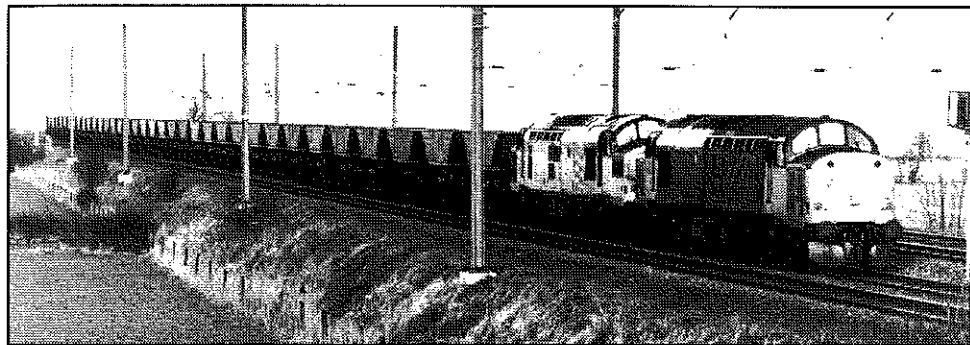
50p for Audio Cassettes

25p for anything else..

**Remember all profits from Group sales go into the Preservation Account**



## SOMETHING WE MISSED EARLIER



ABOVE: Catching up on some News we didn't report! 37516 & 37350 approach York with a Tyne - Gascoigne Wood MGR on 18 February '95. (see story below) Photo: SIMON JOWETT

SIMON Jowett has sent details in of some news we missed earlier this year. During the Spring, Thornaby based locos enjoyed a brief period of usage on MGR traffic between Tyne and Gascoigne Wood.

North Eastern coal traffic has long since been the preserve of 'Grids' and this was the first recorded use of Syphons for many years.

For the record the following were noted: 37079 & 37332 on 8 February, 37516 & 37332 on 15 February, 37516 & 37416 and 37217 & 37131 on 17 February,

37516 & 37350 on 18 February and finally 37350 & 37358 on 3 March after which the 'Grids' returned.

Not to be outdone, the Immingham based locos started working on the newly introduced Rossington to Aberdeen 'Cawood' coal containers, with 37706 *Conidae* being noted on 25 February.

Little has also been reported of the trial runs that Load Haul made of fireclay from Butterwell to Longport. The train was rather unpredictable but on 10 March it was noted in the care of 37235.

## GALA DAY VISITS

THE weekend of 23 & 24 September saw Transrail Syphon appearances at two diesel galas, at opposite ends of Britain.

The Bodmin & Wenford Railway in Cornwall played host to 37671 *Tre Pol & Pen* for their diesel weekend. The Syphon was used on passenger trains both days.

Meanwhile some 500 miles away, 37232 was used at the Bo'ness & Kinneil diesel gala, did anyone get both in?

## SYPHONS WITH PATHFINDER

FANCY doing a Syphon railtour, the following are expected to have Class 37 haulage for all or part of the tour.

Pathfinder Tours have planned a series of 'Rambler' tours, which are expected to use Syphons, however please check with them before booking. Dates and destinations as follows:

28 October - Cardiff to Blackpool.

4 November - Birmingham via Newport to the Heart of Wales then Birmingham and back to Newport.

18 November - Hereford to Portsmouth.

9 December - Cardiff to York.

Pathfinder will also be utilising an EWCN Syphon on their 'Severnside' tour on 11 November, however you will have to suffer two Class 31s for most of the day, the Syphon is providing top & tail assistance around Severnside only. On the 17 December a Mainline EWDB 37 will work between Canterbury West and Hither Green in tandem with a 33 on the 'Kentish Spinner'.

## PRESERVATION UPDATE

HERE is a round-up of what's happening to the Syphons already in preservation.

37029 - At Crewe Railway Age still awaiting start-up.

37032 - At North Norfolk Railway. Latest information is that the 'new' generator (fully overhauled by ABB Crewe) has now been fitted. The loco has been sat at Weybourne since the Railway's diesel weekend with the certificated air receivers fitted, but one tank is off awaiting mods to allow future access to the main underfloor tanks whilst in situ. The future of its present location is in doubt too, the N.N.R. are apparently not impressed at the lack of movement on the locomotive and a move to Dereham may be in the offing.

37190 - At the Midland Railway Centre. The first preserved example to be started and moved in preservation, further work is needed before it can haul its first passenger train, probably next year.

37215 - At Gloucestershire & Warwickshire Railway. The Growler Group have been concentrating the loco's bodywork and after completion the loco will return to all-over blue.

## NORTH WALSHAM

CLASS 58s are likely to take over the North Walsham - Harwich Parkston Quay from Syphons from November. This will end a long association with the Class on this duty.

## SLEEPER REPRIEVE

THE Euston - Fort William sleeper service is safe for the next seven years. From 24 September the service was reduced from four to one sleeping car, except for the northbound run on Fridays and the Southbound on Sundays which will both have two.

The Fort William coach departs Euston with the sleepers for Aberdeen and Inverness. At Edinburgh all three services split and go their separate ways.

The single Fort William sleeper is then taken forward by a Motherwell 37/4 with a BG and a first open lounge car, arrival is scheduled for 10:30.

The ludicrous daytime return ECS trip from Fort William to Polmadie which has run since May has now been withdrawn with the introduction of the new arrangements. The sleepers were having to run back ECS to Glasgow for facilities as facilities at Fort William had been closed in May, however now there is only one coach presumably they think they can manage this.

Whilst on the subject of the sleeper, a member has asked me for the exact route from Edinburgh and mileages. Anyone who can help please let me know via the editorial address, many thanks.

## NEW TRANSRAIL POOL

A new pool has been created at Bescot called LBSB. Four locos from the celebrity pool were transferred to it on 23 September. Unfortunately I haven't found out yet what this pool does or doesn't do.

## GOODBYE THORNABY

FROM the start of the Winter timetable (23 September) Load Haul have moved all their serviceable Syphons to Immingham.

The Thornaby HGR examples moved on block to the FDCI Humberside pool with the exception of 37330 & 37344 which have been put on restricted use in pool FDRI.

The number of examples stored is now 35, with a further six awaiting official transfer to European Passenger Services and three sitting in the contingency pool including pioneer 37350. This leaves just 35 examples working of which seven are for restricted use only.

## Rfd FINISH WITH 37s

RAILFREIGHT Distribution finally relinquished their two Class 37s, 37218 & 37238 on 14 September. Both locos have been transferred to Load Haul and placed in store.

The pair's last duty is believed to have been on 4E76 20:15 Southampton - Leeds on 10 September when 238 caught fire at Basingstoke.

## MAINLINE NAMING

SATURDAY, 14 October will see Mainline's 37248 receive the name *Midland Railway Centre* during the line's Autumn diesel gala. The loco will also be working service trains on the line on both the 14 & 15 October.

## POOL CHANGES & CURRENT STATUS

### EUROPEAN PASSENGER SERVICES

37687 R/N 37610  
37610 FEPS - GPSV

### RAILFREIGHT DISTRIBUTION

37218 DART - FDYX  
37238 DART - FDYX

### LOAD HAUL

37058 FDRI - FDYX  
37079 FDKI - FDYX  
37095 FDRI - FDYX  
37131 FDKI - FDYX  
37225 FDKI - FDYX  
37235 FDRI - FDYX  
37298 FDKI - FDYX  
37334 FDRI - FDYX  
FDYX - FDKI  
37344 FMCY - FDRI  
37334 FDRI - FDYX  
FDYX - FDKI  
37358 FDRI - FDKI  
37503 FMCY - FDCI  
37515 FMDY - FDDI  
37516 FMDY - FDDI  
37517 FMCY - FDCI

37519 FMDY - FDRI  
37677 FDDI - FDRI  
37680 FDDI - FDRI  
37682 FMCY - FDCI  
37684 FMCY - FDCI  
37686 FMCY - FDCI  
37688 FMDY - FDKI  
37697 FMCY - FDCI  
37716 FMCY - FDCI  
37718 FMCY - FDCI

### TRANSRAIL

37088 LGBM - LNDK  
LNDK - LGBM  
37154 LBLB - LBSB  
37184 LBLB - LBSB  
37191 LBLB - LBSB  
37212 LBLB - LGBM  
37214 LGBM - LNDK  
37255 LBLB - LBSB  
37413 LNLK - LNDK  
37427 LGHM - LNDK

### MAINLINE FREIGHT

No Change.

## EUROPEAN PASSENGER SERVICES

### GPSV - Bristol St Phillips Marsh - Sleepers

37601 37602 37604 37608 37609 37610

**Total: 6**

## MAINLINE FREIGHT

### ENTN - Toton - Infrastructure North

37010 37012 37038 37046 37051 37092  
37137

### ESBB - Stewarts Lane - London Area Freight

37705 37709 37715 37890

### EWCN - Toton - Great Western Infrastructure

37035 37042 37048 37057 37065 37072  
37097 37098 37114 37162 37185 37222  
37227 37248 37264

### EWBD - Stewarts Lane - Infrastructure

37037 37054 37074 37077 37109 37167  
37198 37203 37219 37274 37371 37372  
37375 37377 37703 37798 37800 37803  
37891 37892

### EWDS - Stewarts Lane - Anglia Infrastructure

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

### EWRS - Stewarts Lane - Restricted Use

37194 37220 37245 37293 37380

### EWRS - Stratford - Restricted Use

37040 37174

### ENXX - Stored Locos

37070 37138 37278

**Total: 73**

## TRANSRAIL

### LBLB - Bescot - General Use

37025 37071 37087 37099 37111 37116  
37142 37154 37184 37188 37191 37201  
37207 37211 37240 37255 37275

### LGBM - Motherwell - General Use

37043 37069 37073 37088 37100 37152  
37153 37156 37165 37170 37175 37196  
37212 37221 37232 37250 37251 37261  
37262 37294 37505 37510 37683 37685

### LGHM - Motherwell - West Highland

37401 37403 37404 37406 37409 37410  
37423 37424 37428 37430 37431

### LGPM - Motherwell - HGR Scotland

37351 37675 37692 37693 37712 37714  
37801 37893

### LNCK - Cardiff Canton- South Wales

37701 37702 37704 37796 37797 37799  
37802 37887 37889 37894 37895 37896  
37897 37898 37899

## RAILFREIGHT DISTRIBUTION

### DART - Tinsley - Restricted Use

37218 37238

**Total: 2**

## LOAD HAUL

### FDCI - Immingham - HGR Humberside

37689 37698 37699 37706 37707 37708  
37710 37711 37713 37717 37719 37883  
37884 37885 37886 37888

### FDDI - Immingham - Departmental

37513 37677 37680 37694

### FDKI - Immingham - Control Contingency

37079 37131 37225 37298

### FDRI - Immingham - Restricted Use

37095 37332 37358

### FEPS - Immingham - For transfer To E.P.S.

37504 37507 37508 37511 37690 37691

### FMCY - Thornaby - HGR North East

37330 37344 37503 37517 37682 37684  
37686 37697 37716 37718

### FMDY - Thornaby - Departmental

37515 37516 37519 37688

### FDYX - Stored Locos

37003 37019 37045 37058 37059 37063  
37068 37075 37083 37104 37110 37139  
37144 37209 37217 37223 37235 37331  
37333 37334 37335 37340 37341 37343  
37345 37350 37359 37378 37381 37382

**Total: 79**

### LNDK - Cardiff Canton - Departmental

37141 37146 37158 37214 37263 37411  
37412 37413 37427

### LNHK - Cardiff Canton - 37/9s

37901 37902 37903 37904 37905 37906

### LNLK - Cardiff Canton - Cornwall

37521 37668 37669 37670 37671 37672  
37673 37674 37695 37696

### LNSK - Cardiff Canton - Sandite Fitted

37133 37178 37197 37213 37229 37230  
37254 37258

### LWCC - Springs Branch - General Use

37026 37066 37107 37108 37405 37415  
37416 37417 37419 37420 37426 37509  
37518 37520

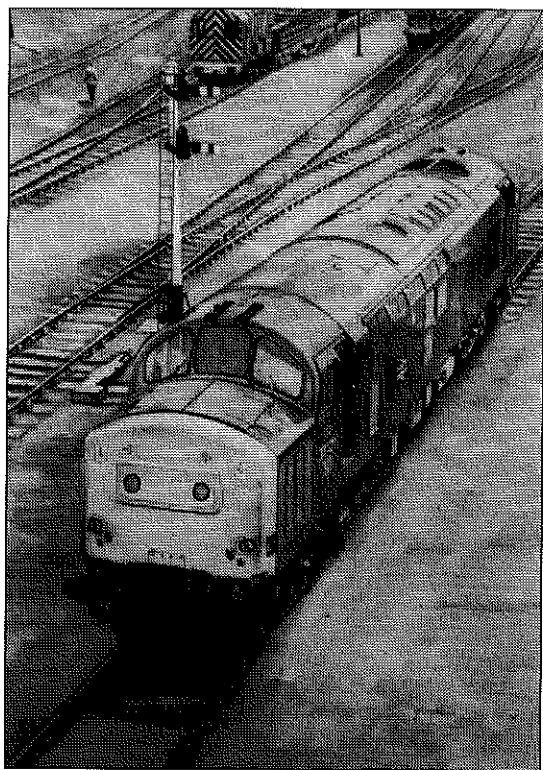
### LWMC - Crewe Diesel - North Wales Passenger

37402 37407 37408 37414 37418 37421  
37422 37425 37429

### LNXX - Stored Locos

37004 37078 37080

**Total: 134**



**THE CLASSIC LINES OF ENGLISH ELECTRIC'S MOST ENDURING MACHINE  
- CAPTURED IN A LIMITED EDITION WORK OF ART**

Our first print featuring a Class 37 is now available! Featuring blue liveried 37 121 at Wath Yard and drawn in meticulous detail by John Walker, an associate of 'The Guild of Railway Artists', the print is the result of over forty hours' work.

Our usual Mail Order Price for this print is £20, but it is available exclusively to Class 37 Group members at just £12.

To secure your copy, please send a cheque or postal order, payable to, A.W. Walker, to the address below:

**47 Crofton Road, Attenborough, Notts. NG9 5HW Tel: 0115 9256115**

# Reviewer's Corner

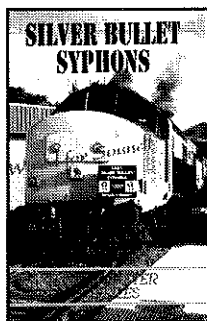
Hello again,

I'd like to start by saying thanks to those of you who wrote after the last review. Your views have been noted and watch this space!

This time the selected items are a video and an audio cassette. The video is, Locpmaster Profiles 'Silver Bullet Syphons' and the audio cassette is '37s on the Grade' by Alan Vitty.

## **LOCOMASTER PROFILES - VIDEO - SILVER BULLET SYPHONS**

Running time approx. 90 mins - Price £16.95



THIS video was produced to mark the retirement of 37s, after many years solid service, on the Burngullow - Irvine 'Silver Bullets' (china clay slurry to you and me!). It is essentially a cab ride video with a difference, and WHAT a difference. The loco's are specially wired to capture the breathless Syphons as they slog there way over the tortuous South Devon banks, along the line through Plymouth, Exeter, Bristol Temple Meads and then the

long, steep climb out of the Severn Tunnel.

The Video, narrated by David Maxey, commences with details about the train and the route. It then covers the starting of the locos and the light engine movement needed to pick up their 1000 tonne load from Burngullow. Following departure the Syphons begin

the long slog over the 'Banks', the Hi-Fi sound comes into its own, no twinkle, twinkle music to be seen!

The footage is interspersed with lineside shots showing the locos at full stretch, and really unusual shots from the rear cab of the leading loco (looking over the roof of the second loco). The sound track is extremely good and guaranteed to annoy the neighbours and be sure to crank up the volume as the locos reach the uphill start of the Severn Tunnel! Imagine the scene, pitch black, very little noise, THEN!!! Lets just say that the driver's arm goes straight out the second man's window and the locos do there best to collapse the tunnel with sound waves. It's so loud that the sound is a little distorted but it will not, contrary to some magazine's opinion, spoil your enjoyment. You feel as if you were there at the front window of the train.

The video finishes with the run into Newport and the end of an era. This is well worth the investment as not only does it mark the demise of the 37s on the 'Bullet', it's a cracking good cab ride video with a hell of a difference.

VERDICT -

MARKS (out of 5) -

## **ALAN VITTY - AUDIO CASSETTE - 37s ON THE GRADE**

Running time approx. 60 mins - Price £3.95



THIS is just one of three cassettes which are available either singularly or in a set (price £9.95).

I must be honest and say that although I own copies of each of the Group's audio cassettes, I don't often listen to them, so when asked to review this tape I had to try to find time just to sit and listen. How often do we do that in this day and age?

I would like to say that time flew passed and before I knew it I had to change sides. This tape by virtue of it's name makes you think that each

track will start with some far off noise, slowly getting closer and then fading away. Wrong! Most tracks are of stunning clarity and remain clear and loud from start to finish. It is almost as if the microphone is moving with the train. Sure some tracks are as imagined but the others certainly make up for it.

As audio cassettes go, this is brilliant! It contains some of the best recordings of Syphons I know, and when you are longing for a fix, slam this into your stereo and pump up the volume!

I thought I would only listen to this once (to review it) but I'm now on my third time and going on for more! It also makes great background music.

VERDICT -

MARKS -

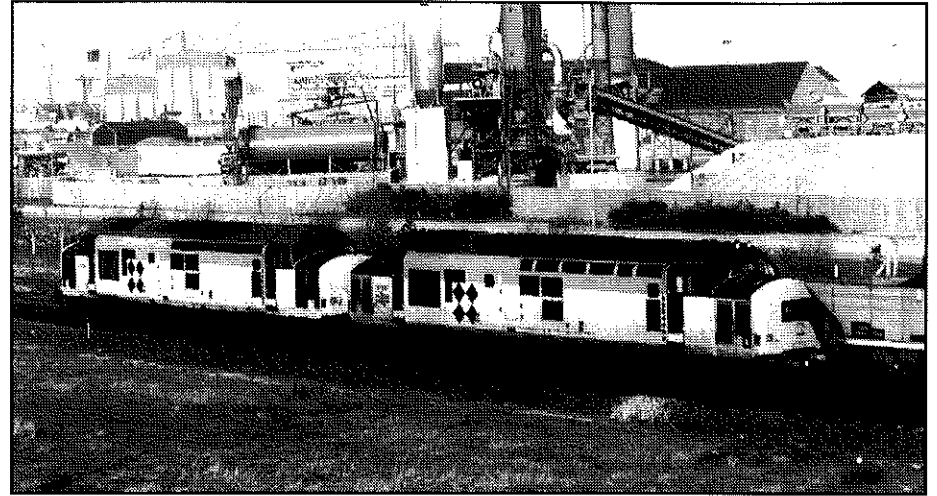
Until next time, see ya!

*Barry Normal*

# COATS OF MANY COLOURS (mono special!)



ABOVE: The yellow & grey 'Dutch' livery is the most common applied to the class. **Photo: M. WREN**  
BELOW: The old style InterCity Livery without markings.



ABOVE: Dying out fast is the old Triple-Grey Railfreight scheme with sub-sector markings.  
BELOW: The stylish livery of Regional Railways is shown off by 37429 *Eisteddford Genedlaethol* as it leaves Manchester Piccadilly pushing the BLS's 'Caldon Peak' Raitour, 16 April '94.



# State of the Art

Today the railway network resembles an explosion in a paint factory. Its a far cry from the days when a simple white bodyside stripe on a Syphon caused uproar. But since those pioneering days at Eastfield we have seen numerous liveries. Do you remember that incredible white 'Police' colour scheme which was supposed to wash off in a day, but didn't or 37501 in BSC powder blue complete with British Steel logos.

The transition from an all over blue railway to today's technicolour network went roughly as follows: firstly the appearance of white stripes/cabs, then the superb large logo blue, followed by large logo grey for railfreight, then came the addition of a red stripe, sectorisation followed with a whole bunch of new colour schemes including the Triple-Grey railfreight livery complete with squadron markings and now we have the privatisation schemes.

Along the way there have been many one-offs, but you can't help thinking that the only people to

benefit from this transition have been the paint suppliers.

Today the Syphons alone carry no less than twenty-four different liveries. Only two, 37217 and 37275, still carry standard corporate blue. Ironically the same number that appear in green! (37216 & 37404). Another surprising fact is that only five now remain in 'Large-Logo' blue, 37025, 37057, 37116, 37209 & 37408.

With the new freight companies speeding up their repaint programme or at the very least applying their corporate brandings, Syphons in some of the older liveries could be repainted fairly soon. Apparently all Mainline Freight Syphons that receive Works attention will be oushopped in their new blue livery.

The following list is believed to be current up to mid-September '95, I would be grateful to hear of any changes/corrections.

**Ken Carr**  
Editor

## BR Green - (GB)

37216 37403

## All Over Corporate Blue (BS)

37217 37275

## Large Logo Blue (BL)

37025 37057 37116 37209 37408

## Large Logo Blue - Small Numbers (BM)

37330

## Departmental Grey (DG)

37072 37162 37262

## Departmental Dutch - Grey & Yellow (DC)

37003	37010	37012	37035	37038	37043
37046	37054	37058	37066	37069	37071
37083	37087	37088	37092	37095	37097
37098	37099	37104	37106	37114	37133
37140	37141	37142	37146	37153	37158
37165	37170	37174	37175	37184	37185
37188	37191	37196	37207	37211	37232
37240	37245	37254	37255	37258	37263
37264	37343	37351	37370	37371	37372
37375	37377	37379			

## Railfreight Grey - (FO)

37690 37691

## European Passenger Services - Two Tone Grey (EP)

37601 37602 37604 37608 37609 37610

## Triple Grey Railfreight - Construction (FA)

37144	37214	37425	37678	37679	37680
37681	37682	37684	37686	37688	

## Triple Grey Railfreight - Coal (FC)

37139	37212	37213	37222	37223	37229
37278	37332	37376	37692	37693	37694
37696	37697	37698	37699	37701	37702
37703	37704	37796	37797	37799	37800
37801	37802	37887	37894	37895	37896
37897	37898	37899			

## Triple Grey Railfreight - Distribution (FD)

37019	37026	37047	37059	37063	37068
37070	37073	37074	37079	37107	37110
37178	37194	37218	37242	37244	37255
37261	37333	37340	37344	37345	37378
37381	37401	37406	37411	37423	37669
37671	37672	37673	37675		

## Triple Grey Railfreight - Metals (FM)

37004	37037	37040	37042	37048	37051
37077	37078	37100	37109	37111	37137
37138	37227	37241	37250	37293	37331
37503	37504	37507	37508	37511	37513
37515	37518	37519	37520	37711	37714
37716	37718	37886	37901	37902	37903
37904	37905	37906			

## Triple Grey Railfreight - Petroleum (FP)

37080	37215	37220	37350	37359	37382
37428	37521	37668	37706	37707	37708
37710	37712	37717	37719	37883	37884
37885	37888	37890	37891	37893	



**Triple Grey Railfreight - No Sector Markings (FU)**

37013	37045	37065	37075	37108	37131
37225	37235	37238	37298	37334	37335
37341	37358	37402	37404	37417	37676
37677	37689	37705			

**InterCity Swallow - (IS)**

37152	37251	37505	37510	37683	37685
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**Load Haul - Black & Orange (LB)**

37517	37713
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**Load Haul - Triple Grey Load Haul Logo (LG)**

37516
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**Mainline Freight - Blue (MB)**

37023	37167	37198	37219	37248	37274
37294	37667	37798	37803		

**Mainline Freight - Triple Grey Mainline Logo (MF)**

37055	37203	37380	37709	37715	37892
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**Mainline - Old InterCity Without Logos (ML)**

37405	37415	37416	37419	37420	37426
37431					

**Regional Railways (RR)**

37414	37418	37421	37422	37429
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**Scotrail (RS)**

37427
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**Transrail Dutch - Grey & Yellow With Big T Logo (TD)**

37154	37201	37230
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**Transrail- Triple Grey Big T Logo (TR)**

37156	37197	37221	37407	37409	37410
37412	37413	37424	37430	37509	37670
37674	37695	37889			

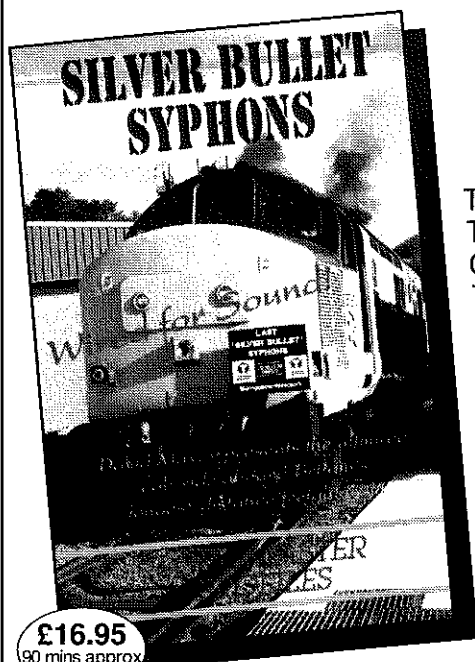
Please remember to drop me a line if there are any corrections to the above list and also any sightings of recent re-liveries. Mark your envelope 'Re-liveries' and send to:  
Ken Carr, Editor, 13 Shearers Way, Boreham, Chelmsford CM3 3AE



37077 & 37037 both still retain their Railfreight Metals livery but it won't be long before they appear with Mainline Freight logos or even in Mainline blue, especially 037 which is currently under repair at ABB Crewe. Photo N. Findlay

**NEW FROM LOCOMASTER PROFILES**

## ***SILVER BULLET SYPHONS Wired for Sound!***



The DATE is 22nd July 1995.

The LOCATION - Burngullow English China Clay sidings, Cornwall.

The EVENT - the last booked working of Class 37s on the Silver Bullet, loaded with china clay slurry bound for Irvine in Ayrshire.

Thanks to the kind co-operation of Transrail, you can savour the experience on the footplate of one of Britain's most famous freight trains as 37669 & 37670 work the Bullet to Newport on the first leg of its 600-mile journey to Scotland. The locos were specially WIRED FOR SOUND to capture their 12CSV

engines being stretched to the limit as they hauled their 1000-tonne load over the tortuous gradients of Treverrin, Largin, Hemerdon, Dainton, and Whiteball! After tackling Filton Bank, the final assault takes place in the depths of the 4.5 mile Severn Tunnel as the pair turn on the power and blast their way into South Wales on the last leg of the 200-mile trip.

Most of the summits were reached at around 20 mph - Dainton at a mere 15! This stunning video brings you the best of the Bullet, captured from the footplate as 3500 English Electric horsepower is recorded in Hi-Fi sound! To complete the picture, footage from the lineside intersperses the on-board action ... all of it filmed on a delightful sunny, Summer Saturday!

SILVER BULLET SYPHONS is guaranteed to be VERY NOISY! You and your neighbours have been warned!

***Presented and narrated by David Maxey, the programme runs for approximately 90 minutes and is exceptional value at £16.95!***

You can order your post-free copy now by calling our Credit Card Hotline on **01753 545888**, or by post from:

**LOCOMASTER PROFILE, 25 BEECH ROAD,  
LANGLEY, BERKSHIRE SL3 7DQ**

# ***My Magnificent Seven*** by Ken Carr

I thought that picking out my top ten would be quite easy, but once you start looking back through your records, the memories come flooding back, what to include what to leave out, the problem became even

worse when I found I only had space on the page for seven. So after much thought and weeding out the ones where I was too drunk to remember much anyway, I came up with the following:

## **1. 37116**

**14:36 Liverpool Street - Kings Lynn**

**2 May 1982**

This was my first run of a memorable couple of days bashing over the May Day Holiday Weekend on the Kings Lynn services. A Hell Fire exit out of the 'Street' and rapid climb up the bank to Bethnal Green. A number of p.w. slacks and station stops at Bishops Stortford, Stanstead and Elsenham led to a load of quick noisy starts and some rather abrupt braking. Bailed out at Audley End for a return working which produced a Duff (Typical!).

## **2. 37263**

**18:30 Liverpool Street - Norwich**

**2 May 1982**

On the same day as number one, an unexpected bonus, the non-availability of a Duff meant 263 produced, this more than made up for the Audley End fiasco. Having been refused a cab-ride by an apologetic driver he made amends with a stunning run. The run out of London was nothing to write home about, but we were gaining speed and storming up Brentwood Bank when the driver noticed a p.w. slack at Shenfield. We then progressed to Chelmsford and the booked stop (those were the days, I/C have removed Chelmsford from the map these days and we have to make do with those appalling 321s). The driver then wacked back the power handle and speed rapidly increased until we hit 98 mph at Kelvedon only for another p.w. slack to break all attempts at the magic three figures. Bailed out at Colchester totally satisfied.

## **3. 37054**

**Kings Lynn - Liverpool Street**

**3 May 1982**

Another classic run from that weekend, jumped on at Audley End and this was another start/stop performance with once again lots of thrash. After the Bishops Stortford stop we raced up to 90 as we passed through Harlow however we were checked by signals and a bitty run into London followed. Still highly enjoyable.

## **4. 37001 & 37052 Deltic Silver Jubilee Ralltour**

**5 July 1986**

I had to pick this seeing as I ran the tour and requested both locos (one of the beauties of running tours, you can specify the locos that you need). I have many happy memories of this whole event from turning up at Stratford the day before to help clean & paint the locos, to waiting anxiously at Kings Cross waiting for them to turn up 'light' from Stratford, the thrash along the East Coast & Scarborough lines and the arrival early back at KX and the accompanying champagne celebrations, plus three 'Deltics' thrown in as well. Excellent!

## **5. 37699**

**15:15 Paddington - Oxford**

**10 August 1988**

Bumped into this one at Reading whilst coming in on an ex-Newbury service. 50035 had failed and 699 was the chosen rescuer. Only worry was getting off my train down under the subway and onto the Oxford before it left. Just about made it although the guard wasn't too impressed at someone jumping on its train as it stormed out of the station. Excellent run to Didcot even though we had a dead 'Hoover' in tow, lots of noise and smoke. This was followed by a gentle amble up to Oxford.

## **6. 37404**

**Glasgow Queen Street - Perth**

**26 July 1985**

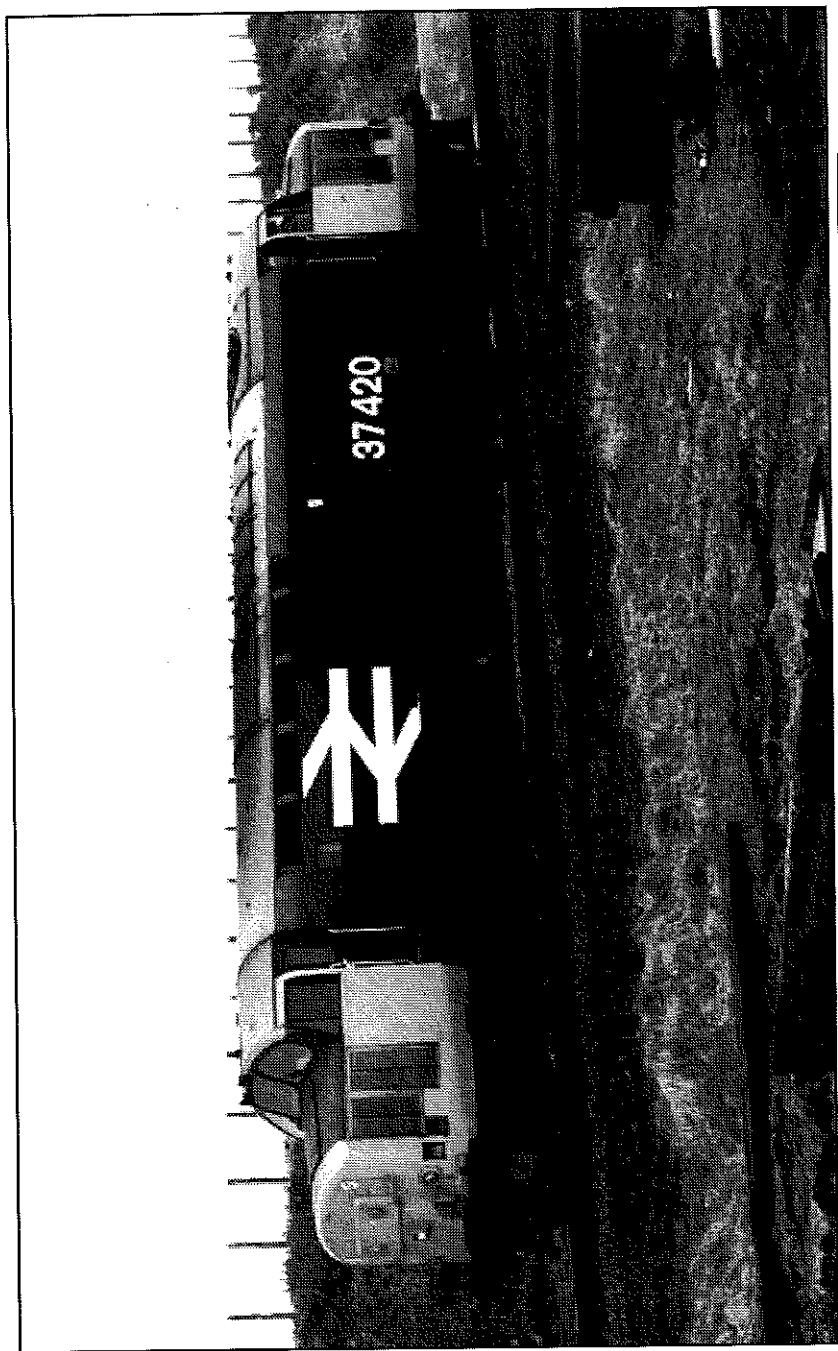
Having travelled to Scotland to do my annual Scottish Rover and get in as many 37/0s before the 4's came along, I was a bit surprised to find myself getting diverted and taking 37404 from Glasgow to Perth. The loco was fresh out of Crewe following conversion and was being used on return trips to Perth to test it out. Once away from Glasgow the driver let rip and we stormed up to Perth at very high speeds. On arrival I asked the driver what he thought, he replied with a wry smile "Och not bad, a bit slow though".

## **7. 37055 & A Duff Capital Spinner Ralltour**

**26 February 1995**

The Syphon was diagrammed to work from Kings Cross to Cambridge with a Duff providing the heating. However as we departed it was obvious both were working, the ensuing run was one of the best I've had up to Potters Bar and equalled many a 'Deltic' run. However the Syphon kept cutting out and slow progress was made from Stevenage onwards. Myself and a number of others had planned to bail at Cambridge however a slight problem occurred, when we weren't platformed. The Syphon was replaced with a 58 and off we went, thankfully Pathfinder arranged for an impromptu stop at Ely, where we hung around for a unit to take us back to London. arriving back some 2 hours after I'd planned.

# *Featured Loco - 37420*



37420 is seen at Georgemas Junction in the Far North of Scotland on 15 April '86 Photo: MIKE MILLWARD

# Featured Loco - 37420

by Steve Branch

This loco was one of the many built at Vulcan Foundry in Newton-le-Willows and had English Electric works number 3557 and Vulcan Foundry number D986. It emerged to become the 298th of its breed on British Railways, entering service at 86A, Cardiff Canton, during July 1965. The loco and its numerous classmates at Canton were utilised to displace the last vestiges of steam in the area. Employment was found principally on the immense amount of freight traffic, most of which was coal, using rail at the time in South Wales.

The Syphon was initially numbered as D6997. It was still a loyal Canton machine when the TOPS number of 37297 was applied during March 1974. Yet it was another three and a half years before it made its first depot move. In October 1977, 37297 was transferred down the line to Swansea's Landore depot where it remained until returning to Canton in 1983.

The loco was finally moved from South Wales in January 1985, being posted initially to Motherwell depot, then across the other side of Glasgow to Eastfield a month later. It is doubtful if it saw much service at either of these Scottish depots, for it was called in to undergo rebuilding to a Class 37/4 and fitting of its electric train heat equipment.

It was released in December 1985, renumbered as 37420, and moved to Inverness depot in January 1986, and became one of a small pool of such locos dedicated to passenger work from the Highlands capital. Upon sectorisation the loco was assigned to the Inverness PXXA pool, this was later to be renamed PISA. Basically this was a Provincial Railways (Scotrail division) passenger loco pool covering such duties as the Inverness to Kyle of Lochalsh, Far North and Aberdeen services.

In early February 1989 the loco switched from the PISA pool to the FGUV pool, (Freight General User), only to transfer back to PISA later the same month, then back to FGUV in May!

Its first English posting came in May 1990, when it was officially allocated to the FCTY pool at Thornaby. It was based here for 10 months hauling principally the Boulby mines traffic. By March 1991, 420 was on the move again, this time heading for the 'Wild West', picking up an allocation to the Laira based China Clay FCLL pool. The China Clay fleet came under the wing of Railfreight Distribution in July 1991, so the pool's title was changed to MDRL.

A period shuttling from owner to owner ensued in the years that followed and 37420 moved from Cornish duties up to Scotland again in May 1992, spending a few months in Eastfield's FDTE pool (Trainload Freight & Rfd general user) mainly for

working West Highland line traffic. After Eastfield's closure it spent about six weeks at Motherwell during August/September 1992 allocated to the MDRM pool which duties were similar to the now defunct FDTE pool. The Syphon then headed South to Tinsley to join the MDRT pool for use principally on Buxton stone traffic. Following the transfer of the Buxton operation to Trainload Freight, 420 became part of the FABI pool based at Immingham in October 1993.

With the creation of Transrail, 420 moved to Crewe and the LWCC pool, working on not only the remaining Buxton duties but engineers trains throughout North West England and North Wales. Since this time the only change has been the official reallocation of this pool's locomotives to Wigan Springs Branch depot.

The loco has seen four liveries in its lifetime. It was delivered in the then standard green livery with yellow warning panels at each end and the famous (and much missed, at least by yours truly!) lion and wheel emblem. Standard corporate all over blue with the 'which way shall we go' double arrows followed, before emerging from works following its ETH conversion in the truly magnificent large-logo blue livery. The executive or main line livery is currently carried, however, it cannot be long before a repaint is due, so keep your eyes peeled for this Hellfire beast.

The name *The Scottish Hosteller* was applied in June 1986, and this highly rateable name is still carried today. Collectors of trivia might like to know that the handstamp of the Crianlarich Youth Hostel (situated very close to the station) actually features what the artiste reckons is a depiction of a Class 37 although it is a little angular to say the least!

As for passenger workings, before the fitting of ETH, this loco was not noted for its appearance on passenger trains (few South Wales machines ever were) but becoming a 37/4 was supposed to changed all that. In fairness, at the start, regular forays on passenger duties could be expected when allocated to the PXXA/PISA pools, and even (during the Summer peak period) when with the FGUV pool. However after only 3 years of this type of employment, it once again became an uncommon machine to have out (although its Summer season with the FDTE & MDRM pools in 1992 did give it an opportunity to get out on the West Highland a bit).

Happily, 420 has found itself quite active on The North Wales Coast passenger trains this year, thanks to the current problems with the diagrammed LWMC locos. Long may this continue, especially as through atrocious luck, I still haven't had this machine, every time I head for the area it runs off to hide!

# PASSENGER DIARY

This section follows Steve's idea last issue to split the 'E's and 'Non-E's as this makes it easier to pick out the rateable workings. The 'E' fleet are listed in number order with any unusual workings picked out in bold, once again North Wales Coast duties are shown as dates in operation as opposed to individual workings. Otherwise we would need a magazine twice the size!

To clear a point raised in the last issue, 37055

worked the 'Capital Spinner' Railtour from Kings Cross to Cambridge on 26 February, in tandem with a duff!

A word of note there are only a handful of sightings for the period 23 - 27 July, 6, 13, 15, 20 - 29 August, 6 - 8, 10 - 24 September. Any further details gratefully welcomed.

Any way onto this issues diary, we start with anything not hauled by the 'E' fleet.

## THE 'NON - E's

25/06/95	<b>37158</b>	Exeter - Plymouth rescued failed HST on 15:35 Paddington - Plymouth
20/07/95	<b>37197</b>	Exeter - Penzance rescued failed HST 1A81 14:43 Penzance - Plymouth as far as Exeter with HST!
23/07/95	<b>37678</b>	07:50 Harwich - Liverpool Street
26/07/95	<b>37684</b>	Harwich Intl - Liverpool Street hauling failed 86237
29/07/95	<b>37883</b>	1K78 18:30 Holyhead - Stafford <i>First run for nearly 5 years, previous - 19/08/90</i>
04/08/95	<b>37197</b> <b>37211</b>	Exeter - Plymouth rescued failed HST on 09:35 Paddington - Plymouth Stafford - Preston on 'Whisky Galore' railtour (see also 5/8/95)
05/08/95	<b>37191</b> <b>37679</b> <b>37708</b>	Edinburgh - Carlisle on 'Whisky Galore' railtour Romford - Liverpool St rescued failed Class 86 on 07:05 Norwich - Liv. St 1D85 21:24 Crewe - Holyhead started at Chester.
07/08/95	<b>37170</b> <b>37178</b>	Aviemore - Inverness rescued failed HST on 12:00 Kings Cross - Inverness 2O93 16:33 Bristol Temple Meads - Weymouth 2V93 19:38 Weymouth - Westbury
09/08/95	<b>37114</b> <b>37057</b>	Weymouth - Westbury on 2V87 failed with a speedometer fault Westbury - Bristol replaced 37114 (also see 'E' Fleet on 9/8/95)
11/08/95	<b>37197</b>	Exeter - Reading rescued failed HST on 15:35 Plymouth - Paddington Service terminated on arrival at Reading
12/08/95	<b>37201</b> <b>37676</b>      <b>37888</b>	08:56 Birmingham New Street - Ramsgate & 13:48 return 2P16 10:35 Norwich - Great Yarmouth via Reedham 2P15 11:19 Great Yarmouth - Norwich via Reedham 2P20 12:35 Norwich - Great Yarmouth via Acle 2P19 13:11 Great Yarmouth - Norwich via Acle 2P26 15:32 Norwich - Great Yarmouth via Acle 2P25 16:09 Great Yarmouth - Norwich via Acle <i>First runs for nearly 5 years, previous - 08/09/90</i> 1D72 13:24 Crewe - Holyhead <i>First run for nearly 4 years, previous - 01/09/91</i> 1K73 15:53 Holyhead - Crewe
18/08/95	<b>37197</b>	Teignmouth - Plymouth rescued 47841 on 06:04 Derby - Plymouth Plymouth - Bristol T. M. with 47841 dead in tow on 11:44 Plymouth - Liverpool <i>Light Engine to Exeter then:</i> Exeter - Plymouth rescued HST on 10:35 Paddington - Plymouth ..... <i>Busy Day!</i>
19/08/95	<b>37012</b>	2P12 Norwich - Great Yarmouth via Acle 2P11 Great Yarmouth - Norwich via Acle 2P18 Norwich - Great Yarmouth via Acle

# PASSENGER DIARY

		2P17 Great Yarmouth - Norwich via Acle
		2P24 Norwich - Great Yarmouth via Acle
		2P23 Great Yarmouth - Norwich via Acle
27/08/95	<b>37294</b>	2Y61 10:30 Fort William - Mallaig & 14:10 return, replaced banned 'Kettle'
05/09/95	<b>37170</b>	Blair Atholl - Inverness rescued failed HST on 12:00 Kings Cross - Inverness
12/09/95	<b>37025</b>	1D76 15:47 Chester - Holyhead
	<b>37142</b>	18:30 Holyhead - Birmingham International
		Chester - Bangor & 18:23 return
13/09/95	<b>37025</b>	07:39 Holyhead - Crewe
16/09/95	<b>37198 / 37294</b>	Euston to Manchester Piccadilly & return on 'Lankey Doodle ' railtour
20/09/95	<b>37197</b>	Exeter - Plymouth rescued failed HST on 09:45 Paddington - Plymouth
23/09/95	<b>37232</b>	Bo'ness Diesel Gala
	<b>37671</b>	Bodmin & Wenford Gala
24/09/95	<b>37232</b>	Bo'ness Diesel Gala
	<b>37671</b>	Bodmin & Wenford Gala

## THE 'E' FLEET

<b>37401</b>	11/08/95	1S07 O/N Edinburgh - Fort William
	12/08/95	1S07 O/N Edinburgh - Fort William
	31/08/95	1M15 O/N Fort William - Edinburgh
	01/09/95	1S07 O/N Edinburgh - Fort William
	04/09/95	1M15 O/N Fort William - Edinburgh
<b>37402</b>	North Wales Coast Services on:	
	July	28, 29, 31
	August	5, 7, 8, 9, 10, 11, 12, 13, 14, 17, 18, 19, 29, 30, 31
	September	2, 3, 4, 5, 6, 9,
	<i>plus:</i>	
	30/07/95	2D61 21:00 Holyhead - Chester <b>D/H with 37418</b>
	07/08/95	1K75 16:53 Holyhead - Crewe <b>D/H with 37408</b>
	02/09/95	03:32 Holyhead - Euston on InterCity as far as Crewe
<b>37403</b>	05/08/95	<b>Mallaig - Edinburgh Charter no further details</b>
	04/09/95	1M15 O/N Fort William - Edinburgh
<b>37404</b>	01/08/95	1M15 O/N Fort William - Edinburgh
	08/08/95	1M15 O/N Fort William - Edinburgh
	11/08/95	<b>10:30 Fort William - Mallaig &amp; 13:45 return replaced banned 'Kettle'</b>
	18/08/95	<b>10:30 Fort William - Mallaig &amp; 13:45 return replaced banned 'Kettle'</b>
	31/08/95	1S07 O/N Edinburgh - Fort William
	16/09/95	<b>06:27 Glasgow Q.S. - Mallaig &amp; 14:55 return</b>
<b>37405</b>	NO REPORTED WORKINGS - Last recorded passenger working 10/07/95	
<b>37406</b>	NO WORKINGS - STILL AT ABB CREWE - Last passenger working 10/08/94	



# PASSENGER DIARY

## 37407 North Wales Coast Services on:

July 28, 29, 31  
 August 2, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19, 30, 31  
 September 2, 4, 6, 12

plus:

02/09/95 1N05 15:30 Holyhead - Blackpool North

## 37408 North Wales Coast Services on:

July 29, 31  
 August 1, 2, 4, 5, 7, 8, 9, 10, 11, 12, 14, 16, 17, 18, 23  
 September 6, 9, 12

plus:

07/08/95 1K75 16:53 Holyhead - Crewe **D/H with 37402**

**37409** 05/08/95 1M15 O/N Fort William - Edinburgh  
 18/08/95 1S07 O/N Edinburgh - Fort William  
 03/09/95 1M15 O/N Fort William - Edinburgh

## 37410 NO REPORTED WORKINGS - Last recorded passenger working 21/07/95

**37411** 28/07/95 1M89 16:45 Cardiff - Manchester  
 1V92 21:38 Crewe - Cardiff  
 03/08/95 2C23 08:15 Bath - Bristol Temple Meads  
 04/08/95 1M89 16:45 Cardiff - Manchester  
 1V92 21:38 Crewe - Cardiff  
 10/08/95 2O87 09:00 Bristol Temple Meads - Weymouth & 2V87 16:30 return  
 11/08/95 1M89 16:45 Cardiff - Manchester  
 12/08/95 2O87 09:00 Bristol Temple Meads - Weymouth & 2V87 16:30 return  
 14/08/95 2O85 06:46 Westbury - Weymouth  
 2V70 08:40 Weymouth - Bristol Temple Meads & 2O93 16:33 return  
 2V93 19:38 Weymouth - Westbury  
 18/07/95 1M89 16:45 Cardiff - Manchester  
 1V92 21:38 Crewe - Cardiff  
 03/09/95 1M33 13:05 Cardiff - Liverpool Lime Street & 1V61 19:14 return  
 25/09/95 2O85 06:59 Westbury - Weymouth  
 2V70 08:40 Weymouth - Bristol Temple Meads & 2O93 16:33 return  
 2V93 19:38 Weymouth - Westbury  
 26/09/95 2O85 06:59 Westbury - Weymouth  
 2V70 08:40 Weymouth - Bristol Temple Meads & 2O93 16:33 return  
 2V93 19:38 Weymouth - Westbury  
 27/09/95 2O85 06:59 Westbury - Weymouth  
 2V70 08:40 Weymouth - Bristol Temple Meads & 2O93 16:33 return  
 2V93 19:38 Weymouth - Westbury

**37412** 28/07/95 2C23 08:15 Bath - Bristol Temple Meads  
 29/07/95 2O87 09:00 Bristol Temple Meads - Weymouth  
 30/09/95 1M33 13:05 Cardiff - Liverpool Lime Street & 1V61 19:14 return  
 07/08/95 2O87 09:00 Bristol Temple Meads - Weymouth & 2V87 16:30 return  
 08/08/95 2O87 09:00 Bristol Temple Meads - Weymouth & 2V87 16:30 return  
 09/08/95 2O87 09:00 Bristol Temple Meads - Weymouth (then failed at Weymouth)  
 11/08/95 **2J42** No further details although at a guess they are Crewe - Shrewsbury shuttles  
**2K87**  
 12/08/95 **2J48 Crewe -**  
**2K47 Shrewsbury - Crewe**  
**2J48 Crewe - ?**  
 14/08/95 2C23 08:15 Bath - Bristol Temple Meads  
 17/08/95 2C23 08:15 Bath - Bristol Temple Meads  
 2O87 09:00 Bristol Temple Meads - Weymouth & 2V87 16:30 return

# PASSENGER DIARY

18/08/95	2C23 08:15 Bath - Bristol Temple Meads 2C14 09:00 Bristol Temple Meads - Bath 2B72 11:30 Bristol Temple Meads - Cardiff
19/08/95	2O87 09:00 Bristol Temple Meads - Weymouth was taken off on route at ? then worked back to Bristol on 2Z70 11:52 from ? 2O91 13:40 Bristol Temple Meads - Weymouth & 2V87 16:30 return 1M33 13:05 Cardiff - Liverpool Lime Street & 1V61 19:14 return
20/08/95	2O87 09:00 Bristol Temple Meads - Weymouth & 2V87 16:30 return
28/08/95	2C23 08:15 Bath - Bristol Temple Meads
30/08/95	2O87 09:00 Bristol Temple Meads - Weymouth & 2V87 16:30 return
01/09/95	2C23 08:15 Bath - Bristol Temple Meads 2C14 09:00 Bristol Temple Meads - Bath 2B72 11:30 Bristol Temple Meads - Cardiff 1M89 16:45 Cardiff - Manchester 1V92 21:38 Crewe - Cardiff
02/09/95	2O87 09:00 Bristol Temple Meads - Weymouth & 2V87 16:30 return
04/09/95	2C23 08:15 Bath - Bristol Temple Meads
05/09/95	2O87 09:00 Bristol Temple Meads - Weymouth & 2V87 16:30 return
25/09/95	2O90 14:33 Bristol Temple Meads - Weymouth & 2V89 17:26 return
<b>37413</b>	<b>25/09/95 07:10 Cardiff - Birmingham New St &amp; 10:43 return</b> <b><i>First run for nearly 3 years, previous - 08/11/92</i></b> 14:05 Cardiff - Birmingham New St & 17:00 return
26/09/95	07:10 Cardiff - Birmingham New St & 10:43 return 14:05 Cardiff - Birmingham New St & 17:00 return
27/09/95	07:10 Cardiff - Birmingham New St & 10:43 return 14:05 Cardiff - Birmingham New St & 17:00 return
<b>37414</b>	<b>North Wales Coast Services on:</b> August 5, 7, 8, 9, 11, 12, 14, 17, 18, 19, September 2, 3, 9 <i>plus:</i> 08/08/95 1D61 12:41 Crewe - Holyhead <b>Triple-Headed with 37420 &amp; 37425 no further details!</b> 30/08/95 1H04 07:27 Blackpool North - Manchester Piccadilly 1N01 09:45 Manchester Piccadilly - Blackpool North 1N07 17:28 Manchester Victoria - Blackpool North 31/08/95 1H04 07:27 Blackpool North - Manchester Piccadilly 1N01 09:45 Manchester Piccadilly - Blackpool North 1N07 17:28 Manchester Victoria - Blackpool North 01/09/95 1N07 17:28 Manchester Victoria - Blackpool North (Only - ECS to Manchester) 02/09/95 1D39 10:15 Blackpool Nth - Holyhead 05/09/95 1N07 17:28 Manchester Victoria - Blackpool North (Only - ECS to Manchester)
<b>37415</b>	<b>NO REPORTED WORKINGS - Last recorded passenger working 03/10/92</b>
<b>37416</b>	<b>NO REPORTED WORKINGS - Last recorded passenger working 18/02/95</b>
<b>37417</b>	<b>North Wales Coast Services on:</b> August 5, 7, 8, 9, 10, 11, 12, 13, 28, 29, 30 September 1, 2, 3, 4, 5 <i>plus:</i> 28/07/95 1H04 07:27 Blackpool North - Manchester Piccadilly 29/07/95 1D39 10:15 Blackpool North - Holyhead & 1N05 15:30 return 01/08/95 1H04 07:27 Blackpool North - Manchester Piccadilly 02/08/95 1N07 17:28 Manchester Victoria - Blackpool North

# PASSENGER DIARY

03/08/95 1H04 07:27 Blackpool North - Manchester Piccadilly  
09/09/95 1D39 10:15 Blackpool North - Holyhead & 1N05 15:30 return

## 37418 North Wales Coast Services on:

July 29,  
August 4, 5, 7, 8, 9, 10, 11, 12, 14, 19, 26, 30, 31  
September 1, 2, 3, 4, 5, 6, 9

*plus:*

30/07/95 2D61 21:00 Holyhead - Chester **D/H with 37402**  
16/08/95 1N01 09:45 Manchester Piccadilly - Blackpool North  
1N07 17:28 Manchester Victoria - Blackpool North  
17/08/95 1H04 07:27 Blackpool North - Manchester Piccadilly  
1N01 09:45 Manchester Piccadilly - Blackpool North  
18/08/95 1H04 07:27 Blackpool North - Manchester Piccadilly  
1N01 09:45 Manchester Piccadilly - Blackpool North  
19/08/95 1N05 15:30 Holyhead - Blackpool North  
31/08/95 **1R75 17:20 Holyhead - Bangor & 1R76 return**  
07/09/95 1N07 17:28 Manchester Victoria - Blackpool North

## 37419 NO REPORTED WORKINGS - Last recorded passenger working 31/05/95

## 37420 North Wales Coast Services on:

August 4, 7, 10, 11, 18, 30, 31  
September 1, 2, 4, 5

*plus:*

08/08/95 1D61 12:41 Crewe - Holyhead **Triple-Headed with 37414 & 37425 no further details!**

## 37421 NO WORKINGS STILL AT DONCASTER WORKS - Last passenger working 26/05/95

## 37422 Released from Doncaster Works early September

North Wales Coast Services on:

September 6, 9,

**37423** 04/08/95 1M15 O/N Fort William - Edinburgh  
05/08/95 1S07 O/N Edinburgh - Fort William  
09/08/95 1M15 O/N Fort William - Edinburgh  
10/08/95 **10:30 Fort William - Mallaig & 13:45 return replaced banned 'Kettle'**  
14/08/95 1S07 O/N Edinburgh - Fort William  
20/08/95 **Aberdeen - Kyle of Lochalsh & return on SRPS 'A Bridge Too Far' railtour**

**37424** 28/07/95 1S07 O/N Edinburgh - Fort William  
31/07/95 1M15 O/N Fort William - Edinburgh  
01/08/95 1S07 O/N Edinburgh - Fort William  
02/08/95 1M15 O/N Fort William - Edinburgh  
18/08/95 1M15 O/N Fort William - Edinburgh  
19/08/95 1S07 O/N Edinburgh - Fort William

## 37425 North Wales Coast Services on:

July 28, 29, 30  
August 1, 3, 4, 7, 8, 9,

*plus:*

# PASSENGER DIARY

08/08/95 1D61 12:41 Crewe - Holyhead **Triple-Headed with 37414 & 37420 no further details!**  
14/08/95 1H04 07:27 Blackpool North - Manchester Piccadilly

**37426** NO REPORTED WORKINGS - Last recorded passenger working **24/12/93**

**37427** NO REPORTED WORKINGS - Last recorded passenger working **22/07/95**

**37428** NO REPORTED WORKINGS - Last recorded passenger working **12/07/95**

**37429** North Wales Coast Services on:

July 28, 29, 31  
August 1, 2, 5, 14, 16, 17, 18,  
September 12

*plus:*

04/08/95 1N07 17:28 Manchester Victoria - Blackpool North  
05/08/95 1N05 15:30 Holyhead - Blackpool North  
07/08/95 1N07 17:28 Manchester Victoria - Blackpool North  
08/08/95 1N01 09:45 Manchester Piccadilly - Blackpool North  
1N07 17:28 Manchester Victoria - Blackpool North  
09/08/95 1N07 17:28 Manchester Victoria - Blackpool North

**37430** 29/07/95 1S07 O/N Edinburgh - Fort William  
30/07/95 1M15 O/N Fort William - Edinburgh  
07/08/95 1M15 O/N Fort William - Edinburgh  
08/08/95 1S07 O/N Edinburgh - Fort William  
27/08/95 **Aberdeen - Kyle of Lochalsh & return on 'Race to the North' railtour**  
01/09/95 1M15 O/N Fort William - Edinburgh

**37431** NO REPORTED WORKINGS - Last recorded passenger working **19/07/94**

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I make it that 96 separate Syphons have been out on passenger service so far this year, 26 of which have been 37/4s. Full list as follows:

37012 37023 37025 37037 37043 37046 37048 37055 37057 37066 37071 37073 37095  
37098 37099 37111 37114 37140 37141 37142 37146 37153 37154 37158 37170 37178  
37184 37191 37196 37197 37201 37211 37213 37214 37221 37230 37232 37240 37245  
37250 37251 37255 37258 37261 37275 37294 37351 37371 37376 37380 37401 37402  
37403 37404 37405 37407 37408 37409 37410 37411 37412 37413 37414 37416 37417  
37418 37419 37420 37421 37422 37423 37424 37425 37427 37428 37429 37430 37505  
37509 37510 37517 37601 37602 37676 37678 37679 37683 37684 37685 37691 37708  
37798 37883 37887 37888 37894

Four Syphons are yet to work during this decade, in order of rarity with dates of last working, they are as follows:

37678 04/06/88 *Works on Mainline Freight's Anglia Infrastructure duties*  
37677 17/09/88 *DRestricted Use Load Haul machine*  
37713 11/04/89 *In regular freight use! Carries Load Haul' black & orange*  
37508 20/08/89 *This is an EPS machine, so it won't be too long*

**That's All Folks - Hope you enjoyed this issue.  
Please remember to keep details of workings,  
liveries, etc coming in.  
DEADLINE FOR NEXT ISSUE - 23 NOVEMBER '95.**



Probably the worst livery ever thought of, all over grey, thankfully some bright spark came up with the idea of an upper bodyside yellow band and created the 'dutch' livery. 37263 takes a breather at Newport. Photo: KEN CARR