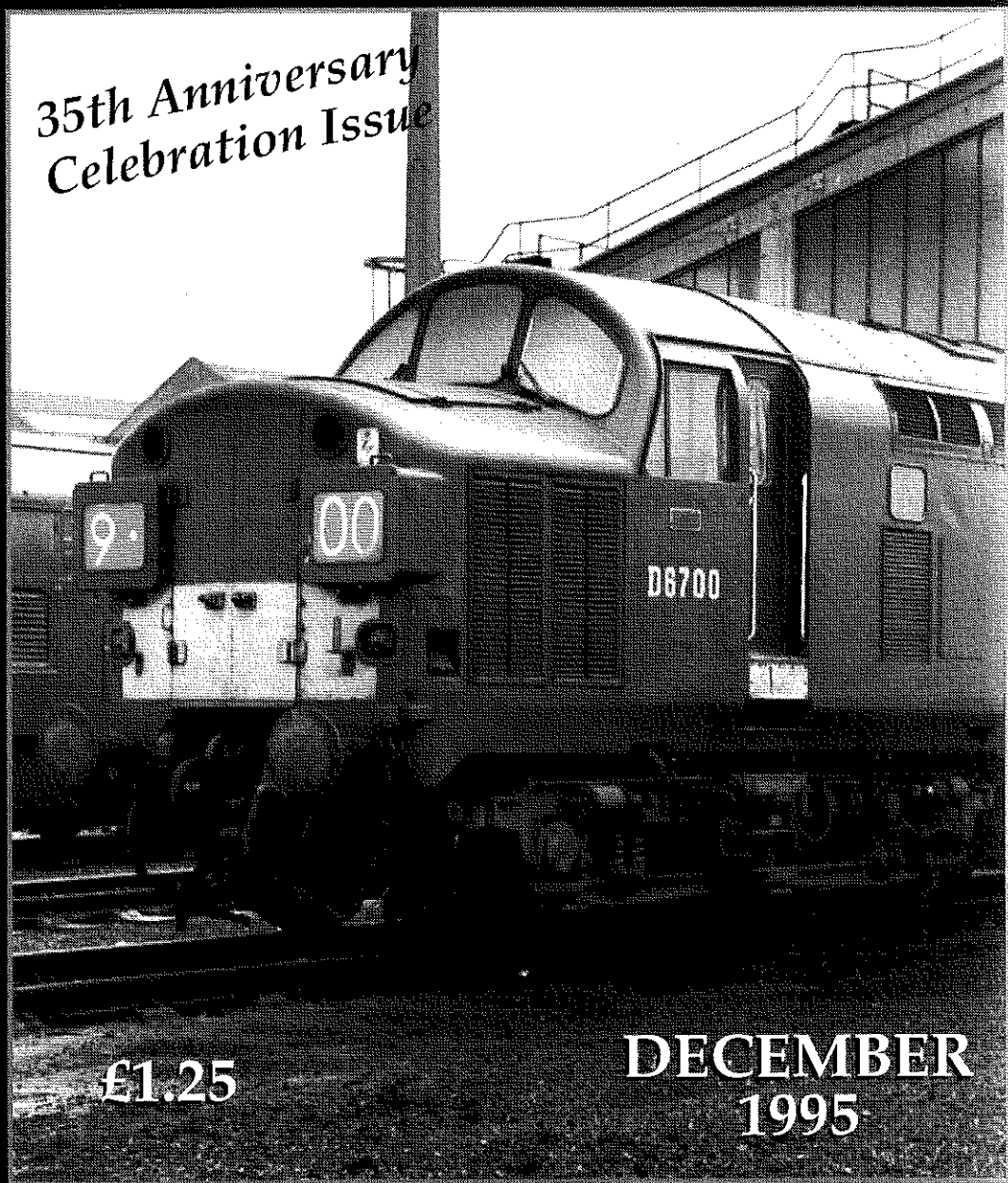


SYPHON!

The Magazine of the Class 37 Group

*35th Anniversary
Celebration Issue*



£1.25

DECEMBER
1995

The Class 37 Group Committee

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Sales: Position Vacant

Group Info

Membership Total: 270

Membership Rates: £6.50/year

Preservation Fund Total: £13,119.01

General Fund Total: £ 339.24

As at 24/11/95

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 (see page 18 for details of Christmas draw). 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!*

October Winner:

Maurice Barber (37156) £12.50

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: 300 copies

With Thanks: Thanks to the following for contributing to this issue of *SYPHON!* David Percival, Maurice Barber, Steve Branch, Simon Jowett, David Prior, Mike Millward, Rod Saunders, Alan Hawkins, M. Wren, S. Woodhouse, Keith Fransham, P. Holden, K.T. Goodchild, Mark Jones, Maurice Barber, Graham Potts, Ian Vandervell, Tim Dawe, Michael Gibson, Roger Elliot, John Gothard, Phil Wood 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 an 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!

MERRY CHRISTMAS

From the Engine Room

Many thanks to those of you who wrote with compliments about the last issue of *SYPHON!*, I'm pleased you liked it. Before I go any further I must point out that my comments regarding 37116 were purely personal and do not and were not meant to be taken a) seriously or b) as a policy statement of the Group.

Apparently some people took my comments as meaning we were only interested in 116. We all have our favourites, but when the time comes I, like my colleagues on the Committee, will put these thoughts to one side and we will buy the 37 in the best overall condition.

I hope I have made that clear, I don't expect to hear of any more gossiping on the North Wales Coast.

Right, the next gripe is - where were you? We had a lovely spacious room at the Great Northern all set up and waiting, plenty of seats for at least 50, proper conference pads, jugs of water, it really looked the part. Apart from one thing, no members!

Now I realise that A.G.M.s aren't the biggest priority in life, especially with a number of other distractions going on, but to have only two non-committee members turn up was a bit disappointing to say the least.

What did you miss, in a nutshell the committee was voted back in, membership rates stay the same, we are working on plans to introduce a number of member benefits which will include discount videos (see pages 11 & 23), and hopefully cheaper books, railtours and

models. The basic idea is that you will be able to recoup your membership fee throughout the year, thus in effect making your membership of the Group free - now that can't be bad can it?

Targets for '96 include getting membership between 350 & 400 with over £18,000 in the preservation account

Next year we will try and hold the AGM at a depot to encourage more of you to come, after all it is your Group and it is important for you to have your say.

That's the moaning over, now onto happier subjects. This issue of *SYPHON!* celebrates the 35th Anniversary of the first appearance of D6700 back in December 1960. A special centre spread of the loco during its green days pays part of our tribute. There is exciting news about the *6700 Club* Christmas Draw (see page 18), don't miss out - there are some superb prizes.

Details of the membership drive can be found on page 11, it will also give you a chance to win £50 worth of videos.

Anyway I hope you enjoy this issue and I wish you all a Merry Christmas and a Happy New Year. I look forward to your continued support during 1996.

Bye for now!

Ken Carr
Editor

Membership Matters

We are getting back to normal with membership matters after I took over from Maurice Barber in September. The following members have renewed their Group membership:

S.J.Tingley (37404), C.Mills (37104), G.W.Sansom (37049), R.Chamberlain (37008), C.S.Jowett (37178), C.Pryor (37189), P.D. Holden (37029), N.H.Findley (37096), R.A.Hall (37197), Steve Flowerday (37174),

A.R.Luckham (37073), K.T.Goodchild (37246), Matthew Mabey (37417), P.Mercer (37074), K.D. Bartlett (37226), C.P.Hargrave (37225), D.Pulfer (37672), Dean Warner (37105), D.S.Harrison (37013), Andrew Fuller (37199), David Clark (37426), John Gothard (37610), D.F.Hayward (37245), R.P.Carr (37133), J.G.Langton (37412), A.J.Cox (37413), P.M.Webster (37667) and K.Farley (37221).

If you would like to change your membership number, the following are available for the bargain price of only £1.00:

37019, 021, 040/1, 060, 064-7, 070, 134/5/7, 141/5/6/9, 153/4, 160/1/7, 171/9, 184-7, 196/8, 200/8, 211, 224, 231/2/4-6/9, 243, 250-2/4/6/7/9, 265-71, 273, 281-6, 288-93, 295-304, 306-8.

plus:

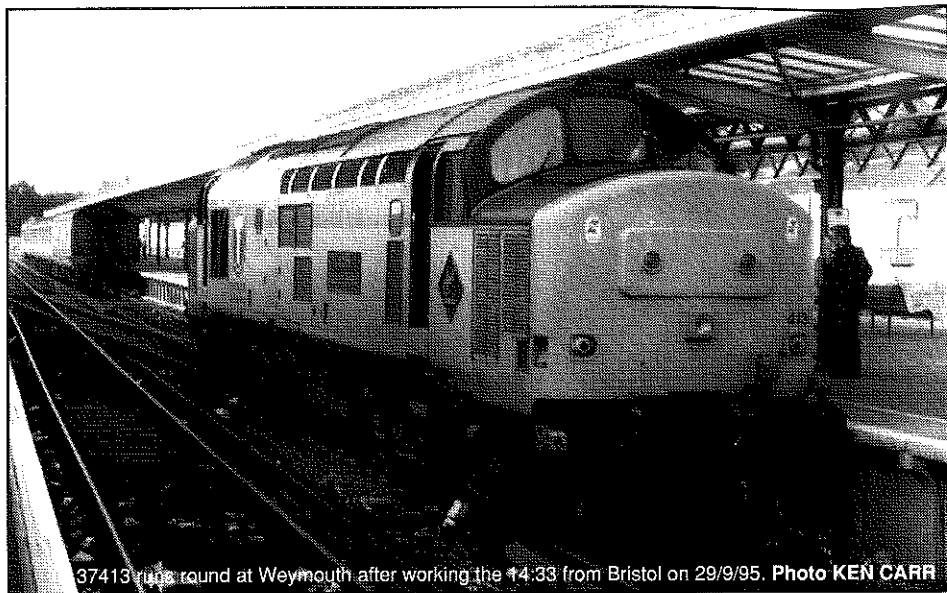
All bar 37357 of the un-refurbished regearred locos.

37410/4/5/9, 422/3, 430.

37502-4, 506-21, 603-9/11/2, 668-70, 673/4/6-83/6/7/9-91, 693-5/7-9, 702-5/7-9, 711/2-5/9, 796, 798-803, 883/5/6/8-90, 892-7/9, 902-4.

To change your number just write to me enclosing £1.00 stating your current membership number and the number you would like to change it to.

Graham Potts
Membership Secretary



37413 runs round at Weymouth after working the 14:33 from Bristol on 29/9/95. Photo KEN CARR

37413 STEALS THE 158 SHOW

HUNDREDS of 'Syphon' fans headed West at the end of September and the beginning of October to get 37413 in the book. Three loco-hauled diagrams were introduced to cover Class 158 DMUs which had been temporarily withdrawn due to mechanical problems (see last issue for details). 413 was one of four 37s used to cover the diagrams (411, 412 & 427 were the others).

After starting off on the Cardiff - Birmingham diagram, 413 soon switched to the Bristol - Weymouth route, and became a regular performer until mid-October when enough 158s were ready to re-enter service. One Weymouth diagram remains and the Fridays Cardiff - Manchester, so we may not have seen or heard the last of 413 on these duties.

37010 ALSO JOINS IN

37010 came to the rescue of classmate 37427 on 4 October, when 427 failed whilst working 2090 the 14:33 Bristol Temple Meads - Weymouth.

The 37/0 came on at Frome and took over as far as Yeovil Pen Mill where the train was terminated. The loco then worked the return portion of the diagram 2V89 the 17:26 Weymouth - Bristol from Yeovil as far as Westbury where the train was terminated.

KINGSWEAR BOUND

PATHFINDER railtours had an unexpected bonus on 30 September, when due to the 158 problems, no Class 37/4s were available to work the first of their 'Rambler' trips.

Therefore the special bound for the Paignton & Dartmouth Railway had to have 37146 for the trip from Cardiff. Of interest was that the 37 worked over the P.&D.R. through to Kingswear.

SYPHON SUPER POWER

ON the 23 September, the Tunstead - Northwich limestone train benefitted from super-power with four Class 37s on the front. 37107, 426, 419 & 415 all from Wigan Springs Branch's LWCC pool provided the 7,000 horse-power. The reason for this working is unclear, however it was probably part of a move to return two of the 'syphons' back to Wigan.

'VAC' TRAINING SPECIALS

TRAINING has been undertaken during recent months to teach drivers how to operate vacuum braked trains. The training specials ran from Didcot to Hayes, then to Newbury Racecourse where they then returned to Didcot.

37072 was noted in charge on the 2 November. Other class members to work the train were 37038, 048, 057, 077, 167, 219, 227, 377 and 380. A rake of engineers wagons were used for the tests, which are now believed to be finished.

H.R.T. PLAN SYPHON TRIP

A date for your 1996 diaries - Hertfordshire Railtours are planning a tour from Kings X to Newstead, Doncaster Rossington, Drax and Eggborough on Saturday 17 February. Although there's a 'Duff' throughout a Load Haul FDCI/FDDI 'Syphon' will assist from Doncaster. This could be your chance for 37713.

NEW FREIGHT FLOW?

LOAD HAUL's 37517 worked a Selby - Llandudno Junction coal train on 3 October. 200 tonnes of coal were transported in a short rake of HBA hoppers. There is a possibility of further runs during the winter. The coal is for domestic use, so a cold snap may well lead to more appearances of Load Haul 'syphons' in North Wales.

EPS GETTING READY TO ROLL

1996 will eventually see the start of the overnight sleepers to Europe and with them the use of the 37/6s. Although eight of the twelve locos converted at ABB Doncaster are already complete, only two generator cars are ready and there are delays with the delivery of the sleeping cars being built by Met-Camm.

The locos and generator cars will be formed into 'triple sets', with a pair of 37/6 locos sandwiching the generator car as a semi-permanent coupled unit. Five of these sets will be formed, leaving two 'syphons' as back-up.

All the sets will be based at Phillips Marsh in Bristol and initial plans are for four to be allocated for use on the Great Western Euro sleeper services. Three in use and one spare.

The fifth set will be used for working the West Coast service on Saturday nights when overhead power is turned off.

The first trains are due to start operating on 1 July 1996 with the Swansea/Plymouth to Paris service. Provisional times are as follows:

	dep		dep
Swansea	18:40	Plymouth	18:25
Cardiff	19:35	Newton Abbot	19:10
Newport	20:00	Exeter	20:00
Bristol T.M.	21:00	Salisbury	21:30
Bath	21:15	Basingstoke	22:10
Swindon	21:40	Woking	22:30
Didcot	22:10		
Reading	22:40		

N.B. These two trains will join at either Kensington Olympia or Waterloo International. The 37/6s will be replaced by a Class 92, then the two services will run together to Paris Nord arriving at 07:05

The return timings are:

Paris Nord depart 22:15

then after splitting at Kensington/Waterloo arrival times are as follows:

	arr		arr
Reading	06:00	Woking	06:30
Didcot	06:15	Basingstoke	06:50
Swindon	06:40	Salisbury	07:30
Bath	07:10	Exeter	09:40
Bristol T.M.	07:30	Newton Abbot	10:30
Newport	08:40	Plymouth	11:10
Cardiff	09:00		
Swansea	10:00		

THE CLASS 37/6s

37601 (ex 37501)	37607 (ex 37511)
37602 (ex 37502)	37608 (ex 37512)
37603 (ex 37504)*	37609 (ex 37514)
37604 (ex 37506)	37610 (ex 37687)
37605 (ex 37507)	37611 (ex 37690)*
37606 (ex 37508)*	37612 (ex 37691)*

* At ABB Doncaster undergoing conversion.

The second service to come on stream will be the Glasgow/Manchester service on 1 September '96.

Initially each individual train will be formed of seven coaches and will provide 60 sleeping berths and 150 seats. All sleeping car berths are non-smoking, as are 114 of the seats. There will also be a lounge car for sleeper passengers providing microwave meals, drinks and snacks.

Ticket prices have yet to be released, but seated accommodation will probably be comparable to Eurostar.



SYPHON FREIGHT SHORTS

LOADHAUL has gained a new contract to transfer iron ore slag from Redcar to Scunthorpe. At present ten trains a week are operating behind pairs of 'Syphons'.

On 11 October 37042/219 rescued the Southampton - Trafford Park freightliner at Reading and worked through to Manchester.

37072 worked an empty ballast on 15 October between Norwich & Ely. A week earlier 37370 & 379 were noted stalled at Norwich Jubilee sidings after engineering work in the area.

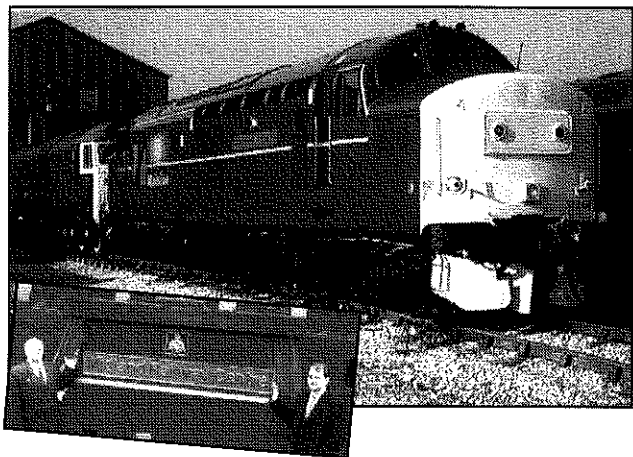
37025 partnered 60075, top & tailing stone hoppers between Brondesbury and West Hampstead over the weekend of 4 & 5 November during engineering work on the North London Line.

6M26 Tees - Warrington 'Enterprise' is now normally pairs of 37s, with absolutely anything being used!

37140/244 top & tailed a ballast trip over the Cromer branch on 29 October.

37201/211 hauled a Eurostar set from Washwood Heath to North Pole during the evening 11 October.

37248 NAMED AT LAST



DURING the Midland Railway Centre's autumn diesel gala on 14 October, Mainline Freight's 37248 was named after the East Midlands preservation centre.

The loco was resplendent in the blue Mainline livery complete with yellow snow-ploughs and the red background nameplate was a pleasant change to the more usual silver backed plates applied by Mainline.

For the record the naming ceremony was performed by Central Television newsreader Dominic Heals.

NORTH DOWNS 37s

EXTENSIVE weekend engineering works between 30 September and 5 November resulted in a number of Mainline Freight 'Syphons' appearing on the North Downs line between Redhill and Gomshall.

This area of the former Southern region is hardly known as a 'Syphon' hotspot. However, a number of different 37s from Stewarts Lane, Stratford & Toton were used. Four of the six sub-classes were also represented

Locos noted were:

37013 (EWDS)	37092 (ENTN)
37109 (EWDB)	37198 (EWDB)
37371 (EWDB)	37372 (EWDB)
37676 (EWDS)	37678 (EWDS)
37709 (EWDB)	37890 (EWDB)

An interesting observation was that the Saturday trains tended to be 'Crompton hauled' whereas Sunday's were exclusively 'Syphons'.

FAR NORTH FREIGHT REVIVAL

AFTER a period of 15 years freight traffic has returned to Wick & Thurso. On 29 September, 37430 hauled a train of ten coal containers, two Tiphook ferry vans and a Trainload liveried HEA.

The coal was destined for British Fuels at Wick & Thurso, with five containers running to each destination. The steel was for Norfrost at Georgemas Junction. The HEA was used for publicity purposes.

The train was adorned with a *Caithness Enterprise* headboard. Transrail hope to start a weekly service on the line which will connect with the 'Enterprise' services operating in and out of Inverness.

37430 returned the following day with one of the now empty coal containers filled with scrap and the ferry wagons carrying finished refrigerators.

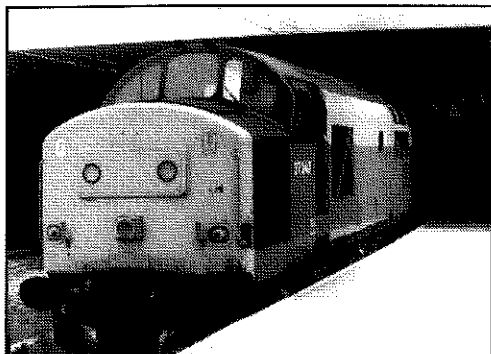
There is also the possibility of new traffic conveying marble from Lairg to Italy and large diameter pipes to Thurso.

If any of the above take off the motive power will be Transrail Class 37s with train crews provided by Scotrail.



Not a common sight! 37092 approaches Dorking West with a trainload of ballast during one the North Downs engineering possessions on 22 October. **Photo: DAVID HUGHES**

WEST COAST RESCUE



On 6 October, the failure of a Class 86 working 1M35 Edinburgh to Birmingham at Carlisle resulted in Bescot based 37240 coming to the rescue. The 37 took the train forward over Shap as far as Preston where a replacement 'AC' took over. 240 is pictured above at Crewe with one of its previous passenger outings on 1 July '95 when it hauled the 18:24 Crewe - Bangor.

37100 WORKS 'KIPPERS'

THE night of 26 & 27 October saw 37100 work the Euston - Fort William sleeper. The 'Syphon' replaced a failed 37/4 on the Edinburgh - Fort William section. 37100 was last out on 10 August '94.

NTH WALES FULL HOUSE

ON 20 & 21 November all bar one of the LWMC fleet were out working on North West passenger duties. 37402/ 408/ 414/ 417/ 418/ 422/ 425 and 429 were working on the North Wales services. 37407 worked the Blackpool 'club' services. Only 37421 was inactive.

Just to add to the fun in North Wales, 37026 worked a ballast on the 20th and 37087 & 142 were out on the 21st.

SYPHON SALVAGE SORTIES

ONCE again members of the class have been called upon to lend a helping hand to ailing passenger services. On 11 October 37672 *Freight Transport Association* helped out a failed HST from Par to Penzance with the 15:35 from Paddington.

On 18 or 20 October, 37158 rescued a Paddington - Plymouth HST at Exeter and took the train forward over the 'Banks'.

The 12:35 Paddington - Penzance HST failed at Exeter on 1 November, 37254 took over as far as Plymouth, where the train was terminated.

An added bonus to those returning from the Glos & Warwicks diesel gala, was the appearance of 37213 dragging an HST into Cheltenham on the 08:50 Edinburgh - Penzance. The 'Tram' had expired at Abbotswood Junction (just south of Worcester). The 'Syphon' took the train as far as Bristol where it was terminated over 3 hours late. Incidentally details of the latter train were sent in on the back of Samuel Smith's beer mat!

37425 OUT & ABOUT

AFTER receiving an intermediate at Doncaster Works, 37425 is back on North Wales Coast duties. The loco entered Doncaster during August and I believe the first outings on its return were on the 31 October when it worked solidly throughout the day.

TOURS FOR EARLY '96

PATHFINDER have announced their tour schedule for the first part of 1996, with 'Syphons' a plenty. The schedule is as follows:

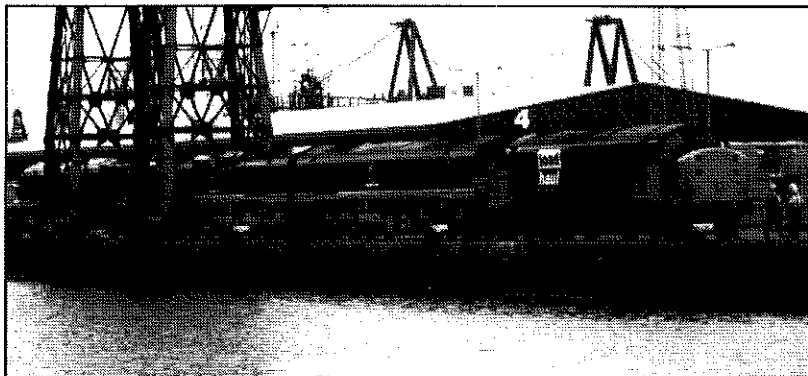
The Mendip Rail Meanderer - 13/1/96 - 37/4 Birmingham to Whatley & Merehead Reception sidings then top & tail with 59 to Merehead & return.

The Glamorgan Freighter - 2/3/96 - 37/4 Birmingham to Llanwern, Machen, Cardiff Docks, Barry Docks & Baglan Bay. 37/7 top & tail in Wales.

The Dyfed Docker - 9/3/96 - 37/4 Birmingham to Milford Haven & Fishguard. 2nd 37 to assist to Milford Haven.

The Cornish Raider - 30/3/96 - 37/4 Cardiff to Newquay.

Further details from Pathfinder Tours: 01453 835414.



Load Haul posed Immingham based 37513 with 59201 and newly arrived 59204/203 at Hull Docks on 5 August. Sadly the arrival of the 59/2s will probably lead to some 'Syphons' being made redundant. 37513 later piloted 59201 and friends as far as Goole **Photo: Peter Holden**



CREWE ADDITIONALS

In connection with the Crewe Railfair celebrations over the August Bank Holiday a few additional services were run on 27 August.

37275 & 412 worked the 08:50 Cardiff - Crewe then worked the 12:45 to Shrewsbury and 13:40 return prior to returning on the 16:40 Crewe - Cardiff.

A recently outshopped 37219 was on show at the Railfair and is pictured opposite on 28 August in Basford Hall Yard. The loco was put on display again on 19 October at a 'Staff/Family Open Day' at Hither Green.
Photo: ROD SAUNDERS.

UNIDENTIFIED WORKINGS

We have had reports of two trains with the following head-codes. 1290 working to Mossend and 1291 working from Mossend, we have been unable to identify these. In theory they should be passenger duties but they may be freights.

On 4 October 37043 & 152 were in charge and five days later 37152 & 153. Any details you may have on these duties would be gratefully received.

KEEPING THEIR HAND IN

DURING the week commencing 6 November 37718/682 worked the Tilcon, Rylestone - Leeds/Hull services. This train will see sporadic use of 'Syphons' to keep Skipton drivers traction knowledge up to date, as there may well be an increase in Tilcon traffic in the future. If this happens there is a very good chance that 37s will be used.

37252 FOR SALE

LOADHAUL have informed the Group that they intend to put withdrawn 37252 up for tender. The loco is virtually just a shell with major component recovery having been undertaken at Doncaster. Therefore we will not be offering a bid. We have thanked Loadhaul for keeping us informed of developments and also pointed out the significance of 37350.

CHRISTMAS TOUR

D-TOURS & CO are running a tour on 30 December from London Victoria to Kent featuring 33s, a 37 and a 58. The 'Syphon' will come on at Bromley North and work to Tonbridge. Further details from 202 Southborough Lane, Bromley, Kent BR2 8AH

G-EXAM FOR COMET

IN a surprise move, Transrail's, 37116 has been admitted to A.B.B. Doncaster for a G-Exam. As mentioned in the last issue of *SYPHON!*, 116 is in virtually as built condition. However, there is a possibility that the loco may receive alterations at Doncaster.

One thing is for certain, the painted name *Comet* will be removed and the loco will probably lose its Large Logo livery and be outshopped in Transrail livery. The exam should ensure at least another couple of years service for the loco.

37420 *The Scottish Hosteller* and 37427 *Highland Enterprise* have also entered Doncaster. 420 for a G-exam. It will probably re-emerge in Transrail livery and one wonders how long it will keep its nameplates now its based at Wigan. 37427 recieved some cab modifications.

POOL CHANGES ETC

Not much happening at present
Changes

Renumbered: 37507 to 37605
37511 to 37607
37690 to 37611

Pool changes: 37372 EWBD - EWRB
37417 LWCC - LWMC
37605 FEPS - GPSV
37607 FEPS - GPSV
37611 FEPS - GPSV

Namings: 37248 *Midland Railway Centre* - 14/10/95
37055 *Rail Celebrity* - 15/11/95
37068 *Grainflow* - Name removed



NEW FROM TRACTION ART STUDIOS

HAND-CRAFTED GREETINGS CARDS FEATURING 37121

SYPHON! readers who have seen our limited edition print of 37121 (see ad on page 12) might like to know that hand-crafted greetings cards featuring the print are now available.

The cards, which are blank inside for your own message, come in two sizes, small (approx. 9cm x 11 cm) at just 80p, and large (approx. 15cm x 20cm) at just £1.20 each.

Ideal to display, frame, or just send to friends!

For a complete list of all our cards, many of which feature other English Electric Locomotives, please send a stamped addressed envelope to the address below.

When ordering cards from us, please remember to include your name and address and please make cheques payable to 'Traction Art Studios'.

TRACTION ART STUDIOS
47 CROFTON ROAD, ATTENBOROUGH,
NOTTS NG9 5HW

CURRENT POOL ALLOCATIONS

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 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

EWRB - Stewarts Lane - Restricted Use

37194 37220 37245 37293 37372 37380

EWRS - Stratford - Restricted Use

37040 37174

ENXX - Stored Locos

37070 37138 37278

Total: 73

LOAD HAUL

FDCI - Immingham - HGR Humberide

37503 37517 37682 37684 37686 37689
37697 37698 37699 37706 37707 37708
37710 37711 37713 37716 37717 37718
37719 37883 37884 37885 37886 37888

FDDI - Immingham - Departmental

37513 37515 37516 37694

FDKI - Immingham - Control Contingency

37334 37350 37358 37688

FDRI - Immingham - Restricted Use

37330 37332 37344 37519 37677 37680

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

37504 37508 37691

FDYX - Stored Locos

37003 37019 37045 37058 37059 37063
37068 37075 37079 37083 37095 37104
37110 37131 37139 37144 37209 37217
37218 37223 37225 37235 37238 37298
37331 37333 37335 37340 37341 37343
37345 37359 37378 37381 37382

Total: 76

TRANSRAIL

LBLB - Bescot - General Use

37025 37071 37087 37099 37111 37116
37142 37188 37201 37207 37211 37240
37275

LBSB - Bescot - Sandite Fitted

37154 37184 37191 37255

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

LNCK - Cardiff Canton - Departmental

37141 37146 37158 37214 37263 37411
37412 37413 37427

LNHK - Cardiff Canton - 37/9s

37901 37902 37903 37904 37905 37906

LNK - 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 37419 37420 37426 37509
37518 37520

LWMC - Crewe Diesel - North Wales Passenger

37402 37407 37408 37414 37417 37418
37421 37422 37425 37429

LNXX - Stored Locos

37004 37078 37080

Total: 134

EUROPEAN PASSENGER SERVICES

GPSV - Bristol St Phillips Marsh - Sleepers

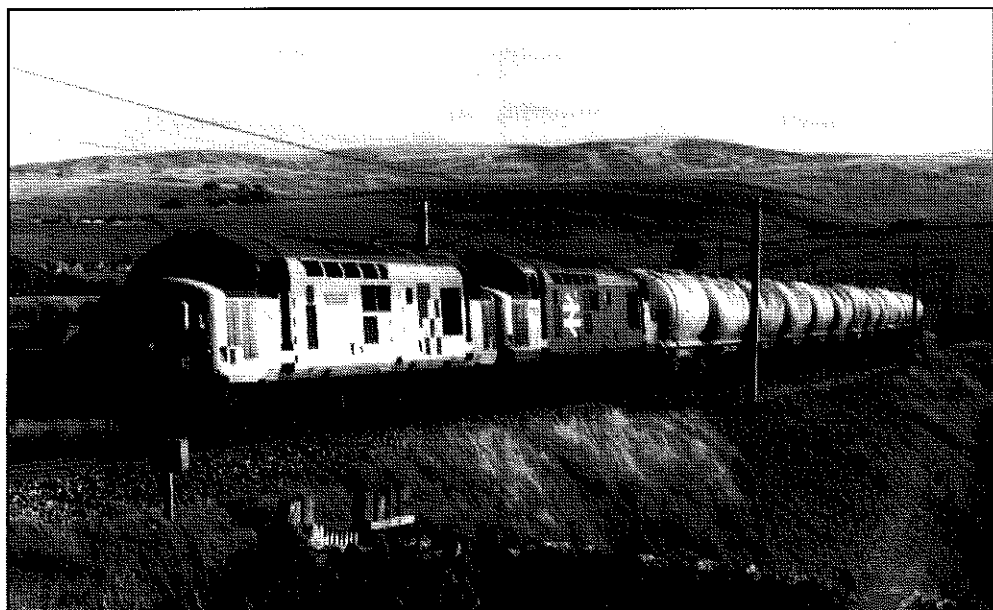
37601 37602 37604 37605 37607 37608
37609 37610 37611

Total: 9

Memories Are Made Of This



Digging through the files I've unearthed these two uncaptioned blasts from the past. Both are seen on the West Coast Main Line, the picture above features 37670 *St Blazey T&RS Depot* and an unidentified partner, on the Burngullow - Irvine 'Bullet'. Below, 37427 *Bont Y Bermo* and, possibly, 37373 near Shap with the Clitheroe - Gunnie cement.



WIN £50.00 WORTH OF VIDEOS

HELP US INTRODUCE NEW MEMBERS TO THE GROUP

Between December '95 & February '96, everytime you persuade someone new to join the Class 37 Group we will enter your name into our prize draw. The first pulled out of the hat on 1st March will win £50 worth of railway videos of his or her choice.

How to enter: Just give the form, which came with this issue, to the prospective new member and add YOUR membership number in the space provided. As soon as the person joins the Group you will be automatically placed in the draw, the more new members you attract the more chance you have of winning.

N.B. You may photocopy the membership form or request extra copies from the Membership Secretary:

**Graham Potts, Membership Secretary, 8 Oswell Road,
Underdale, Shrewsbury, Shropshire.**

Remember: The more members we have the greater chance we have of saving a 'Syphon' plus we can offer a better magazine and membership benefits.

MEMBER'S SPECIAL OFFER

Save £2.00

The Hot New Class 37 Video

SYPHON CELEBRATION

**Available to Class 37 Group Members for
Only £16.95 (r.r.p. £18.95) incl. P&P.**

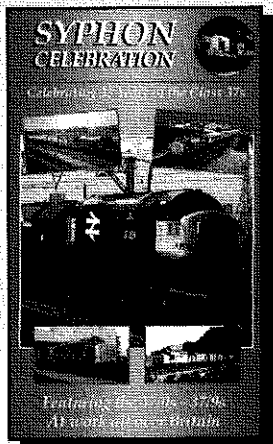
Contents include:

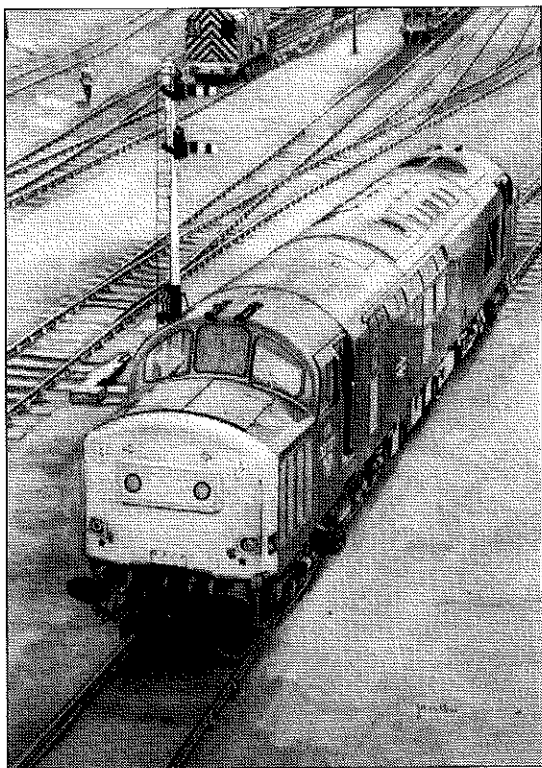
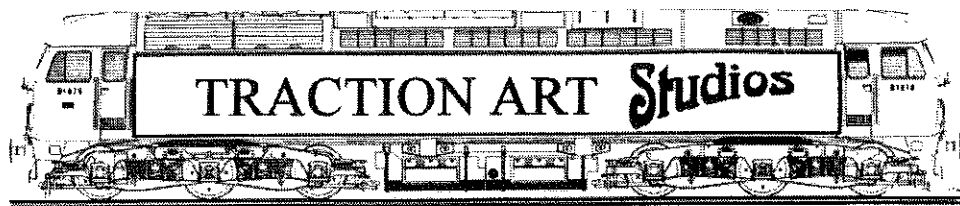
The 'Silver Bullet' in Devon & Scotland; Clitheroe-Gunnite cement climbing Shap; 37/4s stranded on Far North in the '80s; triple-headed Mossend ore; pairs of 37/5s on the 'tubellner'; Yarmouth passenger duties in '80s & '90s; 37/9 on Shap; 37/0 on speedlink coal; North Wales passenger's '95; 37/4s on Crewe - Cardiff & Pwelli train; 37405/686 blasting out of Great Rocks; double-headed 37/7s on Stormy Down then for comparisson a 37/9 (both noisy in their own ways!); 37049 at Eastgate; pair of 37/3s on Humber-side Ore; Weymouth services including 37413; Fort William freight &

sleepers; Tyneside freight; triple-headed to Paignton; pair of 37/0s on speedlink; plus scenes from Stratford, Bethnal Green, Worksop, Newport during the 1960s and loads more in fact 'Syphon Celebration' is a fascinating look at the variety of duties the class has operated over the first 35 years.

To Order: Please quote your membership number and send a cheque or credit card details to:

**Class 37 Group
48 Beaconsfield Road,
Kirkley, Lowestoft,
Suffolk NR33 0RJ
OFFER CLOSES 15 JAN '96**





**THE CLASSIC LINES OF ENGLISH ELECTRIC'S MOST ENDURING MACHINE
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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, *Traction Art Studios*, to the address below:

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

The Life & Times Of D6700

Compiled by Ken Carr & Steve Branch

EE's 2863, Vulcan Foundry's D579, British Railway's D6700 was actually completed during November 1960 and after static testing was sent to Doncaster Works for approval. This duly came and the loco was accepted into capital stock on 2 December 1960.

However, it didn't reach Stratford until 24 December and was whisked straight down to Liverpool Street to work its first train. During the early years the loco was a regular on Liverpool Street expresses working to Norwich, Harwich and Kings Lynn. The arrival of the more powerful Brush 4s (Class 47) led to less passenger work and more freight duties.

D6700 remained at Stratford until January 1968 when it was transferred, on paper at least, to March. However, the loco actually went to the Derby Research Centre. Trial push-pull control equipment was fitted and the loco commenced tests on the East Coast Main Line between Sandy and Doncaster Hexthorpe yard during February. A Mk 1 BSK was converted as a driving trailer for these tests. The tests were successful but it was decided to use BRCW Type 2s (Class 27s) for the Edinburgh - Glasgow push-pull services. On completion of the tests the loco went back into regular service at March depot.

It has been suggested that similar runs took place with the loco in Scotland, although we could find no proof of any such tests, whereas overleaf we have photographic evidence of the ECML tests.

The locomotive was delivered in the standard all over green livery. By 1963 it had acquired the smart small yellow ends, which were later extended to full yellow ends during early 1969.

Whilst undergoing a general overhaul at Doncaster Works in June 1969 the loco was painted into standard corporate blue and the D prefix was removed and the loco became 6700.

During October 1971 the loco left East Anglia and was transferred to Thornaby, which was where it was based when in January 1974 it received the anonymous T.O.P.S. number 37119. From March the following year the loco became a Gateshead machine but only for seven months because it was on the move again this time to Tinsley arriving during October 1975.

37119's stay at Tinsley was also a short one and in February 1976 it was back at Thornaby. A visit to Doncaster Works in 1977 saw the loco fitted with dual brakes and the steam heat boiler was removed.

The wanderlust returned in September 1979 when the loco moved to Healey Mills, not to its liking, it returned to Thornaby during November. The following October twin fuel tanks were fitted.

A return to Stratford came on 26 July 1981, then

after fourteen months 37119 moved to Immingham. The loco then spent 2 years two months at Gateshead before being sent back to Immingham.

A visit to Doncaster Works for an intermediate overhaul resulted in 37119 being given CP7 bogies and renumbered 37350. When outshopped on 19 March 1988 the loco was painted in BR green with full yellow ends, a nice gesture from BR. On the 15th May the loco returned for the final time to Stratford where it stayed for six months. Then it was off to Cardiff, arriving on 27 November 1988.

It was here that the loco was put into the FPLW pool for South Wales petroleum duties. During 1989 the loco changed pools three times. On 5 February it joined the FPEK pool (FPLW renamed), on 14 May the PCFA pool and worked on provincial duties but on 9 July it was back with FPEK.

The Welsh period ended on 11 October 1992 when 350 moved back to Immingham and became part of the FPCI Humberside petroleum pool. The loco was moved into the FPYI pool on 21 March 1993 but three months later it was put into storage in pool FPYX. A reprieve came on 3 October and the 'Syphon' returned to the FPYI pool, but on the last day of the month it moved to Immingham's FPRI pool.

A bit more juggling happened during 1994 and the loco, which was now carrying the triple-grey petroleum livery, was moved to the FDDI Doncaster departmental pool on 20 March but two months later on 27 May 1994 the loco moved from Humberside to Teeside and joined Thornaby's FMDY departmental pool. By now the loco was being operated by Load Haul.

On the first day of this year it was moved into the FMCY pool for use on revenue earning services including the Tyne - Gascoigne Wood MGRs but on 26 March, 350 returned to Immingham and was put into their FDKI 'control contingency' pool, before being put in the FDRI 'restricted' pool on 28 May. A second period of storage followed in August but it was soon moved back to FDKI where it remains today. Not the best place to be for its 35th birthday but at least its still around and a full reprieve is not out of the question.

During its career to date D6700 / 37119 / 37350 has been allocated to seven different depots, carried six liveries and has hauled probably every kind of train. Depending on what happens after Load Haul is privatised it is entirely possible the loco will once again return to front line freight duty and carry Load Haul's black & orange livery.

They are aware of the locos place in history, because we've told them. Happy Birthday D6700, here's hoping for many more years of service to come.

Happy
Birthday



37350

the locomotive
formerly known as

D6700 & 37119

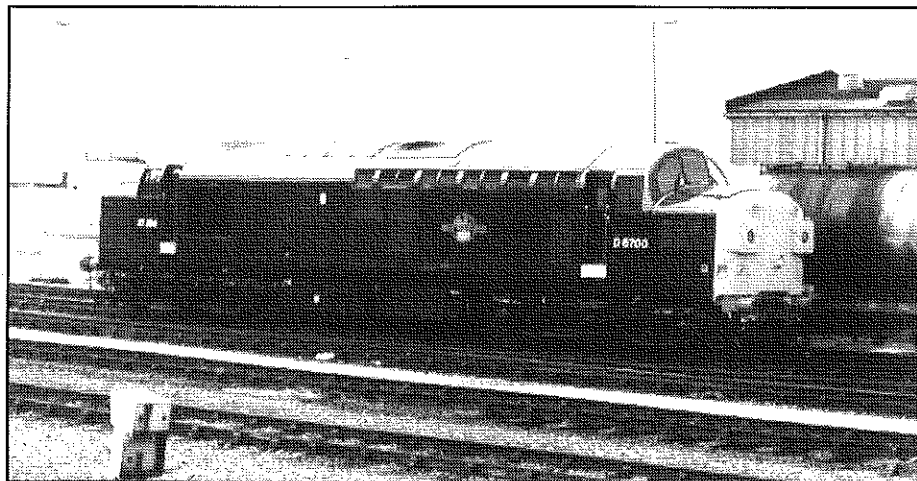


ABOVE: During the early 1960s, D6700 was used on a series of push-pull trials along the East Coast Main Line. The loco is seen *pushing* at Sandy on the 13:50 Kings X - Doncaster Hexthorpe sidings on 14 February 1968. **Photo: David Percival.**

BELOW: During the loco's second period in green as 37350, its current number. **Photo: Ken Carr.**

TOP RIGHT: Having a break between duties at Stratford T.M.D. on 15 December 1968. **Photo: David Percival.**

BOTTOM RIGHT: D6700 approaches Oakleigh Park with the Royston - Thames Haven oil empties on 18 March 1967. **Photo: David Percival.**



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My Magnificent Seven by 37125

After reading, countless times, pleas for articles for Syphon, I have taken it upon myself to compile *My Magnificent Seven*. I have had a number of 37 haulages including most of the 4s. In both 1993 & '94

I had a week in Scotland but as this year they only had one solitary out and back 'duff' working I did North Wales instead, three times.
The following list is in no particular order.

- 1. 37403 Fort William - Glasgow Queen Street 30 August 1993**
An on time departure was recorded only to be held for 25 minutes at Tulloch awaiting the late running northbound 'Kipper'. Eventually 424 appeared and we could continue. A spirited run through the suburbs from Dumbarton saw a three minute early arrival at Queen Street!
- 2. 37099 & 37156 NENTA Railtour Norwich - Inverness 25 June 1994**
Our railtour 'duff' (47763) packed up at Elgin and we were rescued by lone 099 for an accumulative 4 3/4 hour late arrival at Inverness. 37156 then paired up for a lively run over the Highlands to Edinburgh, only to be replaced by a 75 mph restricted 'duff'.
- 3. 37258 1M33 14:05 Cardiff - Liverpool Lime Street 25 June 1995**
It was a sunny Sunday afternoon and England were doing well in the 2nd Test (remember that?). When 258 pulled into Crewe I had to go for it. After a good thrash to Liverpool I, unfortunately, wasn't able to wait for the return journey so I had to be content with a Class 87 back to Crewe.
- 4. 37023 The Pheasant Plucker Railtour 2 June 1995**
Stratford excelled themselves with the exterior of the newly repainted 37023 which looked stunning in its new Mainline blue livery. A faultless, if rather late, run was enjoyed up the Great Eastern. Having lost our path on the East Suffolk time was made up on the run round stops at Lowestoft and Norwich. A fast run back from Norwich via Cambridge brought back a few memories for some of the more senior travellers.
- 5. 37207 16:22 Exeter St. Davids - London Waterloo 22 February 1992**
The day started with someone ending it all at Columpton (near Tiverton) and didn't get much better until it was time to go home. Awaiting the arrival of the usual 'duff' the announcement came through that it didn't feel like it today so an alternative was being sought. Just then 207 was cranked up and the platform filled up with people clutching tickets to Exeter Central! A cracking journey ensued only to end at Salisbury with replacement by a 'shove-duff'. I believe 207 returned light to Exeter.... a crime isn't it.
- 6. 37510 & 37428 1H15 15:40 Edinburgh - Inverness 8 August 1994**
You know how sometimes you have a gut feeling about things, well standing on Edinburgh Waverley station on a warm sunny Saturday afternoon I had a very big gut feeling. 37428 & 37510 were stopped at the eastern end of the station and the 10:15 up was brought in by 37152. When 152 disappeared and a driver appeared in the cab of 510 I knew this was the start of something big! It started my week's rover in style!
- 7. 37430 2H86 17:05 Kyle of Lochalsh - Inverness 10 August 1994**
I'd been chasing 430 for a good 2 1/2 years when I finally caught up with it at Inverness. I endured the third haulage by 232 inside a year to get to Kyle, did the tourist bit for a few hours then waited on the bridge for a lovely photo of the arrival of 430 in glorious sunshine. The journey back was worth the chase and I hope I won't have to wait as long for another bash.

Incidentally the last two entries took place during the week in which we learned of the sad demise of 37113 *Radio Highland*. I saw this beast many times during the week although I never achieved haulage. I even saw the offending 125 heading North at Newcastle whilst returning home to Suffolk!

Why not send us your *Magnificent Seven*

All submissions to: Ken Carr, 13 Shearers Way, Boreham, Essex CM3 3AE

D6700 CLUB NEWS

Following on from the briefing issued a while ago, I am writing on two accounts - first is to congratulate both the following for winning in the first **6700 Club** draw:-

- ☛ Mr S Miles, membership no. 37151, who won £10.00.
- ☛ Mr J Lisle, membership no. 37112, who won £5.00.

Secondly, is to announce the special Christmas draw to be drawn on 31 December '95. In addition to the first & second prizes mentioned above there will be additional prizes of:-

A detailed model loco of your choice
(courtesy of Mowbray Modern Models)

A Railway Video of your choice
(courtesy of Visions International)

A Class 37 Video

A limited edition print (produced by the Group)

Print of Class 37 at Wath Yard
(courtesy of Traction Art Studios)

As you can see there are some valuable prizes to tempt you. All existing Monthly Draw members will automatically be entered. However, should YOU wish to have a flutter, here's how:-

Entry to the draw is by membership of the **6700 Club**. To join, please write to the address below indicating you wish to enter the **6700 Club**. Membership is in periods of 6, 12, 18 or 24 months at a cost of £6, £12, £18, or £24 respectively or by standing order at £1.00 per month (forms available from the address below). Cheques/postal orders payable to **The Class 37 Group**.

As well as entering the special Christmas draw, you will, for the term of your membership be entered into the monthly draw with the possibility of winning a cash prize.

The **6700 Club** also raises money for the Group's Preservation account so not only will you have a chance of winning money or a prize, but you will ultimately help preserve a Class 37 locomotive.

Anyway, best of luck to all of you who have a go & Happy Christmas to all the Group's Members.

Diane Saunders
6700 Club Co-ordinator.

Address for membership requests or standing orders - 61 The Drakes, Shoeburyness, Essex SS3 9NY

A Day in the Life of the 37/4s

The thirty-one Class 37/4s were converted in the mid '80s. Today all are operated by Transrail and they are based at Cardiff Canton, Crewe, Motherwell, and Wigan Springs Branch. A wide range of duties are undertaken by the class, from passenger services on the North Wales coast to heavy stone traffic out of Peak Forest.

To illustrate this we'll have a look at what the class were up to on Monday 28 August '95.

Three 'E's were stuck in Works, 37406 at ABB Crewe and 37421 & 422 at ABB Doncaster. A further nine were out of traffic receiving or a waiting repairs/exams at various depots.

37405 was at Buxton depot awaiting parts and had been out of service for over a month. Five were stuck at Motherwell, 37410, 423, 427, 428 and 431. 37410 & 428 were receiving D exams, 423 a C exam and 427 & 431 were stopped awaiting repairs.

Down at Cardiff 37411 was undergoing repair, whilst at Crewe 37420 & 425 were awaiting repairs.

Of those that were in working order the following took place. In Scotland 37401 worked the Fort William sleeper and was sent to Mossend on the freight. 37424 worked the Fort

William freight and then the evening 'kippers'. Green beastly 37403 was working freight at Inverness probably the 'Enterprise'. 37404 replaced the 'Kettle' on the 10:30 Fort William -

Mallaig and 13:45 return. 37430 was used on freight around Mossend in the morning before spending the afternoon resting at Motherwell depot.

In the North West 37402 worked on the Blackpool - Manchester club trains and five 'E's worked on the North Wales Coast services. 37407 worked Holyhead diagram 1 including 1G81 18:30 Holyhead - Birmingham International and 1D99

23:12 return. 37414 was on Chester diagram 2, 37417 on Holyhead diagram 2, 37418 on Holyhead diagram 3 including 1G80 03:14 Holyhead - Birmingham. 37429 worked Chester diagram 1.

37408 was available at Crewe but didn't turn a wheel and the same applied to 37409 at Motherwell.

37412 worked 2O87 09:00 Bristol Temple Meads - Weymouth and 2V87 16:30 return.

On the freight side 37413 worked on china clay duties out of St Blazey in Cornwall. Meanwhile Wigan's 37415, 416 & 419 were at Peak Forest and available as required whilst 37426 worked 7F50 Tunstead - Oakleigh with 37107.

So out of the 31 locos, nineteen worked revenue earning trains or where available to do so. This gives an availability figure of just over 61%, if you discount the three in Works this rises to

just under 68%, not bad but not earth shattering either.

I would like to thank Rod Saunders for his assistance in preparing this feature.



During the day of our review, 37427 *Highland Enterprise* was stopped awaiting repairs at Motherwell. On a more productive day the loco is pictured at Inverness prior to working the 10:15 to Edinburgh on 17 July 1993. Photo: SIMON JOWETT

Class 37 Group Accounts For Year Ended 31 March '95

Prepared by Rod Saunders

Income & Expenditure For The General Account

<u>Year to 31/3/94</u>		<u>Year to 31/3/95</u>
£2,440.85	Turnover	£3,408.47
<u>£223.78</u>	Cost of Sales	<u>£824.93</u>
<u>£1,194.90</u>	Administration Expenses	<u>£2,399.05</u>
£1,022.17	Running Surplus/ (Defecit)	£184.49
£0.00	Interest Receivable	£1.06
£1,022.17	Surplus / (Defecit) on Activities Before Taxation	£185.55
<u>£0.00</u>	Taxation	<u>£0.00</u>
£1,022.17	Overall Surplus / (Defecit) After Taxation	£185.55
£559.80	Transferred to Other Accounts	£804.53
£462.37	Surplus / (Defecit) for Year	(£618.98)
£496.15	Retained Surplus at Begining of the year	£958.52
£958.52	Retained Surplus at Begining of the year	£339.54

Balance Sheet

Year to 31/3/94

Year to 31/3/95

FIXED ASSETS

£15.00	Typewriter	£15.00
£0.00	Trailer	£200.00
£0.00	50% share of PC	£500.00
£0.00	HP Deskjet Printer	£250.00
£15.00	Sub Total	£965.00

CURRENT ASSETS

£125.00	Stock	£300.00
<u>£0.00</u>	Debtors	<u>£0.00</u>
£3,441.51	Cash at Bank and on Hand	£3,576.94
£3,566.51	Sub Total	£3,876.94
<u>£0.00</u>	Creditors Amounts Due within 1 year	<u>£433.08</u>
£3,556.51	Net Current Assets	£3,443.86
<u>£3,581.51</u>	Net Assets	<u>£4,408.86</u>

CAPITAL & RESERVES

£496.15	General Fund 31st March '94	£958.52
£958.52	£462.37 Surplus/ (Defecit) for year	(£618.98) £339.54
£8,849.78	Preservation Account - 31/3/94	£10,272.93
£10,272.93	£1,423.15 Surplus/ (Defecit) for year	£1,386.82 £11,659.75
<u>£11,231.45</u>	Net Capital & Reserves	<u>£11,999.29</u>
<u>£14,812.96</u>	NET WORTH	<u>£16,408.15</u>

SYPHON SHORT STORIES

Syphons in the Black Country

by Tim Dawe

April '93 saw me posted for six months to a site down in Dudley Port, near Wolverhampton, by the Bescot - Stourbridge line as it happened: shame that it had been closed by then. Anyway this involved excessive amounts of 'spoon' haulage from Derby (as a change from 'trams') not to mention the Class 304 units out of Birmingham New Street, so the commuting had some things going for it. What I hadn't anticipated was the opportunities that the summer timetable would bring.

The first day thereof, I noticed a Class 37 sitting on a rake of Mk2s which left about five minutes before the local 'leccy' unit, but I didn't twig to what it was. Only on consulting the 'all-liner' that evening did I realise; the 07:35 departure to Holyhead, first stop Sandwell (one before my destination) with a guaranteed connection at Sandwell if the 'syphon' was on time. The leap off the train from Derby was something like a +10 or so, quite

do-able at that hour of the day for New Street.

It's only 5 miles 27 chains (approx!) from New Street to Sandwell, not the longest move in the World, and yes maybe a bit desperate one for canning in 'syphon' haulage. However it did include the bank out of New Street. In addition it was just long enough for the 37 to stretch its legs. This opportunity couldn't be passed up.

The occasional glitch occurred, usually at the Derby end, but I managed a total of sixty-one runs in all. Eight locos appeared (37407, 408, 414, 418, 421, 422, 425 & 429). 37422 topped the bill with twelve outings, and 402 was bottom with two. 37422 also managed to double up with 47640 on one of these trips.

Sadly all good things usually come to an end and it was back to the Derby - Chesterfield run with endless 125s, if only the Midland Main Line would go over to all-out 37 haulage, that would be nice!

The Lankey Doodle

by Ian Vandervell

Hertfordshire Railtours organised *The Lankey Doodle* as a way of getting punters to the East Lancs Railway's Diesel Gala on Saturday 16 September 1995. Sadly I overslept and missed it! However, Group member, Ian Vandervell was on board and has kindly let me know what I missed.

On my arrival at Euston 47757 had arrived with the stock to form our train. 37274 & 37198 were at the front end and looked superb in the new blue Mainline livery. We departed just after 07:30 with a thunderous roar and noisily climbed Camden bank. By Willesden we had picked up a very respectable speed and after a Watford Junction pick-up a fast run to Nuneaton via Northampton ensued.

A twenty minute early arrival at Nuneaton meant an impromptu photo-stop whilst we waited out time. Leaving at right time another fast run followed to Stafford, where a crew change took place. Then it was off to Manchester Piccadilly via Stoke, arriving bang on time.

Most headed off via the Metrolink for Bury and

the gala, for some 'Deltic' haulage. But by 18:10 all were back on-board ready for the departure back to Euston.

The return journey was via the direct route, Colwich Junction to Nuneaton which wasn't covered on the outward journey. To say the 'syphons' were performing well is an understatement. Arrival at Nuneaton was 15 minutes early and the run south from here must surely qualify for one of the all time magnificent seven workings.

We were supposed to run via Northampton. However, we were given the direct route and the 37s stormed it all the way to Milton Keynes. A start-stop time of 35 minutes for the 50 mile run! A start-stop average of 85 m.p.h.! The 'syphons' touched 100 m.p.h. and some were claiming 103 m.p.h.

From Milton Keynes the train was given the fast line all the way back to Euston and arrived at 21:05, a mere 66 minutes early. That was 184 miles in 175 minutes including stops Hellfire!

Have you got a short story to tell? Yes, well lets have it then. The two stories above are only approx. 320 words, now everyone can manage that so get writing - otherwise I'll fill the mag with stories of 37116 (only joking). All submissions to 13 Shearers Way, Boreham, Chelmsford, Essex CM3 3AE.

Have I nagged you enough yet?

The Class 37 Group - Syphon Shop

We are pleased to announce that we have an extended range of sales items on offer. All are available by Mail Order.

WE CAN NOW ACCEPT CREDIT CARDS (Visa/Mastercard) FOR ORDERS OVER £10.00.

VIDEOS (NOW AVAILABLE POST FREE & AT COMPETITIVE PRICES - MEMBERS ONLY)

We now offer the complete ranges of Locomaster, Transport Video Publishing, Video 125, Train Crazy, Telerail and Steam Powered Video. **When ordering videos please state your membership number to receive lower prices.** Recent releases and programmes with Class 37 interest are listed below:

Transport Video Publishing

Syphon Celebration (New) (see enclosed form)	
D&E Journey thro' the '60s (New)	£17.95
Video Track 49 (New)	£10.95
Lineside Freight Pt 2 (New)	£13.95
Video Profiles - The Class 37s	£11.95
East Coast Power	£17.95

Locomaster Profiles

Silver Bullet Syphons	£15.95
Bristol Bath Road	£13.95
Class 37 Power	£13.95
Crompton Countdown	£15.95
Capital Crompton	£13.95

Video 125 - Driver's-Eye Views/Archive

Skye Train (Class 37)	£18.95
Birmingham Cross City	£18.95
Royal Scot (New)	£18.95
Diesel & Electrics on 35mm	£18.95
Diesel & Electrics on 35mm 2	£18.95

Telerail

Loco-Hauled Class 37s	£18.95
New Horizons - Belgium (New)	£18.95
East Coast Memories (New)	£18.95

Train Crazy

Farewell to North West Club Trains	£17.95
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AUDIO CASSETTES

Syphons	£3.50
Syphons - The Second Edition	£3.50

Newport 37s (New)	£3.50
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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
Key Fobs	50p
Ballpens (Blue Ink)	40p

Enamel Class 37 Badge (Side View)	75p
Enamel Class 37 Badge (3/4 View)	75p

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, C/O 48 Beaconsfield Road, Kirkley, Lowestoft, Suffolk NR33 0RJ

Please add £1.00 per Sweatshirt/T-Shirt for p&p
50p for Audio Cassettes
25p for anything else.



Cheques payable to 'THE CLASS 37 GROUP', if paying by credit card please don't forget your expiry date.

Remember all profits from Group sales go into the Preservation Account

PASSENGER DIARY

As we hit the winter timetable there is a lot less to report. Details of North Wales workings have also dried up a bit, so if you been out please let me have details.

I would like to thank Mike Broom for a wonderfully detailed list of 1995 workings which included quite a few we've missed, so I will include them below to

keep the records correct.

A correction to last issue 37274 worked the 'Lankey Doodle' not 294 as reported, sorry!

Finally, If you can't be bothered to write in, you can phone me or leave messages on my answer machine (01245) 450779.

THE 'NON -E's

27/02/95	37010	09:10 Liverpool - Plymouth between Taunton & Exeter (47831 failed).
16/03/95	37229	13:38 Paddington - Penzance from Par (HST failed).
15/04/95	37013 / 106	Watford - Fishguard railtour, returned to Euston.
05/05/95	37069 / 087	Inverness - Euston sleeper as far as Edinburgh.
06/05/95	37068	16:52 Spalding - Preston return excursion between Elton & Orston - Nottingham (47704 failed).
08/05/95	37667	'The Grockle Grid' railtour Penzance to St Ives.
11/05/95	37156 / 351	Aberdeen - Euston sleeper to Edinburgh.
15/05/95	37712 / 714	Euston - Inverness sleeper from Edinburgh.
18/05/95	37153 / 175	Euston - Aberdeen sleeper from Edinburgh.
21/05/95	37216 / 379	11:05 Norwich - Liverpool St between Colchester & Witham juice turned off.
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18/09/95	37057	09:00 Bristol T.M. - Weymouth and 16:30 return.
28/09/95	37197	Cardiff - Rhymney
30/09/95	37146	Cardiff - Kingswear & return 'Kingswear Rambler' railtour.
01/10/95	37672	15:35 Paddington - Penzance from Par (HST failed). <i>1st run since 8/8/92</i>
04/10/95	37010	14:33 Bristol - Weymouth from Frome to Yeovil Penn Mill then back to Westbury.
06/10/95	37240	1M35 Edinburgh - Birmingham between Carlisle & Preston.
14/10/95	37248	Midland Railway Centre Autumn Gala. <i>1st run since 05/05/91</i>
15/10/95	37248	Midland Railway Centre Autumn Gala.
18 or 20/10/95	37158	Exeter - Plymouth rescued failed HST.
26/10/95	37100	Euston - Fort William sleeper from Edinburgh.
01/11/95	37254	12:35 Paddington - Penzance from Exeter to Plymouth.
11/11/95	37213	08:50 Edinburgh - Penzance from Abbotswood Junction to Bristol (HST failed).

PASSENGER DIARY

THE 'E' FLEET

- 37401** 26/10/95 1B01 O/N Fort William - Edinburgh sleepers
27/10/95 1Y11 O/N Edinburgh - Fort William sleepers
- 37402** North Wales Coast Services on:
September 29, 30
October 2, 9, 20, 21, 26
November 20, 21, 22
- 37403** 29/09/95 Special to Fort William from Edinburgh
30/09/95 Special from Fort William to Edinburgh
08/10/95 1B01 O/N Fort William - Edinburgh sleepers
09/10/95 1Y11 O/N Edinburgh - Fort William sleepers
13/10/95 1B01 O/N Fort William - Edinburgh sleepers
14/10/95 1Y11 O/N Edinburgh - Fort William sleepers
- 37404** 24/10/95 1B01 O/N Fort William - Edinburgh sleepers
25/10/95 1Y11 O/N Edinburgh - Fort William sleepers
- 37405** NO REPORTED WORKINGS - Last recorded passenger working 10/07/95
- 37406** NO WORKINGS - STILL AT ABB CREWE - Last passenger working 10/08/94
- 37407** North Wales Coast Services on:
September 29, 30
October 4, 9, 11, 12, 14, 20, 26
November 20, 21, 22
- 37408** North Wales Coast Services on:
September 29, 30
October 2, 3, 4, 9, 12, 20, 21, 25
November 20, 21, 22
- 37409** 06/11/95 1B01 O/N Fort William - Edinburgh sleepers
07/11/95 1Y11 O/N Edinburgh - Fort William sleepers
- 37410** NO REPORTED WORKINGS - Last recorded passenger working 21/07/95
- 37411** 02/10/95 2O90 14:33 Bristol T.M. - Weymouth and 2V89 17:26 return.
03/10/95 2O90 14:33 Bristol T.M. - Weymouth and 2V89 17:26 return.
04/10/95 1M37 07:10 Cardiff - Birmingham N.S. and 1V11 10:43 return.
1M85 14:05 Cardiff - Birmingham N.S. and 1V24 17:00 return.
09/10/95 2O90 14:33 Bristol T.M. - Weymouth and 2V89 17:26 return.
21/10/95 11:00 Weymouth - Bristol T.M. & 13:33 return
26/10/95 2O85 06:59 Westbury - Weymouth & 2V70 08:40 Weymouth - Bristol T.M.
04/11/95 'Heart of Wales Rambler' railtour
- 37412** 01/10/95 1M13 15:10 Cardiff - Birmingham N.S. and 1V17 17:37 return
04/10/95 2O85 06:59 Westbury - Weymouth
2V70 08:40 Weymouth - Bristol T.M. and 2O93 16:33 return
2V93 19:38 Weymouth - Westbury
08/10/95 1M13 15:10 Cardiff - Birmingham N.S. and 1V17 17:37 return
09/10/95 1M37 07:10 Cardiff - Birmingham N.S. and 1V11 10:43 return.
12/10/95 1M37 07:10 Cardiff - Birmingham N.S.
21/10/95 Cardiff - Manchester 'Rugex'

PASSENGER DIARY

- 37413** 29/09/95 2O90 14:33 Bristol T.M. - Weymouth and 2V89 17:26 return.
02/10/95 2O85 06:59 Westbury - Weymouth
2V70 08:40 Weymouth - Bristol T.M. and 2O93 16:33 return
2V93 19:38 Weymouth - Westbury
03/10/95 2O85 06:59 Westbury - Weymouth
2V70 08:40 Weymouth - Bristol T.M. and 2O93 16:33 return
2V93 19:38 Weymouth - Westbury
09/10/95 2O85 06:59 Westbury - Weymouth
2V70 08:40 Weymouth - Bristol T.M.
12/10/95 2O90 14:33 Bristol T.M. - Weymouth and 2V89 17:26 return.
26/10/95 2F43 Rhymney - Cardiff
- 37414** North Wales Coast Services on:
September 29
October 2, 3, 4, 9, 12, 14, 21, 26
November 20, 21, 22
- 37415** NO REPORTED WORKINGS - Last recorded passenger working 03/10/92
- 37416** NO REPORTED WORKINGS - Last recorded passenger working 18/02/95
- 37417** North Wales Coast Services on:
October 2, 3, 4, 15, 16, 17, 20, 21, 23, 24, 25
November 20, 21, 22
- 37418** North Wales Coast Services on:
September
October 3, 4, 9, 12, 20, 21, 24, 25, 26
- 37419** NO REPORTED WORKINGS - Last recorded passenger working 31/05/95
- 37420** North Wales Coast Services on:
October 2, 3
- 37421** NO WORKINGS STILL AT DONCASTER WORKS - Last passenger working 26/05/95
- 37422** North Wales Coast Services on:
September 29, 30
October 2, 4, 9, 12, 24, 26
November 20, 21, 22
- 37423** 29/09/95 1B01 O/N Fort William - Edinburgh sleepers
30/09/95 1Y11 O/N Edinburgh - Fort William sleepers
03/10/95 1B01 O/N Fort William - Edinburgh sleepers
04/10/95 1Y11 O/N Edinburgh - Fort William sleepers
- 37424** NO REPORTED WORKINGS - Last recorded passenger working 19/08/95
- 37425** North Wales Coast Services on:
October 31
November 1, 20, 21, 22
- 37426** NO REPORTED WORKINGS - Last recorded passenger working 24/12/93

PASSENGER DIARY

37427 30/09/95 07:55 Westbury - Weymouth
 11:00 Weymouth - Bristol T.M. and 13:33 return
 17:26 Weymouth - Bristol T.M.
 01/10/95 16:10 Cardiff - Birmingham N.S. and 19:40 return
 02/10/95 1M37 07:10 Cardiff - Birmingham N.S. and 1V11 10:43 return.
 1M85 14:05 Cardiff - Birmingham N.S. and 1V24 17:00 return.
 03/10/95 1M37 07:10 Cardiff - Birmingham N.S. and 1V11 10:43 return.
 1M85 14:05 Cardiff - Birmingham N.S. and 1V24 17:00 return.
 04/10/95 2O90 14:33 Bristol T.M. - Weymouth and 2V89 17:26 return.
 09/10/95 1M85 14:05 Cardiff - Birmingham N.S. and 1V24 17:00 return.
 10/10/95 1M37 07:10 Cardiff - Birmingham N.S. and 1V11 10:43 return.
 1M85 14:05 Cardiff - Birmingham N.S. and 1V24 17:00 return.
 11/10/95 2O85 06:59 Westbury - Weymouth
 2V70 08:40 Weymouth - Bristol T.M. and 2O93 16:33 return
 2V93 19:38 Weymouth - Westbury
 12/10/95 2O85 06:59 Westbury - Weymouth
 2V70 08:40 Weymouth - Bristol T.M. and 2O93 16:33 return
 2V93 19:38 Weymouth - Westbury

37428 11/10/95 1B01 O/N Fort William - Edinburgh sleepers
 12/10/95 1Y11 O/N Edinburgh - Fort William sleepers
 07/11/95 1B01 O/N Fort William - Edinburgh sleepers
 08/11/95 1Y11 O/N Edinburgh - Fort William sleepers

37429 North Wales Coast Services on:
 September 30
 October 2, 3, 4, 9, 11, 12, 13, 16, 20, 21, 23, 24, 25, 26
 November 20, 21

37430 04/10/95 1B01 O/N Fort William - Edinburgh sleepers
 05/10/95 1Y11 O/N Edinburgh - Fort William sleepers
 12/10/95 1B01 O/N Fort William - Edinburgh sleepers
 13/10/95 1Y11 O/N Edinburgh - Fort William sleepers
 25/10/95 1B01 O/N Fort William - Edinburgh sleepers
 26/10/95 1Y11 O/N Edinburgh - Fort William sleepers

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

I make it that 116 separate Syphons have been out on passenger service so far this year, 26 of which have been 37/4s. Full list as follows:

37010	37012	37013	37023	37025	37037	37043	37046	37048	37055	37057	37066	37068
37069	37071	37073	37087	37095	37098	37099	37100	37106	37111	37114	37140	37141
37142	37146	37153	37154	37156	37158	37170	37175	37178	37184	37191	37196	37197
37198	37201	37211	37213	37214	37216	37221	37229	37230	37232	37240	37245	37248
37250	37251	37254	37255	37258	37261	37274	37275	37294	37351	37371	37376	37379
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	37667	37671	37672	37676	37678
37679	37683	37684	37685	37708	37712	37714	37798	37883	37887	37888	37894	

Only 3 'Syphons' are yet to work during this decade, in order of rarity with dates of last working, they are as follows:

37677 17/09/88 *Restricted 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*

DEADLINE FOR NEXT ISSUE - 22 JANUARY '96.

See You in the New Year



37712 heads the Aldwarke - Stockton empty steel during March '93

Photo: SIMON JONETT