

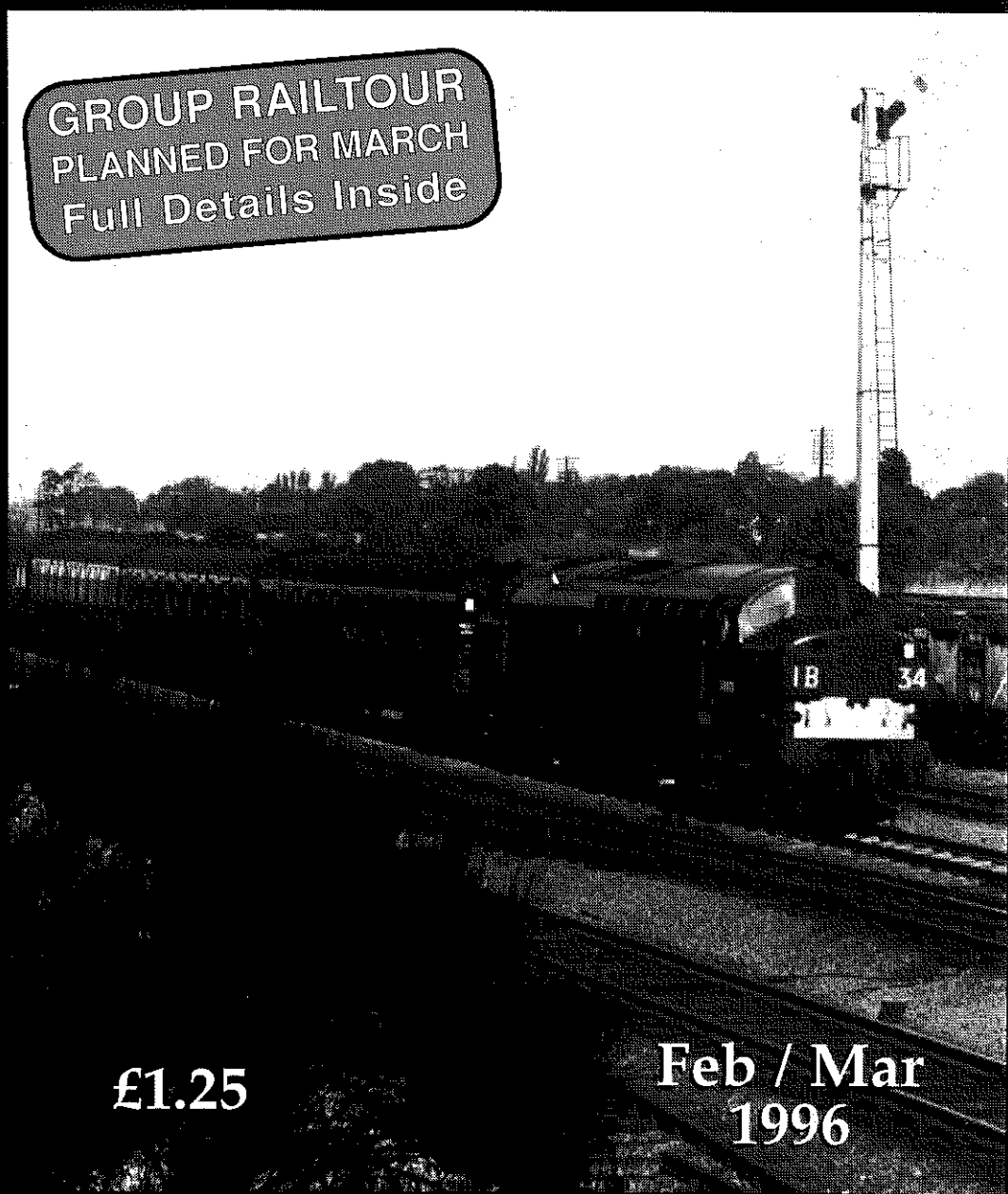
SYPHON!

The Magazine of the Class 37 Group

GROUP RAILTOUR
PLANNED FOR MARCH
Full Details Inside

£1.25

Feb / Mar
1996



The Class 37 Group Committee

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Sales: Position Vacant

Group Info

Membership Total: 271

Membership Rates: £6.50/year

Preservation Fund Total: £13,282.01

General Fund Total: £ 343.37

As at 21/01/96

Monthly Draw Details: All members are eligible to enter the Group's excellent 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.

The Christmas draw had no less than seven excellent prizes. Winners are shown on the next page.

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!*

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.

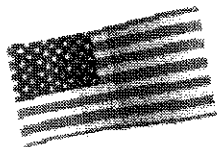
Magazine Notes: All information supplied by this magazine is given in good faith, however mistakes occasionally occur. If you spot an error please let the Editor know, so that it can be corrected in a future edition of *SYPHON!*

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, John Gothard, Phil Wood, K. Palmer, Rob Morel 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!



YEE HA!



From the Engine Room

The cowboys, not content with taking over the *red engi-ans* (geddit) look extremely likely to take over all three freight companies and the whole fleet of 'Syphons'. Wisconsin Central had a fistful of dollars and have managed to buy the freight companies and Rail Express Systems for around £125 million. For a few dollars more they could have bought the rights to Thomas the Tank engine and friends at a staggering £250 million! Has the World gone mad?

Rumours are not just flying but have gone into orbit over what W.C. are going to do, some of the more interesting include more ETH 37/4s, re-engining the stored Load Haul machines with General Motors power unit and bringing over refurbished and loading gauge converted G.M SD45s which are basically a Class 59 in American clothing.

Wisconsin Central obviously have a great knowledge of running freight trains in private ownership, although they do own a lot of their own track back home in the USA. I personally believe they will do very well over here and good luck - I just hope that they realise they get more value to the dollar from a 'Syphon' than a 'Duff'.

A lot has gone on since the last issue, plans for a rail-tour are well under way (see next page), I hope as many as possible can come along, I know it clashes with the ITG's trip, but how often do you get a chance to run to Alton with not just one but two 'Syphons'.

We have also tendered for a steam heat boiler and taken the opportunity to look at 37252, which can best be described as *****d.

This issue of *SYPHON!* includes a complete gen file for the Class 37s, incredibly 301 are still in existence, not bad for the 36th year. With this in mind I would say there is going to be plenty of opportunity to get a good 37. However this opportunity might happen in five years time or tomorrow, therefore we need to get the Group in the best position possible to make the most of any window of opportunity that flashes by.

Therefore, it is time to start pushing up the balance of the preservation fund, this can be achieved easily and painlessly in a number of ways:

- a) nag someone else to join the Group.
 - b) buy all your video and other railway purchases direct from the Group.
 - c) travel on the railtour.
 - d) Join the 6700 Club.
 - e) Set up a standing order with Rod (Personally I have given up a packet of fags each week and given the money to the fund £2.80 x 52 = £145+/year and I stay marginally more healthy at the same time)
 - f) donations, it doesn't matter how big or small it all helps
 - g) sponsorship - forms available from Rod.
 - h) you get the picture by now!
- We are moving forward, make sure your with us for what will be an interesting ride.

Bye for now!

Ken Carr
Editor

NB. The word cowboys is used in the widely context of the west and not as in a dodgy operator.

6700 CLUB XMAS DRAW

It is with great pleasure that I have to report the winners of the Christmas '95 draw.

£12.00: Mr J Ireland

£6.00: Mr D Bechelli

Model loco from Mowbray Modern Models: Mr A Bramhill

Railway video from Visions International: Mr M Ranson

Class 37 video: Mr I Vandervell

Group's 37 print: Mr C. Day

Traction Art Class 37 print: Mr S Whitlock

*Well Done,
Diane Saunders*

GROUP ANNOUNCE RAILTOUR FOR 23 MARCH

ON Saturday 23 March we are running our first railtour for some years in conjunction with Shropshire Rail. The tour will run from Chester to Kensington Olympia (for connection with the Ideal Home Exhibition) and then onto Alton for connection with the pub or the Mid-Hants Railway.

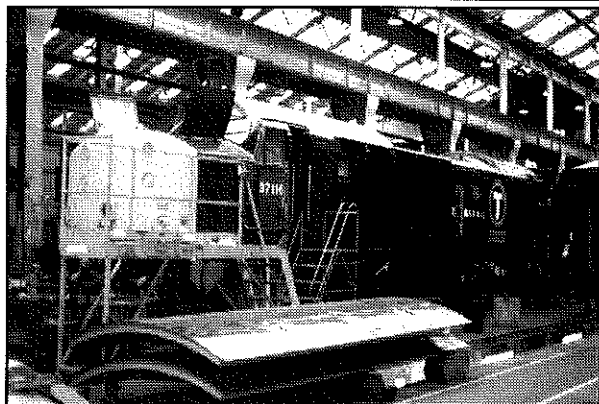
Haulage throughout will be by 2 'Syphons' a 37/0 and a 37/4. In addition, for the bargain price of £6.00 a special Class 27 hauled train will tackle the testing gradients of the Mid-Hants.

A number of options are available for the tour which will see the appearance of a 37/4 in the Capital for the first time

in ages. The fare for the full tour is £35.00 (members price) Other fares are as follows. Chester to Kensington Olympia & return - £27.00 or Kensington Olympia - Alton & return £17.00. (see ad on page 10 for other prices)

For your enjoyment a real ale bar, refreshments and a sales stand will be on board the train. Our share of the profits will go into the preservation account.

To book please see the ad on page 10 which also gives the full route details. We look forward to seeing as many of you as possible as if this proves a success there will be plenty more.



37116 HEAVILY MODIFIED BUT RECEIVES NEW LIVERY

JANUARY saw the last 'Syphon' in 'original-condition' being modified. 37116 has had its split-boxes removed and nose ends plated over, the lower bodyside skirt has also gone. One surprise is that the loco has received a new livery, Transrail Blue!

Basically this is the old corporate blue livery, with the 'Big-T' logo on the bodyside. A big improvement on Transrail's current liveries. However, now that the big sell off to the Americans has happened, this may become a one-off. 37116 was due to leave Doncaster at the end of January.

37116's new image during recent mods at ABB Doncaster during January.

NORTH WALES 37/4s TO CONTINUE UNTIL AT LEAST '98

GREAT news, despite some previous uncertainty, the North Wales Coast passenger services will remain 'Syphon' hauled until at least 1998.

Transrail have struck a two year deal (plus an option to extend) with North West TOU to provide ten Class 37/4s. These will be maintained at Crewe diesel depot and all will be painted in Regional Railways livery.

The remaining 37/4s could also soon be in high demand with rumours that several other operators are interested in them including RES's new owners Wisconsin Central.

NORTH WALES NEWS

SINCE returning to passenger duties in September, 37413 has put in a fair few miles after its jaunts to Weymouth and York it has now been turned out on the North Wales services. The loco was noted working full diagrams on 17, 19 & 20 January.

In fact on 19 January no less than twelve 37/4s were out and about in the North West, 37 402 / 407 / 413 / 414 / 416 / 417 / 418 / 419 / 421 / 422 / 425 & 427. 37408 failed at Holyhead prior to working the 07:39 to Crewe and was hauled dead in tow by 37418.

37418 was pressed into InterCity duty on 13 & 14 November rescuing a failed HST on the 17:35 Euston - Holyhead at Crewe, the following morning the loco worked the errant 'Tram' back to Crewe on the 09:06 to Euston. Ironically 418 itself was involved in some drama on 20 January when it caught fire just south of Crewe whilst working 03:14 Holyhead - Birmingham Intl.

GROUP BID FOR BOILER

WE are pleased to inform you that the Group have put in a bid for a Steam Heat Boiler, believed to be only one of two in existence.

The boiler was removed from 37116 during its recent visit to ABB Doncaster. The committee have looked at the boiler and believe it is salvageable, therefore we have submitted a bid, the result of which will be known by the end of February.



SETTLE SYPHON

ON 5 November, 37520 made a rare foray onto the Settle & Carlisle. The bridge at Little Dale Beck located just north of Blea Moor loop was being replaced and the 37 was used to take away spoil to Ribbleshead Quarry sidings.

SYPHONS EN-MASSE FOR G.E. ENGINEERING

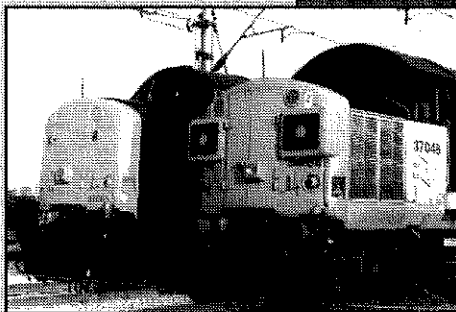
MAINLINE Freight 'Syphons' were out in force for engineering work on the Liverpool Street - Norwich main line on Sunday 14 January.

No less than eleven Class 37s were noted employed on departmental trains for track renewal work at Rivenhall just north of Witham. All eleven locos could be seen with their respective trains on a 1 mile section of line.

The work which retained a



This was the scene on Sunday 14 January '96 during the engineering possession at Rivenhall (Essex). From left to right, 37065 / 106 / 048 & 098. **Photos: KEN CARR**



During the recent engineering work 37065 & 37048 sit side by side on the up & down G.E. Mainline at Rivenhall (Essex).

line possession for the whole day saw 37800 on the Redland's self-discharge train. Three pairs were with spoil trains one of these pairings were un-identifiable as was the loco partnered with 37038. The third pairing was 37065 & 37106. Noted on ballast were 37048 & 37098 plus 37203 & 140, the latter pair a mere 20 yards behind the former.

The following Sunday, work moved to Tering and saw 37047 partnering 37162, 37051 with 37248, and 37203 going solo. All were employed on spoil trains, the Redland's was Class 60 hauled.

EPS 37s NEARING COMPLETION

DURING Mid-January the last two Class 37/6 conversions were well under way at ABB Doncaster. 37504 had already been painted into EPS colours and re-numbered as 37603, work was progressing on the loco's engine and control equipment.

The final conversion had also begun. 37508 had its engine removed and various alterations to its bodywork had already been undertaken. The loco was due to receive its new colours and the number 37606 by the end of the month.

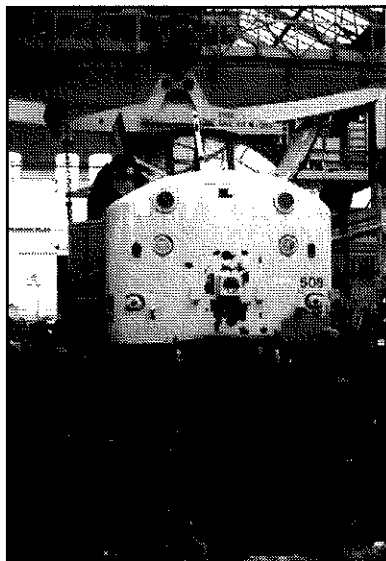
Other EPS machines present at Doncaster were 37605 / 607 / 611 and 612. As soon as enough generator cars are ready, expect to see a number of test runs prior to the start of the sleeper services later in the year.

Staying with the EPS '6s', 37604 & 37608 were noted hauling a Eurostar set from North Pole depot to Dollands Moor on 2 November. 37611 was noted on the Doncaster test train at Heaton on 11 November and returned south light engine.

37604 & 37609 hauled 73126 to Washwood Heath from North Pole depot on 15 December, this was to allow the Class 73 and 37604 to be used in tests with the new European Night Stock.

Please keep sightings of the 37/6s coming in, all gen to the usual address.

37508 is lowered onto temporary bogies at ABB Doncaster during its conversion into 37606. Note the modifications to the nose end.



RAILTOURING '4's

PATHFINDER have made good use of the 37/4s recently on their series of Rambler Tours.

37412 worked the 'Lights & Rambler' from Cardiff to Blackpool North on 28 October. 37413 worked a Cardiff to York Rambler on 9 December. 37427 was the tour engine on the 'Mendip Rail Meanderer' on 13 January, and visited both Merehead & Whatley quarries.

FREIGHT SHORTS

26/10/95 - 37263 topped the 13:53 Plymouth - Crewe parcels as far as Bristol then returned on the 23:00 Paddington - Plymouth.

11/11/95 - 37167 & 219 made the first appearance of the class along the Ashford to Hastings line with a ballast working.

15/11/95 - 37191 headed a train of test coaches from Derby to Edwalton and was then used in bridge deck tests.

20/11/95 - 37042 & 167 worked the 6V13 Furzebrook - Hallen Marsh as far as Eastleigh.

27/11/95 - 37099 & 211 worked a Bescot - Oakleigh MGR.

WISBECH SYPHONS

On 27 November, 37196 & 351 worked the 14:45 Deanside - Wisbech returning North with the 18:50 return (28/11/95).

A second pair appeared a few weeks later when 37073 & 188 hauled this Class 56 diagrammed train on 4 January.

WESTERN RESCUES

FOUR rescues have taken place on the Devon main line. On 1 November, 37521 came to the aid of a failed HST working the 12:35 Paddington - Plymouth at Exeter and worked the train forward.

The it was the turn of 37214 to help the failed 06:05 Leeds - Plymouth HST on 18 November, which also went bang at Exeter. Three days later 37263 did a return Exeter - Plymouth trip after another Cross country 'tram' had failed. Finally on 30 December, 37229 helped out on the 15:00 Newcastle - Plymouth from Exeter.

SYPHON LINER RETURN

RECENT months have seen numerous appearances of the class on Freightliner services. This has led to Load Haul 37s appearing deep in Mainline territory and Mainline machines on Transrail's patch. In fact we are told that the Saturday Leeds - Southampton and the Sunday return are now diagrammed for Immingham FDCI 'Syphons'.

For the record these are the known workings:

11/11/95 -	37667 (EWDS) 05:49 Tilbury - Ipswich
16/11/95 -	37167 (EWBD) & 37219 (EWBD) 4L78 Southampton - Ripple Lane
23/11/95 -	37010 (ENTN) & 37167 (EWBD) 22:30 4M79 Southampton - Lawley Street
24/11/95 -	37010 (ENTN) & 37167 (EWBD) 05:00 4O18 Lawley Street - Southampton
25/11/95 -	37706 (FDCI) & 37708 (FDCI) 15:09 4O31 Leeds - Southampton
26/11/95 -	37706 (FDCI) & 37708 (FDCI) 19:30 4E76 Southampton - Leeds
30/11/95 -	37377 (EWBD) & 37891 (EWBD) 22:30 4M79 Southampton - Lawley Street
1/12/95 -	37377 (EWBD) & 37891 (EWBD) 05:00 4O18 Lawley Street - Southampton
	37131 (FDRI) & 37225 (FDRI) 18:11 4E76 Southampton - Leeds
4/12/95 -	37718 (FDCI) & 37883 (FDCI) Leeds - Southampton & 4E76 return
5/12/95 -	37087 (LBLB) 14:26 4K58 Seaford - Crewe
9/12/95 -	37708 (FDCI) & 37713 (FDCI) 15:09 4O31 Leeds - Southampton
10/12/95 -	37708 (FDCI) & 37713 (FDCI) 19:30 4E76 Southampton - Leeds
16/12/95 -	37334 (FDCI) & 37688 (FDCI) 15:09 4O31 Leeds - Southampton
17/12/95 -	37334 (FDCI) & 37688 (FDCI) 19:30 4E76 Southampton - Leeds

The appearance of 37713 at Southampton on 9 December was the first visit by a Load haul liveried 'Syphon' to former Southern region metals.



It now seems likely that the the Class 37s will continue to work the North Walsham - Harwich Parkeston Quay tanks until 1 April '96. On this occasion 37140 performs the honours as it passes through Salhouse en-route for Harwich. Each Sunday until then, up to three 'Syphons' can be found on engineering trains along the branch.

Photo: MIKE MILLWARD

CHRISTMAS OUTING FOR 037



SATURDAY 30 December '95 saw the running of D-Tours aptly named 'The Christmas Pudding' railtour. The tour started at Victoria with 33109 in charge and ran to Addiscombe and Hayes before running to Bromley North.

At Bromley North, Mainline's 37037, still in 'Metals' livery, took over for the next leg of the tour. After running via Strood and Maidstone the 'Syphon' arrived at Tonbridge a few minutes late and was replaced by 58023 for the return run to Hastings.

37037 awaits departure from Bromley North during its stint on 'The Christmas Pudding' railtour on 30 December '95.

Photo: KEN CARR

SYPHON LINER RETURN 2

A broken gas main at Hackney Central on the North London Line in mid-December led to the suspension of AC hauled services between Wembley and the Anglia region. Normally services would have been diverted via Gospel Oak. However long term engineering work at Hampstead Heath prevented this. Therefore all Rfd services were worked by Class 47s but Freightliner struggled for power.

Initially Rfd 'Spoons' were hired in, but these were soon taken back for their own services. From Monday 18 December, Mainline Freight stepped in to help out and provided pairs of 'Syphons'. The 37s were used all week between Wembley and Ipswich with the electric dead in tow.

Daily performers were 37678 & 679 on 4L71 from Wembley to Ipswich & 4M87 return and 37890 & 057 on 4S88 from Ipswich. 'Syphons' were seen on other 'Liners' including a pair of Mainline Blue examples however no numbers were recorded. In addition several Load Haul 56s and 47s were also seen limping across North London.

WEST COAST PASSENGER '0's

DURING the the last month, three 37/0s have put in appearances on the West Coast Main Line. The first occurred on 27 December when 37207 was pressed into service on the 06:38 Carlisle - Euston after the AC had run into trouble at Preston. 207 worked the train onto Crewe.

The following day, Bescot's 37099 helped out on the 23:12 Birmingham International - Bangor after the failure of 37417, the duo worked as far as Crewe where 37429 took over.

Then on 27 January 37414 failed at Birmingham prior to working the 08:10 to Bangor. 37142 was provided to take the train north, the train now running over an hour late was terminated at Crewe.

406 BACK WITH A VENGEANCE

FRIDAY 1 December saw 37406 moved from ABB Crewe to ABB Doncaster, where it arrived in the early hours of the following day. Work proceeded quickly and the loco returned to traffic during mid-December working back to its Motherwell home via Peak Forest and Warrington.

It didn't take long for 406 to hit the headlines. On 27 December it rescued 37410 on a Glasgow - Poole passenger service at Newton and worked through to Preston returning later the same day on the 'Sussex Scot' all the way to Glasgow Central.

W.C.M.L. FREIGHT

TWO Transrail 'Enterprise' services are regularly being 'Syphon' hauled. 6M27 Warrington-Bescot-Willesden and 6S44 return both featured 37s daily during December, with 37240 being used most days. Incidentally only three members of the LBLB pool have yet to work South of Rugby, 37099 /111 & 211.

SYPHON LINER RETURN 3

MORE Freightliner news. On 6 January 37503 & 513 worked 15:09 4O31 Leeds - Southampton and the 19:30 4E76 Southampton - Leeds return on 7 January. The same pair also worked the same trains the following weekend.

Felixstowe Freightliner diversions via Cambridge, on 5 & 6 January, have seen a number of 'Syphons' out. 37678 & 679 worked 4L95 21:20 Coatbridge - Felixstowe. 37057 & 890 4L82 23:25 Trafford Park - Felixstowe. 37106 & 370 on 4L58 19:45 Coatbridge - Felixstowe.

BLACK MAGIC?

WATERMAN Railways 37029 is expected to be make its preservation debut at the Eat Lincs Diesel Week in June. Reports suggest that this loco is currently being re-painted in lined W.R. black!

EPS 37/6s WORK 'NIGHT RIVIERA'

AN unsubstantiated report states that during the week-ending 6 January a pair of EPS Class 37/6s worked the London Waterloo - Penzance 'Night Riviera' sleepers, returning the following night on the return working.

It seems that all the 37/6s will be tested on this service as part of a deal between RES, who normally provide the train's loco, and EPS.

This will give 'bashers' a great opportunity to sample the 'Euro-Syphons' whilst waiting for the real services to begin.



37611 sits outside the former paint shop at Doncaster Works (now a stores room), awaiting acceptance into traffic, and its new life as a creature of the night.

THE 1995 PASSENGER SYPHONS

I make it that 123 separate Syphons were out on passenger during 1995, 29 of which have been 37/4s. Full list as follows:

37010	37012	37013	37023	37025	37037	37038	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	37207	37211	37213	37214	37216	37221	37229	37230	37232	37240
37245	37248	37250	37251	37254	37255	37258	37261	37263	37274	37275	37294	37351
37371	37376	37379	37380	37401	37402	37403	37404	37405	37406	37407	37408	37409
37410	37411	37412	37413	37414	37416	37417	37418	37419	37420	37421	37422	37423
37424	37425	37426	37427	37428	37429	37430	37505	37509	37510	37517	37520	37521
37601	37602	37667	37671	37672	37676	37678	37679	37683	37684	37685	37708	37712
37714	37798	37883	37887	37888	37894							

Ch. Ch. Ch. Changes

European Passenger Services

Re-numberings:

37504 to 37603
37508 to 37606
37691 to 37612

Pool Changes:

37603 FEPS (IM) - GPSV (PM)
37606 FEPS (IM) - GPSV (PM)
37612 FEPS (IM) - GPSV (PM)

N.B. This completes the refurbishment of the EPS fleet

Load Haul

Pool Changes:

37058 FDYX (IM) - FDKI (IM)
37059 FDYX (IM) - FDKI (IM)
37095 FDYX (IM) - FDKI (IM)
37131 FDYX (IM) - FDKI (IM)
37225 FDYX (IM) - FDKI (IM)
37344 FDRI (IM) - FDKI (IM)
37378 FDYX (IM) - FDKI (IM)

Mainline Freight

Pool Changes:

37035 EWCN (TO) - EWRB (SL)

Transrail

Pool Changes:

37154 LBSB (BS) - LBLB (BS)
37184 LBSB (BS) - LBLB (BS)
37191 LBSB (BS) - LBLB (BS)
37255 LBSB (BS) - LBLB (BS)

Namings:

37674 St Blaise Church 1445 - 1995
named on 21 December '95
at St Blazey

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

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

EWBR - Stewarts Lane - Restricted Use

37035 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 Humberside

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

37058 37059 37095 37131 37225 37334
37344 37350 37358 37378 37688

FDRI - Immingham - Restricted Use

37330 37332 37519 37677 37680

FDYX - Stored Locos

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

Total: 73

EUROPEAN PASSENGER SERVICES

GPSV - Bristol St Phillips Marsh - Sleepers

37601 37602 37603 37604 37605 37606
37607 37608 37609 37610 37611 37612

Total: 12

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

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

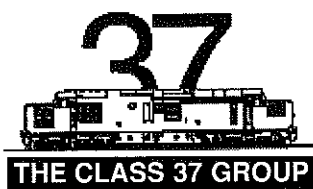
LWMC - Crewe Diesel - North Wales Passenger

37402 37407 37408 37414 37417 37418
37421 37422 37425 37429

LNXX - Stored Locos

37004 37078 37080

Total: 134



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CHESTER to ALTON
(For the Mid-Hants Railway)

ROUTE: **Chester** (dep 07:10), **Wrexham** (p.u. 07:30), **Gobowen** (p.u. 07:45), **Shrewsbury** (p.u. 08:05), **Telford** (p.u. 08:20), **Wolverhampton** (08:40), Bescot, Aston, Stetchford, Coventry, Rugby, Watford Junction, **Kensington Olympia** (s.d./p.u. 11:10), Wimbledon, Woking, Aldershot, **Alton** (arr 12:20, dep 16:30), Ascot, Richmond, **Kensington Olympia** (s.d./p.u. 17:30) *return as outward*, **Wolverhampton** (s.d. 20:15), **Telford** (s.d. 20:35), **Shrewsbury** (s.d. 20:50), **Gobowen** (s.d. 21:15), **Wrexham** (s.d. 21:35), **Chester** (arr 21:50).

2 X 37 Throughout (37/0 & 37/4)

The tour also features a Real Ale Bar, Buffet & Sales Stand

FARES (Class 37 Group Members' prices in brackets):

Chester	- Alton: £37 (£35)	Wolverhampton	- Alton: £19 (£17)
	- Kensington: £29 (£27)		- Kensington: £31 (£29)
Wrexham	- Alton: £35 (£33)	Kensington*	- Alton: £19 (£17)
	- Kensington: £27 (£25)	(* Only a limited number of seats available from Kensington - Alton)	
Gobowen	- Alton: £33 (£31)	<i>A special Class 27 hauled train will run over the Mid-Hants. A special ticket price has been arranged - £6 for tour participants or £8 for others. This must be booked in advance (sorry no extra discounts for members).</i>	
	- Kensington: £25 (£23)		
Shrewsbury	- Alton: £31 (£29)		
	- Kensington: £23 (£21)	STOP PRESS: Over 200 seats already sold	
Telford	- Alton: £31 (£29)		
	- Kensington: £23 (£21)		

N.B: All above prices rise by £1.00 from 23 February '96

Please send bookings & remittance, quoting your membership number to:

Rod Saunders, The Class 37 Group,
61 The Drakes, Shoeburyness, Essex SS3 9NY

The Life & Times of 37431

Compiled by Steve Branch

This machine was one of the Vulcan Foundry batch. Its English Electric Works number was 3532 and Vulcan Foundry number D961. Its British Railways number was D6972 and the loco entered traffic in March 1965 at Cardiff Canton. The loco was put to work on South Wales freight traffic and could regularly be found at work on the numerous coal trains in the area.

The loco remained at Canton until April 1983 when it was moved to Plymouth Laira. However, long before this move took place it received its TOPS number. The number 37272 was applied during March 1974. Before leaving Wales the loco was carrying its third livery variation. D6972 was delivered in BR standard green with small yellow ends. By the late '60s full yellow warning panels had been applied this was followed by the application of the un-inspiring corporate blue.

37272's stay at Laira was short and after 7 months on the Devon coast the loco was back 'home' at Canton for another tour of duty on coal trains. The loco 'scratched' its third country in January 1985 when it was allocated to Eastfield, a few months later it was moved to Motherwell.

During 1985 the loco became one of the chosen ones and was sent to Crewe Works to become the last member of the Class 37/4 sub-class. Emerging in April 1986 the loco was numbered as 37431 and appeared in the tasteful Large Logo livery. The 'Syphon' was allocated once again to downtown Cardiff to work passenger trains including the Cardiff - Portsmouth's, sharing duties with the 'Comptons'.

Upon sectorisation 431 was allocated to Cardiff's PXXA pool, later renamed PCFA, but the Sprinter invasion led to the loco being transferred to Immingham for less glamorous work hauling oil trains during November '90.

37431 then was shuttled between a number of pools over the next few years, FPBC (Stanlow area traffic), FPAE (Grangemouth area traffic), FPCI (South Humber side traffic), back to FPBC, then FPBI (a renamed FPBC), back to FPAE, FPBI, FPCI, FPBI, FPCI then to FPYI (Restricted use locos), then one more visit to FPCI. (Got all that? Good, we'll be testing you later).

The loco then left Petroleum duties and headed for the hills, Inverness to be precise to join the RAJP pool, principally for engineers duties, but of course any passenger trains that came its way.

With the new set up in March 1994, 37431 became a Transrail loco and was allocated to Motherwell's LGPV pool (For use in the Highlands). The loco then moved into the depot's LGHM pool

which is where it is today. The livery currently carried is the old executive livery. As has been widely reported in this magazine, this 'Syphon' is not well, and for some years has spent more time lying around in bits at either Inverness or Motherwell depots than turning a wheel in traffic.

During its lifetime two names have been carried by 431. From June 1987 until April 1991 the catchy bi-lingual *Sir Powys/County of Powys* was adorned to the loco's sides. Then from May 1991 until April 1993 the Shell Oil Company themed nameplates *Bullidae* were carried.

The 'Syphon' has also achieved a fair rarity factor for a member of its sub-class, with only short periods of its existence where it had much impact on the passenger scene. From April 1986 until November 1990 and short spurts of activity between breakdowns during its period in Scotland from March 1993.

The last recorded passenger duty was on 19 July 1994. Whether it will work again is open to question, although the fact that 405 & 406 have both received attention recently must give some hope, only time will tell.



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 23) 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

SYPHON CENTREFOLD - No.1: 37116



To kick off the new centrefold series here's a stunning shot of 37116 *Comet* seen at Fynnongroew with 7H19 16:10 Penmaenmawr Quarry - Gŵlde Bridge ballast on 23 August '95. Take a good look as you will never see 116 like this again (See Newsdesk). Photo: JOHN HOOSON

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)	£17.95
D&E Journey thro' the '60s (New)	£17.95
Video Track 50 (New)	£10.95
Lineside Freight Pt 2 (New)	£13.95
Video Profiles - The Class 37s	£11.95
East Coast Power	£17.95

Locomaster Profiles

Traction Review '95 (New)	£15.95
Silver Bullet Syphons	£15.95
Bristol Bath Road	£13.95
Class 37 Power	£13.95
Crompton Countdown	£15.95

AUDIO CASSETTES

Syphons	£3.50
Syphons - The Second Edition	£3.50
Newport 37s	£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
Key Fobs	50p
Ballpens (Blue Ink)	40p

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	£18.95
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West Highland 37s (Alan Vitty) (New)	£3.60
BR 37s (Alan Vitty) (New)	£3.60
37s on the Grade (Alan Vitty) (New)	£3.60

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

The Gen File

Compiled by Ken Carr

The following listing shows all 309 'Syphons' and includes the numbers each individual loco has carried, its current status including pool, depot and livery, plus the date of its last outing on a passenger train. Withdrawn locos are printed in *italics*. As usual please keep me informed of any changes, details to the address on page 2, many thanks.

Numbers Carried (current/last in bold)	Current Status Pool Depot Liv	Date Last Working	Numbers Carried (current/last in bold)	Current Status Pool Depot Liv	Date Last Working
D6700 37119 37350	FDCI IM FP	22/12/93	D6756 37056 37513	FDDI IM LB	20/09/92
D6701 37001 37707	FDCI IM FP	20/03/93	D6757 37057	EWCN TO LL	18/09/95
D6702 37002 37351	LGPM ML DC	25/05/95	D6758 37058	FDCI IM DC	10/01/93
D6703 37003	FDYX ^u IM DC	09/07/94	D6759 37059	FDCI IM FD	21/01/93
D6704 37004	LNXX ^u CF FM	16/01/93	D6760 37060 37705	ESBB SL MF	22/10/92
D6705 37005 37501 37601	GPSV PM EP	13/05/95	D6761 37061 37799	LNCK CF TR	07/05/94
D6706 37006 37798	EWBD SL MB	30/11/95	<i>D6762 37062</i>	<i>Withdrawn (Cut-up)</i>	
D6707 37007 37506 37604	GPSV PM EP	10/04/93	D6763 37063	FDYX ^u IM FD	23/07/94
D6708 37008 37352	<i>Withdrawn (Intact at Crewe)</i>		D6764 37064 37515	FDDI IM FM	23/07/94
D6709 37009 37340	FDYX ^u IM FD	05/05/92	D6765 37065	EWCN TO MB	04/10/92
D6710 37010	ENTN TO DC	04/10/95	D6766 37066	LWCC SP DC	20/04/95
D6711 37011	<i>Withdrawn (Cut-up)</i>		D6767 37067 37703	EWBD SL FU	25/05/92
D6712 37012	ENTN TO DC	19/08/95	D6768 37068 37356 37068	FDYX ^u IM FD	06/05/95
D6713 37013	EWDS SL FU	27/08/94	D6769 37069	LGBM ML DC	05/05/95
D6714 37014 37709	ESBB SL MF	28/07/90	D6770 37070	ENXX ² TO DG	26/08/92
D6715 37015 37341	FDYX ^u IM FU	23/07/94	D6771 37071	LBLB BS DC	23/03/95
D6716 37016 37706	FDCI IM FP	22/05/93	D6772 37072	EWCN TO DG	03/12/94
D6717 37017 37503	FDCI IM FM	06/12/94	D6773 37073	LGBM ML TR	23/05/95
D6718 37018 37517	FDCI IM LB	01/07/95	D6774 37074	EWBD SL MB	16/05/91
D6719 37019	FDYX ^u IM FD	02/05/93	D6775 37075	FDYX ^u IM FU	07/11/93
D6720 37020 37702	LNCK CF TR	23/06/91	D6776 37076 37518	LWCC SP FM	26/06/93
D6721 37021 37715	ESBB SL MF	25/02/90	D6777 37077	EWBD SL MB	16/07/94
D6722 37022 37512 37608	GPSV PM EP	10/04/93	D6778 37078	LNXX ^u CF FM	09/09/93
D6723 37023	EWDS SL MB	03/06/95	D6779 37079 37357 37079	FDYX ^u IM FD	15/11/92
D6724 37024 37714	LGPM ML FM	15/05/95	D6780 37080	LNXX ^u CF FP	26/08/94
D6725 37025	LBLB BS LL	13/09/95	D6781 37081 37797	LNCK CF FC	04/08/90
D6726 37026 37320 37026	LWCC SP FD	04/05/92	D6782 37082 37502 37602	GPSV PM EP	13/05/95
D6727 37027 37519	FDCI IM FM	22/10/94	D6783 37083	FDYX ^u IM DC	27/12/91
D6728 37028 37505	LGBM ML IS	27/05/95	D6784 37084 37718	FDCI IM FM	24/07/90
<i>D6729 37029</i>	<i>Preserved - North Norfolk</i>		D6785 37085 37711	FDCI IM FM	29/09/90
D6730 37030 37701	LNCK CF FC	06/02/93	D6786 37086 37516	FDDI IM LB	26/06/93
D6731 37031	<i>Withdrawn (Intact at Cardiff)</i>		D6787 37087	LBLB BS DC	05/05/93
<i>D6732 37032 37353 37032</i>	<i>Preserved - Crewe</i>		D6788 37088 37323 37088	LGBM ML DC	25/08/94
D6733 37033 37719	FDCI IM FP	08/01/94	D6789 37089 37708	FDCI IM FP	05/08/95
D6734 37034 37704	LNCK CF FC	02/10/93	D6790 37090 37508 37606	GPSV PM EP	20/08/89
D6735 37035	EWBR SL DC	12/08/93	D6791 37091 37358	FDCI IM FU	20/04/94
D6736 37036 37507 37605	GPSV PM EP	30/06/90	D6792 37092	ENTN TO DC	19/08/95
D6737 37037 37321 37037	EWBD SL FM	30/12/95	D6793 37093 37509	LWCC SP TR	25/06/95
D6738 37038	ENTN TO DC	11/11/95	D6794 37094 37716	FDCI IM FM	29/12/92
D6739 37039 37504 37603	GPSV PM EP	05/09/93	D6795 37095	FDCI IM DC	01/07/95
D6740 37040	EWRS SF FM	27/01/94	<i>D6796 37096</i>	<i>Withdrawn (Cut-up)</i>	
D6741 37041 37520	LWCC SP FM	31/10/95	D6797 37097	EWCN TO DC	27/03/94
D6742 37042	EWCN TO MF	04/03/94	D6798 37098	EWCN TO DC	24/06/95
D6743 37043 37354 37043	LGBM ML DC	07/03/95	D6799 37099 37324 37099	LBLB BS DC	29/12/95
D6744 37044 37710	FDCI IM FP	04/08/90	D6800 37100	LGBM ML FM	26/10/95
D6745 37045 37355 37045	FDYX ^u IM FU	09/10/93	D6801 37101 37345	FDYX ^u IM FD	03/09/93
D6746 37046	ENTN TO DC	08/07/95	D6802 37102 37712	LGPM ML FP	15/05/95
D6747 37047	EWDS SL MB	06/08/94	D6803 37103 37511 37607	GPSV PM EP	20/09/92
D6748 37048	EWCN TO MF	24/06/95	D6804 37104	FDYX ^u IM DC	02/07/91
D6749 37049 37322 ¹ 37343	FDYX ^u IM DC	27/12/91	D6805 37105 37796	LNCK CF FC	02/05/94
D6750 37050 37717	FDCI IM FP	19/09/92	D6806 37106	EWDS SL DC	15/04/95
D6751 37051	ENTN TO MF	04/06/94	D6807 37107	LWCC SP FD	08/05/94
D6752 37052 37713	FDCI IM LB	11/04/89	D6808 37108 37325 37108	LWCC SP FU	04/12/93
D6753 37053 37344	FDCI IM FD	23/08/92	D6809 37109	EWBD SL MB	20/08/94
D6754 37054	EWBD SL DC	25/09/93	D6810 37110	FDYX ^u IM FU	31/05/93
D6755 37055	EWDS SL MB	26/02/95	D6811 37111 37326 37111	LBLB BS TR	23/05/95

Numbers Carried (current/last in bold)	Current Status Pool Depot Liv	Date Last Working	Numbers Carried (current/last in bold)	Current Status Pool Depot Liv	Date Last Working
D6812 37112 37510	LGBM ML IS	27/04/95	D6876 37176 37883	FDCI IM FP	29/07/95
D6813 37113	<i>Withdrawn (Cut-up)</i>		D6877 37177 37885	FDCI IM FP	02/10/94
D6814 37114	EWCN TO DC	09/08/95	D6878 37178	LNSK CF FU	05/09/95
D6815 37115 37514 37609	GPSV PM EP	06/03/93	D6879 37179 37691 37612	GPSV PM EP	20/10/90
D6816 37116	LBLB BS TB	28/09/93	D6880 37180 37886	FDCI IM FM	22/10/94
D6817 37117 37521	LNKL CF FP	01/11/95	D6881 37181 37687 37610	GPSV PM EP	06/09/92
D6818 37118 37359	FDYX ^u IM FC	28/01/91	D6882 37182 37670	LNKL CF TR	20/02/93
D6819 37283 37895	LNCK CF FC	19/08/90	D6883 37183 37884	FDCI IM LB	02/01/93
D6820 37120 37887	LNCK CF FC	11/03/95	D6884 37184	LBLB BS DC	12/02/95
D6821 37121 37677	FDRI IM FU	17/09/88	D6885 37185	EWCN TO DC	22/05/94
D6822 37122 37692	LGPM ML FC	08/08/94	D6886 37186 37898	LNCK CF TR	09/05/93
D6823 37123 37679	EWDS SL FU	05/08/95	D6887 37187 37683	LGBM ML TR	11/03/95
D6824 37124 37894	LNCK CF FC	11/03/95	D6888 37188	LBLB BS DC	17/09/94
D6825 37125 37904	LNHK CF FM	10/01/94	D6889 37189 37672	LNKL CF FD	01/10/95
D6826 37126 37676	EWDS SL FU	12/08/95	D6890 37190 37314 37190	<i>Preserved - Midland Fly Ctr</i>	
D6827 37127 37370	EWDS SL DC	17/04/93	D6891 37191	LBLB BS DC	05/08/95
D6828 37128 37330	FDRI IM BM	01/08/93	D6892 37192 37694	FDDI IM FC	10/07/94
D6829 37129 37669	LNKL CF TR	19/09/92	D6893 37193 37375	EWBD SL DC	09/10/94
D6830 37130 37681	<i>Withdrawn (Cut-up)</i>		D6894 37194	EWBR SL MF	13/02/94
D6831 37131	FDKI IM FU	23/06/92	D6895 37195 37689	FDCI IM FU	24/08/90
D6832 37132 37673	LNKL CF TR	20/06/93	D6896 37196	LGBM ML DC	25/05/95
D6833 37133	LNSK CF DC	30/11/94	D6897 37197	LNSK CF TD	28/09/95
D6834 37134 37684	FDCI IM FA	26/07/95	D6898 37198	EWBD SL MB	16/09/95
D6835 37135 37888	FDCI IM FA	12/08/95	D6899 37199 37376	EWDS SL FC	14/01/95
D6836 37136 37905	LNHK CF FM	20/11/94	D6900 37200 37377	EWBD SL DC	02/02/94
D6837 37137 37312 37137	ENTN TO MF	05/10/93	D6901 37201	LBLB BS TD	12/08/95
D6838 37138	ENXX ^u TO FM	31/08/91	D6902 37202 37331	FDYX ^u IM FU	05/09/93
D6839 37139	FDYX ^u IM FC	02/10/93	D6903 37203	EWBD SL MB	04/05/92
D6840 37140	EWDS SL DC	21/07/95	D6904 37204 37378	FDCI IM FD	18/03/93
D6841 37141	LNCK CF DC	18/02/95	D6905 37205 37688	FDKI IM FA	26/01/90
D6842 37142	LBLB BS DC	27/01/96	D6906 37206 37906	LNHK CF TR	21/08/94
D6843 37143 37800	EWBD SL MF	01/07/90	D6907 37207	LBLB BS DC	27/12/95
D6844 37144	FDYX ^u IM FA	09/11/91	D6908 37208 37803	EWBD SL MB	11/12/94
D6845 37145 37313 37382	<i>Withdrawn (Cut-up)</i>		D6909 37209	FDYX ^u IM LL	19/06/92
D6846 37146	LNCK CF DC	30/09/95	D6910 37210 37693	LGPM ML TR	08/08/94
D6847 37147 37371	EWBD SL DC	24/06/95	D6911 37211	LBLB BS DC	04/08/95
D6848 37148 37902	LNHK CF FM	15/03/92	D6912 37212	LGBM ML TR	01/06/94
D6849 37149 37892	EWBD SL MF	06/03/94	D6913 37213	LNSK CF FC	11/11/95
D6850 37150 37901	LNHK CF TR	08/11/92	D6914 37214	LNCK CF FA	18/11/95
D6851 37151 37667	EWDS SL FU	08/05/95	D6915 37215	<i>Preserved - Glos & Warwicks</i>	
D6852 37152 37310 37152	LGBM ML IS	31/10/94	D6916 37216	EWDS SL GB	21/05/95
D6853 37153	LGBM ML DC	27/05/95	D6917 37217	FDYX ^u IM BS	14/05/92
D6854 37154	LBLB BS TR	26/05/95	D6918 37218	FDYX ^u IM FU	16/10/93
D6855 37155 37897	LNCK CF TR	30/05/93	D6919 37219	EWBD SL MB	28/08/93
D6856 37156 37311 37156	LGBM ML TR	11/05/95	D6920 37220	EWBR SL MF	25/04/93
D6857 37157 37695	LNKL CF TR	29/09/91	D6921 37221	LGBM ML TR	14/11/95
D6858 37158	LNCK CF DC	20/10/95	D6922 37222	EWCN TO MF	11/11/93
D6859 37159 37372	EWBR SL DC	13/09/92	D6923 37223	FDYX ^u IM FC	09/07/94
D6860 37160 37373	<i>Withdrawn (Intact at Old Oak)</i>		D6924 37224 37680	FDRI IM FA	13/03/90
D6861 37161 37899	LNCK CF FC	01/09/91	D6925 37225	FDKI IM FU	11/09/93
D6862 37162	EWCN TO DG	30/06/93	D6926 37226 37379	EWDS SL DC	21/05/95
D6863 37163 37802	LNCK CF FC	30/05/93	D6927 37227	EWCN TO FM	02/05/94
D6864 37164 37675	LGPM ML TR	02/04/95	D6928 37228 37696	LNKL CF TR	24/08/91
D6865 37165 37374 37165	LGBM ML DC	28/10/94	D6929 37229	LNSK CF FC	30/12/95
D6866 37166 37891	EWBD SL MF	26/04/92	D6930 37230	LNSK CF TD	29/06/95
D6867 37167	EWBD SL MB	13/08/94	D6931 37231 37896	LNCK CF TR	02/05/94
D6868 37168 37890	ESBB SL MF	15/05/94	D6932 37232	LGBM ML DC	24/09/95
D6869 37169 37674	LNKL CF TR	19/06/93	D6933 37233 37889	LNCK CF TR	02/10/93
D6870 37170	LGBM ML DC	05/09/95	D6934 37234 37685	LGBM ML IS	25/04/95
D6871 37171 37690 37611	GPSV PM EP	23/09/90	D6935 37235	FDYX ^u IM FU	06/08/91
D6872 37172 37686	FDCI IM FA	17/09/94	D6936 37236 37682	FDCI IM FA	22/06/91
D6873 37173 37801	LGPM ML FC	01/07/90	D6937 37237 37893	LGPM ML FP	22/06/91
D6874 37174	EWRS SF DC	19/09/93	D6938 37238	FDYX ^u IM FU	23/11/91
D6875 37175	LGBM ML DC	22/10/95	D6939 37239 37332	FDRI IM FC	21/06/93

Numbers Carried (current/last in bold)	Current Status Pool Depot Liv	Date Last Working	Numbers Carried (current/last in bold)	Current Status Pool Depot Liv	Date Last Working
D6940 37240	LBLB BS DC	06/10/95	D6975 37275	LBLB BS BS	03/06/95
D6941 37241	EWDS SL FM	03/09/94	D6976 37276 37413	LNDK CF TR	26/01/96
D6942 37242	EWDS SL FD	08/10/94	D6977 37277 37415	LWCC SP ML	03/10/92
D6943 37243 37697	FDCI IM FC	18/01/92	D6978 37278	ENXX ^u SL FC	08/11/92
D6944 37244	EWDS SL FD	23/07/94	D6979 37279 37424	LGHM ML TR	03/01/96
D6945 37245	EWRB SL DC	16/06/95	D6980 37280	<i>Withdrawn (Intact at Old Oak)</i>	
D6946 37246 37698	FDCI IM LB	10/07/94	D6981 37281 37428	LGHM ML TR	08/11/95
D6947 37247 37671	LNLK CF FD	24/09/95	D6982 37282 37405	LWCC SP ML	10/07/95
D6948 37248	EWCN TO MB	15/10/95	D6983 ³	<i>Withdrawn (Cut-up)</i>	
D6949 37249 37903	LNHK CF FM	21/08/94	D6984 37284 37381	FDYX ^u IM FD	31/07/91
D6950 37250	LGBM ML TR	16/03/95	D6985 37285 37335	FDYX ^u IM FU	09/10/93
D6951 37251	LGBM ML IS	25/03/95	D6986 37286 37404	LGHM ML TR	23/12/95
D6952 37252	<i>Withdrawn (Intact at Doncaster)</i>		D6987 37287 37414	LWMC CD RR	27/01/96
D6953 37253 37699	FDCI IM FC	01/11/92	D6988 37288 37427	LNDK CF RR	19/01/96
D6954 37254	LNSK CF DC	01/11/95	D6989 37289 37408	LWMC CD LL	18/01/96
D6955 37255	LBLB BS DC	07/07/95	D6990 37290 37411	LNDK CF TR	19/12/95
D6956 37256 37678	EWDS SL FA	23/07/95	D6991 37291 37419	LWCC SP ML	27/01/96
D6957 37257 37668	LNLK CF FP	03/04/94	D6992 37292 37425	LWMC CD RR	27/01/96
D6958 37258	LNSK CF DC	01/07/95	D6993 37293	EWRB SL MF	09/10/93
D6959 37259 37380	EWRB SL MF	15/02/95	D6994 37294	LGBM ML DC	27/08/95
D6960 37260	<i>Withdrawn (Cut-up)</i>		D6995 37295 37406	LGHM ML FD	29/12/95
D6961 37261	LGBM ML FD	23/03/95	D6996 37296 37423	LGHM ML TR	30/12/95
D6962 37262	LGBM ML DG	26/09/94	D6997 37297 37420	LWCC SP ML	03/10/95
D6963 37263	LNDK CF DC	21/11/95	D6998 37298	FDYX ^u IM FU	26/04/92
D6964 37264	EWCN TO DC	03/12/94	D6999 37299 37426	LWCC SP ML	29/12/95
D6965 37265 37430	LGHM ML TR	19/12/95	D6600 37300 37429	LWMC CD RR	29/12/95
D6966 37266 37422	LWMC CD RR	20/01/96	D6601 37301 37412	LNDK CF TR	07/01/96
D6967 37267 37421	LWMC CD RR	27/01/96	D6602 37302 37416	LWCC SP ML	19/01/96
D6968 37268 37401	LGHM ML TR	05/01/96	D6603 37303 37271 37333	FDYX ^u IM FD	17/04/93
D6969 37269 37417	LWMC CD FU	21/01/96	D6604 37304 37272 37334	FDRI IM FU	02/10/93
D6970 37270 37409	LGHM ML TR	07/11/95	D6605 37305 37407	LWMC CD TR	27/01/96
D6971 37271 37418	LWMC CD RR	20/01/96	D6606 37306 37273	<i>Withdrawn (Cut-up)</i>	
D6972 37272 37431	LGHM ML ML	19/07/94	D6607 37307 37403	LGHM ML GB	14/10/95
D6973 37273 37410	LGHM ML TR	29/12/95	D6608 37308 37274	EWBD SL MB	16/09/95
D6974 37274 37402	LWMC CD FU	26/01/96			

Notes:

- 1 - The loco was renumbered back to 37049 prior to receiving the number 37343.
- 2 - Although still officially on the books as stored, 37070 actually is totally gutted with bodysides removed and acts as an engine transporter at Toton.
- 3 - This loco was withdrawn in August 1966 after crash damage sustained at Bridgend on 19 December 1965. Therefore it never received a T.O.P.S. number. Incidentally the last class member was delivered in November 1965 so the class were only at full strength for a month!
- u - Denotes loco is stored

Livery Key:

BM - Large Logo Blue with small numbers;	FM - Triple Grey Rft (Metals);	MB - Mainline Freight Blue;
BS - All Over Corporate Blue;	FP - Triple Grey Rft (Petroleum);	MF - Mainline Freight Triple Grey + Logo;
DC - Departmental Dutch;	FU - Triple Grey Rft (no sector markings);	ML - Old Intercity Executive no Logos;
DG - Departmental Grey;	GB - BR Green;	RR - Regional Railways;
EP - EPS Two-Tone Grey;	IS - Intercity Swallow;	RS - Scotrail;
FA - Triple Grey Rft (Construction);	LB - Load Haul Black & Orange;	TB - Transrail Blue plus Big T logo;
FC - Triple Grey Rft (Coal);	LG - Load Haul Triple Grey + Logo;	TD - Transrail Dutch plus Big T logo;
FD - Triple Grey Rft (Distribution);	LL - Large Logo Blue;	TR - Transrail Triple Grey + Big T logo.

Locos that have still to work a passenger train under their current number:

37330/ 331/ 332/ 333/ 334/ 335/ 340/ 341/ 343/ 344/ 345/ 603/ 604/ 605/ 606/ 607 /608/ 609/ 610/ 611/ 612

Longest since last passenger working:

37677 - FDRI IM - 17/08/88	37680 - FDRI IM - 13/03/90	37709 - ESBB SL -28/07/90
37713 - FDCI IM - 11/04/89	37605 - GPSV PM - 30/06/90	37710 - FDCI IM - 04/08/90
37606 - GPSV PM - 20/08/89	37800 - EWBD SL - 01/07/90	37797 - LNCK CF - 04/08/90
37688 - FDKI IM - 26/01/90	37801 - LGPM ML - 01/07/90	37895 - LNCK CF - 19/08/90
37715 - ESBB SL - 25/02/90	37718 - FDCI IM - 24/07/90	37689 - FDCI IM - 24/08/90

Memories Are Made Of This



Two blasts from the past!: ABOVE: D6921 (37221) takes a breather between duties at Aberdare on 14 July 1968. BELOW: D6755 (37055) is also seen at rest, note the lack of BR logos. Both locos are still with us today being used by Transrail & Mainline respectively. **Photos: DAVID PERCIVAL**



SYPHON SHORT STORIES

Back in Time by 37086

Lets set the scene. It was 08.30 on a bitterly cold morning and I had just climbed out of the 07.23 departure from Southend Victoria to London Liverpool Street. This was not an unusual event, but today, something was different!

Why I noticed it today, I don't know, perhaps it was that my mind was on it's destination (Doncaster) and the abundance of 37's that I was about to see, but something was very different at Liverpool Street station.

No longer was there natural light, no longer was there a stabling point in the centre of the station where loco's would await there next turn of duty. It was then that I started to remember. Remember those days when even a brief stop over at the "Street" would result in an abundance of 37's. On my return home later that day I decided to raid my records and reminisce.

I thought that some of you would be interested in Syphon activity in the days gone by and I would like to share with you my memories of a couple of visits through the "Street".

The first day was the 3rd May 1980, yes 1980!

I arrived reasonably early not sure where to go, and within minutes had seen - 37044, 37086, 37107, 37037, 37118. All these

machines having either arrived on passenger services and were waiting to be released from the buffers or waiting for departure to some destination in the east, either Kings Lynn, Harwich or Norwich.

Now faced with this abundance of choice where did I end up - Peterborough! Unfortunately, I was more into the Syphon's big brothers, the Deltic's at that time. How I regret missing the Syphon's now though. Passing through on my way back home I noted 37102 & 37085.

Another day, on my way to pile in more Deltic miles, the 5th July 1980. The following were noted shortly after arrival, 37033, 37092, 37012, 37118 (looking decidedly tatty) & 37022 (in ex works condition). On my return home in the evening, 37084, 37103, 37023 (ex works), 37035 & 37012 were in attendance.

This was typical of the period and I enjoyed casting my mind back to when Syphon's were more at home on top class duties over in the eastern region. Fortunately, for me, they remained there long enough for me to sample one or two, after the sad demise of the Deltic's!

I feel another little throw back coming on, to cover the days when 6 or 7 different 37/0 haulage's were possible in one day.

Scottish Syphon Snapshot by Rob Morel

Following last issue's look at the 37/4s, I decided to perform a similar task relating to the 43 Scottish based 'Syphons'. The date of the survey is the morning of Friday, 1 December 1995.

Just under 75% were still 'on-shed'. However their locations prove most interesting. All Scottish based Class 37s are allocated to Motherwell. On the day in question the following could be found At the depot: 37069/ 088/ 212/ 250/ 251/ 262/ 294/ 401/ 403/ 404/ 409/ 424/ 430/ 431/ 505/ 683/ 685 and 893.

Millerhill fuelling point played host to 37073/ 692/ and 693, whilst Ayr stabled 37165/ 196/ 351 and 675 prior to their working coal trains. 37261 was stabled at Perth, 37423 at Fort William and 37428 was being fuelled at Aberdeen prior to working the 'Enterprise' service to Mossend.

The Far North saw 37170 & 232 on standby duty

at Inverness whilst 37156 was at Wick between engineering duties.

Of those 'Syphons' which were actually working 37043 was working 6B86 to Oxwellmains cement terminal. 37100 & 175 were heading an MGR to Ayr Falkland Yard whilst 37152 was working 8B16 to Millerhill Yard.

37153 was en-route to Millerhill for fuelling, 37221 & 510 were on 6D03 and heading for Mossend Yard. 37712 & 714 were off to Methill Power Station with 6G93.

Only one 'Syphon' was on passenger duties, 37410 was at Edinburgh with the 'Kippers' from Fort William.

Only two of the 'Mac Syphons' were out of the country 37801 was at Wigan Springs Branch and the elusive 37406 was being prepared to be moved from ABB Crewe to ABB Doncaster later that day.

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.

There have been some interesting 37/4s on the North Wales Coast with 37413, 416, 419, and 426 all

being out.

The return of 37406 is welcome, hopefully 431 will be next, we shall see.

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

22/10/95	37175	20:20 Inverness - Euston as far as Perth after 47705 failed.
31/10/95	37520	1D65 10:24 Crewe - Bangor from Prestatyn to Llandudno Junction after 37422 failed. 1st run since 4/8/91
01/11/95	37521	12:35 Paddington - Plymouth from Exeter after HST expired.
11/11/95	37038	worked Pathfinder's 'Severnsider' Railtour.
14/11/95	37221	1Y11 Edinburgh - Fort William 'Kippers' from Dumbarton Central 37404 failed with adhesion problems.
18/11/95	37214	06:05 Leeds - Plymouth from Exeter after HST expired.
21/11/95	37263	06:40 Dundee - Penzance from Exeter to Plymouth after HST expired. 09:10 Aberdeen - Plymouth from Exeter after HST expired.
27/12/95	37207	06:38 Carlisle - Euston from Preston as far as Crewe.
28/12/95	37099	23:12 Birmingham International - Bangor as far as Crewe dragging 37417 (ETH only). Both replaced by 37429 at Crewe.
30/12/95	37037	'The Christmas Pudding' Railtour from Bromley North - Tonbridge.
30/12/95	37229	15:00 Newcastle - Plymouth from Exeter.
w/e 6/1/96	376xx / 376xx	23:50 'Night Riviera' London Waterloo - Penzance. EPS test run. More details anyone?
27/01/96	37142	08:10 Birmingham International - Bangor. Train started at at Birmingham New St, however 37414 failed and was dragged to Crewe where the train was terminated.

THE 'E' FLEET

37401	14/11/95	1B01 19:45 Fort William - Euston Sleeper as far as Edinburgh
	15/11/95	1Y11 21:30 Euston - Fort William Sleeper from Edinburgh
	04/01/96	1B01 19:45 Fort William - Euston Sleeper as far as Edinburgh
	05/01/96	1Y11 21:30 Euston - Fort William Sleeper from Edinburgh

37402 North Wales Coast Services on:

December 4, 29
January 16, 17, 18, 19, 22, 23, 24, 25, 26

37403 NO REPORTED WORKINGS - Last recorded working 14/10/95.

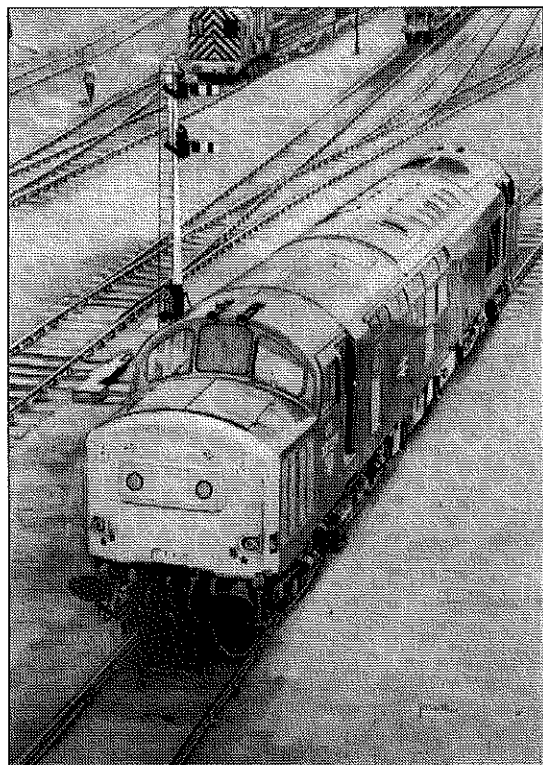
PASSENGER DIARY

- 37404** 13/11/95 1B01 19:45 Fort William - Euston Sleeper as far as Edinburgh
14/11/95 1Y11 21:30 Euston - Fort William Sleeper from Edinburgh suffered adhesion problems at Helensburgh, returned to Dumbarton Central where 37221 took over.
22/12/95 1B01 19:45 Fort William - Euston Sleeper as far as Edinburgh
23/12/95 1Y11 21:30 Euston - Fort William Sleeper from Edinburgh
- 37405** NO REPORTED WORKINGS - Last recorded passenger working 10/07/95
- 37406** 27/12/95 12:30 Glasgow - Poole from Newton dragged failed 37410 to Carlisle. Then onwards alone to Preston.
09:20 Brighton - Glasgow 'Sussex Scot' from Preston.
28/12/95 1Y11 21:30 Euston - Fort William Sleeper from Edinburgh
29/12/95 1Y11 21:30 Euston - Fort William Sleeper Mossend Yard d/h with 37410
- 37407** North Wales Coast Services on:
December 27
January 16, 17, 18, 19, 20, 26, 27
- 37408** North Wales Coast Services on:
December 4, 27, 28, 29
January 16, 17, 18,
- 37409** NO REPORTED WORKINGS - Last recorded passenger working 07/11/95
- 37410** 01/12/95 1B01 19:45 Fort William - Euston Sleeper as far as Edinburgh
02/12/95 1Y11 21:30 Euston - Fort William Sleeper from Edinburgh
03/12/95 1B01 19:45 Fort William - Euston Sleeper as far as Edinburgh
04/12/95 1Y11 21:30 Euston - Fort William Sleeper from Edinburgh
27/12/95 12:30 Glasgow - Poole failed at Newton dragged by 37406 to Carlisle.
29/12/95 1Y11 21:30 Euston - Fort William Sleeper Mossend Yard d/h with 37406
- 37411** 19/12/95 2O90 14:33 Bristol T.M. - Weymouth and 2V89 17:26 return.
- 37412** 28/10/95 'Lights & Rambler' Tour from Cardiff - Blackpool & return.
01/12/95 16:45 Cardiff - Manchester and 21:38 Crewe - Cardiff
04/12/95 2O85 06:59 Westbury - Weymouth
2V70 08:40 Weymouth - Bristol T.M. and 2O93 16:33 return
2V93 19:38 Weymouth - Westbury
05/01/96 16:45 Cardiff - Manchester and 21:38 Crewe - Cardiff
07/01/96 16:10 Cardiff - Birmingham New Street
- 37413** 09/12/95 Cardiff - York & return - Pathfinder Rambler
23/12/95 Cardiff - Southampton (relief) and return.
31/12/95 16:10 Cardiff - Birmingham New Street.
North Wales Coast Services on:
January 17, 19, 26
- 37414** North Wales Coast Services on:
January 17, 19, 20, 26, 27
- 37415** NO REPORTED WORKINGS - Last recorded passenger working 03/10/92
- 37416** 16/01/96 14:13 Crewe - Cardiff (Wales v Italy ruggex relief) & 21:45 return.
North Wales Coast Services on:
December 1, 2
January 5, 17, 18, 19

PASSENGER DIARY

- 37417** North Wales Coast Services on:
 December 28, 29
 January 19, 20, 21
- 37418** North Wales Coast Services on:
 December 27, 28
 January 16, 17, 18, 19, 20
- 37419** North Wales Coast Services on:
 December 1, 2
 January 16, 17, 18, 19, 20, 27,
- 37420** NO REPORTED WORKINGS - Last recorded passenger working 03/10/95
- 37421** North Wales Coast Services on:
 December 18, 28, 29
 January 16, 17, 18, 19, 20, 27
 28/12/95 14:24 Crewe - Holyhead double-headed with 37426
- 37422** North Wales Coast Services on:
 December 29
 January 16, 17, 18, 19, 20
- 37423** 30/12/95 1Y11 21:30 Euston - Fort William Sleeper from Edinburgh
- 37424** 29/12/95 1B01 19:45 Fort William - Euston Sleeper as far as Edinburgh
 02/01/96 1B01 19:45 Fort William - Euston Sleeper as far as Edinburgh
 03/01/96 1Y11 21:30 Euston - Fort William Sleeper from Edinburgh
- 37425** North Wales Coast Services on:
 December 4, 29
 January 19, 20, 26, 27
- 37426** 28/12/95 14:24 Crewe - Holyhead double-headed with 37421
 North Wales Coast Services on:
 December 19, 21, 22, 29 *1st runs since 24/12/93*
- 37427** 13/01/96 'Mendip Rail Meanderer' railtour.
 19/01/96 16:45 Cardiff - Manchester and 21:38 Crewe - Cardiff
- 37428** NO REPORTED WORKINGS - Last recorded passenger working 08/11/95
- 37429** North Wales Coast Services on:
 December 29
- 37430** 18/12/95 1Y11 21:30 Euston - Fort William Sleeper from Edinburgh
 19/12/95 1Y11 21:30 Euston - Fort William Sleeper from Edinburgh
- 37431** NO REPORTED WORKINGS - Last recorded passenger working 19/07/94

DEADLINE FOR NEXT ISSUE - 20 MARCH '96.



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Until Next Time



37413 heads the ECS for the 14:33 Bristol - Weymouth underneath the impressive overall roof at Temple Meads station on 29 September '95. Photo: **KEN CARR**