

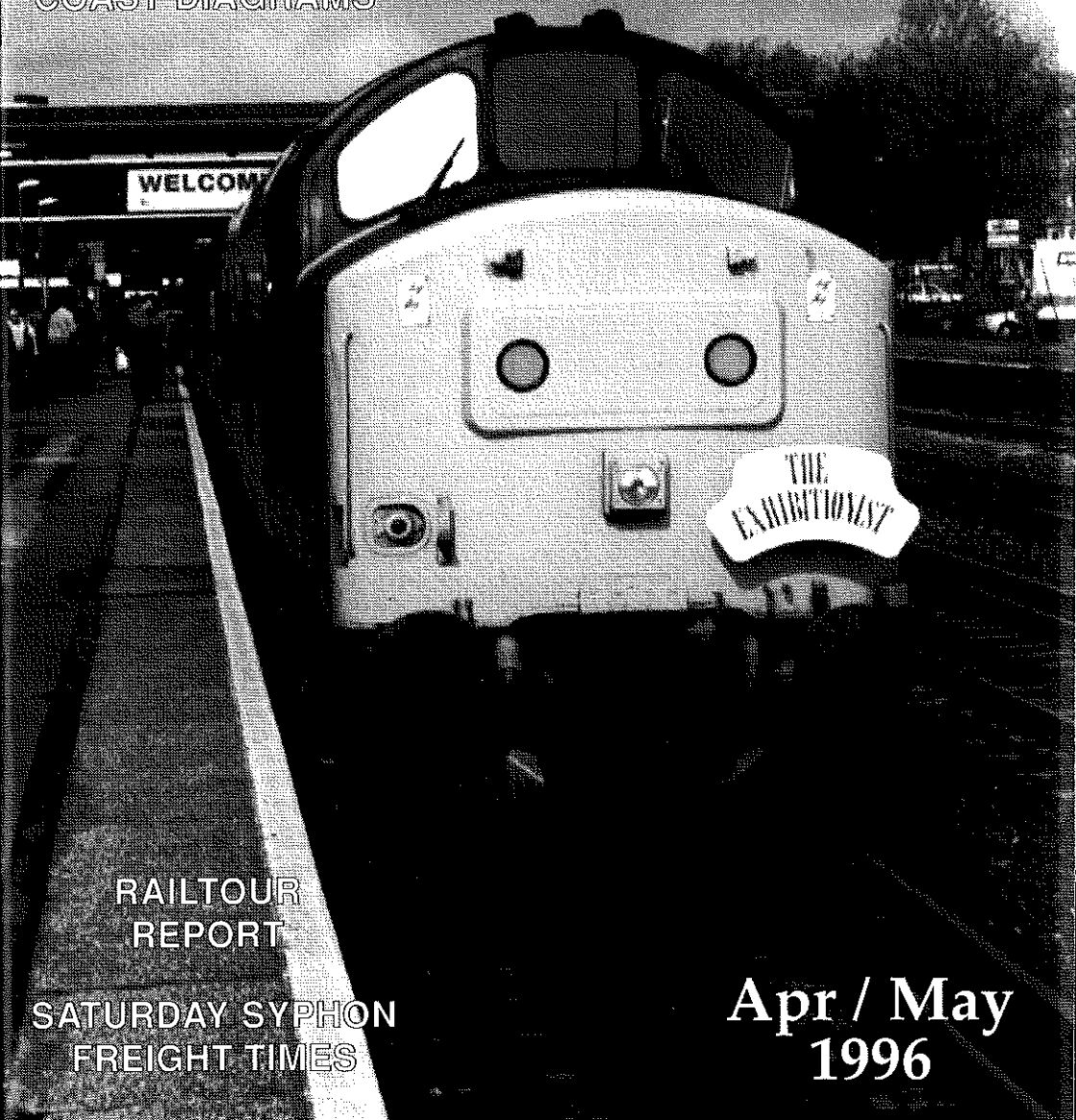
The Magazine of the Class 37 Group

ISSN 1362-718X

SYPHON!

SUMMER
COAST DIAGRAM

£1.25



RAILTOUR
REPORT

SATURDAY SYPHON
FREIGHT TIMES

Apr / May
1996

The Class 37 Group Committee

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Norfolk NR3 1JZ

Monthly Draw: Diane Saunders
61 The Drakes
Shoeburyness
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Sales: Position Vacant

Group Info

Membership Total: 285

Membership Rates: £6.50/year

Preservation Fund Total: £12,282.01

General Fund Total: £ 362.37

As at 21/03/96

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.

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!*

Cover Photo: 37211 at Kenny O. with the Group's 'The Exhibitionist' railtour. Photo: Rod Saunders. Last issue's cover pic was by David Percival.

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: 320 copies

With Thanks: Thanks to the following for contributing to this issue of *SYPHON!* Daniel Hitchins, Cathy Barton, Graeme Levett, R.K. Upton, Maurice Barber, Steve Fennell, Simon Jowett, David Prior, Mike Millward, Rod & Diane Saunders, Alan Hawkins, M. Wren, S. Woodhouse, Keith Fransham, P. Holden, K.T. Goodchild, Mark Jones, 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!

From the Engine Room

We're Beginning To Roll

At this year's Annual General Meeting, the committee promised that things were beginning to happen for the Group. We weren't kidding. Just look at the list of new members at the bottom of this page. We now own a Class 37 steam-heat boiler, ex-37116 (the fact that it came from 116 had no bearing on the purchase - I promise!) and we are back in the railtour game after running the excellent 'Exhibitionist' on 23 March.

However, we cannot rest on our laurels and we intend to double our efforts to further increase membership and more importantly the preservation fund, after all we are here to preserve one or more 'Syphons'. We currently have assets of **over £16,000**, but we need to increase this dramatically and quickly.

With the purchase of the freight companies by North & South Railways (Wisconsin), a number of redundant Class 37s may well be coming up for sale soon. It is important that we are ready and able to purchase one of these locos if a suitable example becomes available.

The purchase price is only the beginning, we then have to transport the loco to its new home and then there will be the expense of purchasing spares.

There are many ways to help as we get ready for

the final push towards a purchase. Encourage friends to join the Group, buy your videos through the Group, travel on our tours. Or the very easy option send in a donation. If every member donated just £2.00 a month for the rest of the year we would raise over £4,500, taking us well clear of the £20,000 mark.

Anyway that's enough begging, in this issue of **SYPHON!** you will find a report & pics of 'The Exhibitionist', North Wales Coast Summer diagrams, Saturday freight diagrams and of course plenty of articles, photos and news.

As always, I am looking for pictures, articles, news and workings for the next issue, closing date is 26 May.

Remember with your help we can become one of the Country's premier preservation group's, although it would help if we had a loco! Start writing those cheques now, we are up and running, it should be quite a ride.

Bye for now!

Ken Carr
Editor

Membership Matters

Welcome to all new members and thank you to those of you who have renewed/rejoined. If you have received a renewal form with this issue please reply as promptly as possible. Many Thanks.

Renewals

37083 - Mr A Wilson
37131 - Mr D Hamilton
37075 - Mr A Timperley
37114 - Mr M Collins
37217 - Mr A Slater
37264 - Miss L Hooson
37003 - Mr M Rouse
37421 - Mr I Vandervell

37057 - Mr D Burdass
37054 - Mr S Squires
37403 - Mr A Walby
37262 - Mr S Mackay
37420 - Mr S Riley
37035 - Mr J Leeman
37031 - Mr B Faulks

37305 - Mr A Williams
37042 - Mr K Carr
37005 - Mr K Fransham
37601 - Mr P Sindall
37261 - Mr J Hooson
37906 - Mr N Radley
37138 - Mr M Collins

37030 - Mr J King
37058 - Mr S Maloney
37113 - Mstr Fransham
37602 - Mrs R Sindall
37263 - Mrs B Hooson
37079 - Mr P White
37046 - Mr J Scrivens

Rejoining

37019 - Mr P Bramwell

37717 - Mr N Murphy

New Members

37027 - Mr M Stock
37146 - Mr T Rowley
37350 - Mrs D Carr
37669 - Mr P West
37154 - Mr P Holden

37040 - Mr C Cangialosi
37167 - Mr P Davies
37298 - Miss J Carr
37670 - Mrs J West

37066 - Mr D Donlan
37184 - Mr R J Bohill
37175 - Mr E Watson
37232 - Mr K Forster

37128 - Mr M Mee
37196 - Mr R Bohill
37072 - Mr M Bone
37235 - Mr L Forster

Membership Number Changes

37113 - 37370 Mstr Fransham

37089 - 37798 Mr R Oxenforth

Graham Potts
Membership Secretary

SECOND RAILTOUR POSTPONED

HOURS before closing for press we were informed that our second railtour planned for 20 July '96 has had to be postponed due to "operating problems", whatever that may be!

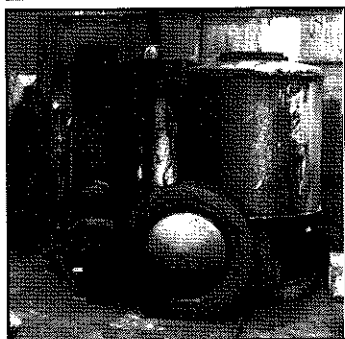
'The New Brighton Rocker' was scheduled to run from Paddington to Merseyside via the Chiltern main line and Warrington with **triple-headed** Mainline (ESBB/EWDB) Class 37 haulage. In addition a pair of Class 73/0s were to have been used around Merseyside.

We still intend to proceed with this tour at a future date and negotiations are continuing with the relevant authorities to fix a date. We may still run a tour on 20 July, with 'Syphons' from Kings X - Carlisle (out via the S&C and return via Tyne Valley) being a strong contender. Members will be informed as soon as a decision has been reached. Anyone who has already booked on 'The New Brighton Rocker' will receive a full refund.

WISCONSIN'S NEW NAME & LIVERY

ENGLISH, WELSH & SCOTTISH RAILWAYS is the new name for Wisconsin Central's U.K. freight & parcels operation. The new name will replace the names of the four companies (RES, Load Haul, Mainline & Transrail) bought recently.

The company's new livery is reportedly Maroon with a yellow stripe and a Class 37 is apparently at Toton being painted in the new livery. Eventually it is planned that the new livery will replace the profusion of current liveries carried by EW&SR locos. We'll keep you informed.



STEAM HEAT BOILER IS OURS

THE Group have taken the first steps of what will undoubtedly be a long road to restoring a Class 37 to its former original condition.

Our first purchase is a steam heat boiler which was offered for tender after being removed from 37116 during its recent overhaul at ABB Doncaster.

BR procurement informed the Group on 22 February that our £1000 bid was successful. The boiler has now been removed from Doncaster to a secure location and any member who would like to help with the restoration please contact Chairman Mike Millward. The purchase has also depleted the preservation account so any donations will be gladly received.

Said boiler sits inside Doncaster Works prior to its purchase by the Group. Removal from 'The Plant' took place in late March.

SYPHON! REGISTERED WITH BRITISH LIBRARY

READERS may have noticed the addition of an ISSN number on the top right hand cover of this magazine. Basically this means we are now registered with the British Library and copies of *SYPHON!* will be lodged with the Library. It will also help us to achieve our objective of having the magazine on sale in selected retail outlets.

MEMBERSHIP GROWS

RECENT attempts by the committee to attract new members is beginning to bear fruit. Membership figures are growing thanks to national advertising, mailshots and 'The Exhibitionist' railtour. However, we can't remain complacent, so please help us recruit more Class 37 enthusiasts to the Group. Membership forms are available from Graham Potts.

CREDIT CARD FACILITY

THE Group can now accept most major credit cards for sales items and railtour bookings. When using the card we need to know the following details, the card holder's name & address, the card number and expiry date. We can accept both Access & Visa. However, we are unable to accept Switch at the present.

6700 CLUB WINNERS

For January:

37148 Mr M Reeve - £12.00

37241 Mr C. Day - £6.00

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.

Profits from the draw 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, Shoburyness,
Essex SS3 9NY.

Good Luck!

NORTH WALES VARIETY 1



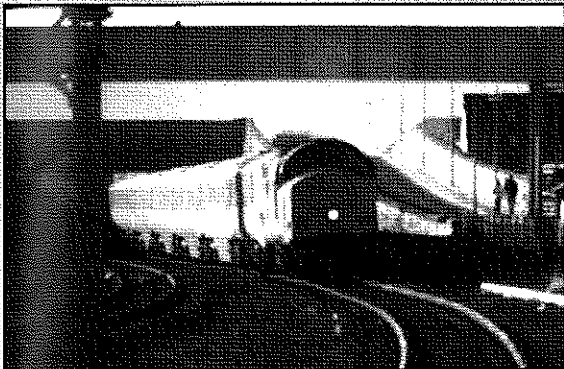
THE North Wales Coast has been throwing up its usual surprises. On 3 February 37 886 was used to rescue a failed 47756 at Holyhead. The 'Duff' was booked to work the 09:06 'InterCity' to Euston but was declared a failure before departure. The 'Syphon' was summoned and worked the train to Crewe. On 29 March, 37255 replaced a failed 37/4 on the 14:24 Crewe - Holyhead.

A number of non-Crewe 37/4s have also been in action, most notably the elusive 37415. The loco made just one return run to Holyhead on 7 March. The locos ETH doesn't work, however, after an exam at Crewe it was passed as OK and was used. On return to Crewe, the ETH was deemed as faulty and it went back to being a freight engine! Call me cynical, but it sounds like a bit of a fix.

Other unusual 37/4s which have seen use on the Coast include 37405, 411, 413, 416, 419 and 426. All the Crewe based machines have worked on the Coast this year bringing the total to seventeen.

This will be increased to eighteen in mid-April with the re-appearance of 37420 from Ad-Tranz Doncaster. It is expected that it will be transferred into the Crewe LWMC pool, taking the place of 37407 which will move to Springs Branch. However, whether 407 actually makes this move will depend on class availability. In early April, 37411 was on loan to Crewe from Cardiff to help out in the motive power shortage.

On 21 March, 37414 & 37421 were put out on test on the 14:24 Crewe - Holyhead, such was the desperation to get locos back in traffic.

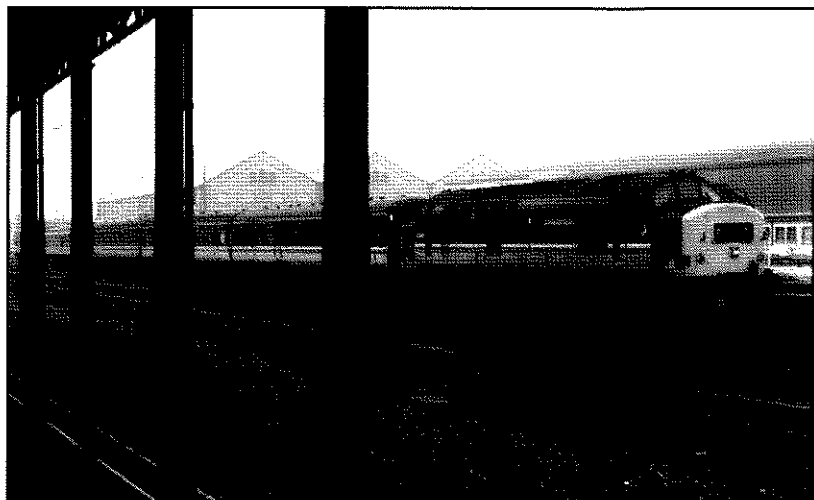


TOP: 37414 & 37421 are seen at Chester en-route to Holyhead with the 14:24 from Crewe. Both locos were out on test, 37421 suffered problems on the outward leg, due to lack of coolant, resulting in an hour late departure on the return run. However both were OK on arrival at Crewe and were out on the 'Coast' the following day.

Photo: KEN CARR.

LEFT: 37886 provided the first appearance of a non-ETH 'Syphon' on passenger along the North Wales Coast this year, when on 3 February it was used to power the 09:06 Holyhead - Euston after failure of the diagrammed 'Duff'.

Photo: DANIEL HITCHINS.



MORE from the 'Coast' 37405 *Sirathclyde Region* has become quite a regular on the North Wales Coast recently.

The loco is seen stalled at Chester station with the stock for the evening Manchester - Blackpool service on 21 March '96. To save running the engine round, when the train arrives from Manchester Piccadilly in the morning, the whole train is turned on Chester's triangle in readiness for the afternoon. **Photo: KEN CARR**

HIGHLAND 'ENTERPRISE' TIMINGS

TRANSRAIL'S 'Enterprise' network has been widely acclaimed. Services running north of Mossend are Class 37 hauled with a daily working to & from Mossend/Aberdeen and a second working via Aberdeen to Inverness. Timings for the Inverness service are as follows:

arr.	dep.	arr.	dep.
	Aberdeen 09:25	Inverness 15:40	
10:04	Inverurie 10:50	18:00	Elgin 19:10
12:24	Elgin 13:22	19:45	Inverurie 20:35
14:57	Inverness	21:00	Aberdeen

GOOD FUTURE FOR THE CLASS?

IN a recent interview for Transport Video's, *Video Track* (Issue 51), Media Relations manager for North & South Railways, Julian Worth, states that the Class 37/4s will continue to be hired out to any passenger operator which wants to use them and that he hopes both Scotrail and Regional Railways North West will use them for some time to come.

He also states that it is likely that the 'Syphons' will become the standard mid-powered locomotive for the new freight company. However, there will be some fleet restructuring and a number of withdrawals of the class will probably occur in due course.

FREIGHT SHORTS

8/1/96 - 37232 & 37675 powered the Deanside to Wisbech vans from Mossend.

21/1/96 - 37043 hauled HST set minus power cars thro' Newcastle.

26/1/96 - 37141 worked the 11:10 Margam - Dee Marsh steel instead of booked Class 60.

19/2/96 - 37040 hauled the new Single-Line Spoil & Ballast Train from Derby RTC - Mountsorrel for testing.

27/2/96 - 37678 worked 6M73 Quidhampton - Willesden in place of a Class 56. 37107 deputised for a failed Class 60 on 6B10 Peak Forest - Bletchley stone.

1/3/96 - 37322 worked Workington - Lackenby steel after 60 failed.

6/3/96 - 37026 & 37108 worked 6E17 Peak Forest - Leeds after yet another Class 60 failed.

15/3/96 - 37073 & 37170 worked Aberdeen - Mossend 'Enterprise'. 37170 & 37403 worked return. 37043 & 37262 worked the Aberdeen - Inverness 'Enterprise' & return.

SNOWPLOWG DUTIES

THIS Winter's heavy snowfall led to a number of 37s out on snow clearing runs sandwiched between snowploughs. On 9 January, 37048 & 37057 were noted on the March - Peterborough line. 37201 & 37207 worked out of Bescot on 6 February, the next day 37894 & 37896 worked the Cardiff Valley lines.

ADVERTISEMENT

NEW RELEASE

CLASS 37s - Volume Two

Filmed in the early part of 1996, this video shows Class 37s in action at various locations. These include rare shots in Southall Electrification Yard, and engineering trains at Wandsworth Road. There are three of the class at Aberdeen on 16 March.

The video closes with views of 37211 & 37426 on 'The Exhibitionist' at London Kensington Olympia, Alton and Clapham Junction.

PRICE - £12.99 post free

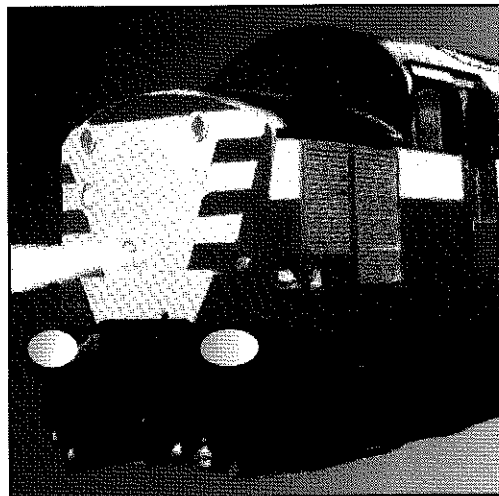
Available from:

JAS VIDEOS

**175a O'Donnell Court,
Brunswick Centre, Camden,
London WC1 1AQ**

Cheques payable to J.A. Starr.

WISCONSIN LIVERY SUGGESTION



GROUP member, Simon Jowett has submitted this suggestion for Wisconsin Central's new livery.

Based on W.C.'s livery in the U.S.A. The bodyside colour is a shade of maroon with yellow striping. The cabs and top of the nose are finished in black.

We have sent the original artwork on to W.C. so watch this space.

OUT OF THIS WORLD

The clipping opposite from the *TV Times* suggests there may be a long term future for the Class 37s. Sadly, this episode of *Star Trek* had nothing to do with our beloved 'Syphons'.

Donna her secret. (T) 14361
 8.00 *Star Trek: Voyager* The
 37s: The crew finds an ancient
 artefact from Earth floating in
 space. (T) 80306
 8.00 *Highlander* Fantasy drama.
 An ancient statue of a Hindu
 goddess causes conflict. 10646

LEEDS - SO'TON LINER WATCH

THE Saturday's 15:16 4031 Leeds to Southampton Freightliner and Sunday's 19:58 4E76 return are both now a regular Immingham Class 37 duty. The 'Syphons' stable at Eastleigh on Saturday night. This is the full list of what has worked this year.

6/7 Jan -	37503 & 37513
13/14 Jan -	37503 & 37513
20/21 Jan -	37358 & 37332
3/4 Feb -	37513 & 37330
10/11 Feb -	37517 & 37519
17/18 Feb -	37513 & 37517
24/25 Feb -	37225 & 37350
2/3 March -	37059 & 37350
9 March - (4031)	37517 & 37684
10 March - (4E76)	37517
	684 failed.
16 March -	37517 & 37519

NAMES FOR SALE

THE following ex-Class 37 nameplates are currently on sale at Collectors Corner in London: *An Comunn Gaidhealach* ex-37418, £800; *International Youth Year 1985* ex-37191, £800; *Lanarkshire Steel* ex-37325, £1,000; *Jimmy Shand* ex-37188, £1,000; *Dunrobin Castle* ex-37114, £1,000.

SYPHON DIARY

A number of Class 37s will be appearing on railtours / diesel galas during the coming months. This is the list so far:

27 April - TINSLEY HUMPER (HR)
 Kings X - Tinsley Open Day via Spalding, Sleaford and Nottingham. 2 x 31s KX-Nott, 2 x 37 (EWCN or EWTN) Nott-Sheff.

25/26 May - PAIGNTON & DARTMOUTH DIESEL GALA
Class 37 in operation both days.

1 June - CUMBRIAN COASTER (PT)
 Bristol - Workington via Crewe & Carnforth. 2 x 37/6 Bristol - Crewe, 2 x 20/3 Crewe-Workington.

1-9 June - EAST LANCS DIESEL WEEK
37029 in operation various days

20 July - NEW BRIGHTON ROCKER
 (Class 37 Group)
 Paddington - Birkenhead area. 3 x 37s and 2 x 73/0s.

27 July - DYFED DOCKER (PT)
 Birmingham to Milford Haven and Fishguard. **Class 37 throughout with a second assisting in West Wales.**



The Winter's heavy snow falls brought chaos to all methods of transportation, not just trains. 37095 sits in York North Yard with 8P42 which was capped due to the cancellation of P-way work on Sunday, 28 January. Photo: SIMON JOWETT

REVENUE EARNING TRAINS FOR 37/6s

ONE of the surprises of the year so far took place on 20 February when, EPS owned, 37612 turned up at Penmaenmawr with a ballast trip from Warrington. It is believed a drastic shortage of motive power led to the use of the 37/6.

A month later, on 19 March, 37607 & 37611 were en-route from Doncaster to Bristol via Stewarts Lane, when they were used to work 6Z66 Leicester - Stud Farm and 6V76 Stud Farm - Hayes stone trains. The Euro-Duo reached Knighton Junction, when EPS found out and ordered that they be removed immediately and sent light to London!

Other (EPS) workings noted have been 37612 on 14 February being towed dead in tow by a pair of Class 31s on the Warrington - Bescot enterprise. The loco then hauled two 37/6 classmates 37609 & 611 to ABB Doncaster.

37604 & 37608 towed a Eurostar set from North Pole to Peterborough on both 5 February and 18 March, in connection with East Coast Main Line trials.

On 13 March, 37607 & 37611 were involved in generator coach tests between Doncaster and Gainsborough Lea Road. Two days later 37605 & 37612 performed the same duty.

During Mid-February, 37608 was stationed at Salisbury for crew familiarisation. The 'Syphon' went out on a daily run between Worting Junction and Andover being towed by 73119 on 19 - 23 February.

37/6s INTO STORE

IN a shock move European Passenger Services have halted the conversion at Doncaster Works of the final two Class 37/6s. 37603 (37504) and 37606 (37508) have been moved from 4 Bay, where the conversions were taking place, and been stored outside in the canal sidings.

The reason for this decision is that the delay in the completion of the 'Night Stock' which the locos will haul has meant that services will probably not commence until 1997. With little other work for the 37/6s it makes financial sense to postpone the final conversions.

In addition most of the completed Class 37/6s will go into store once testing has been completed. A number of problems have been hitting the 'Sixes' because of their lack of use and it seems a wise move to wait until they can be better utilised before re-entering them into service.

GEN FILE CORRECTIONS

FOLLOWING last month's popular 'Gen File', there are a few corrections as follows:

37013 last working should read 5/4/95

37382 should be pool FDYX IM

37680 last working should read 13/3/93

37797 last working should read 15/4/95

37801 last working should read 23/5/93

In addition a number of changes have taken place during the last couple of months full details can be found in *Ch. Ch. Ch. Changes* (page 10) and *Passenger Diary* (Page 23).

FOLKESTONE 'SYPHONS'



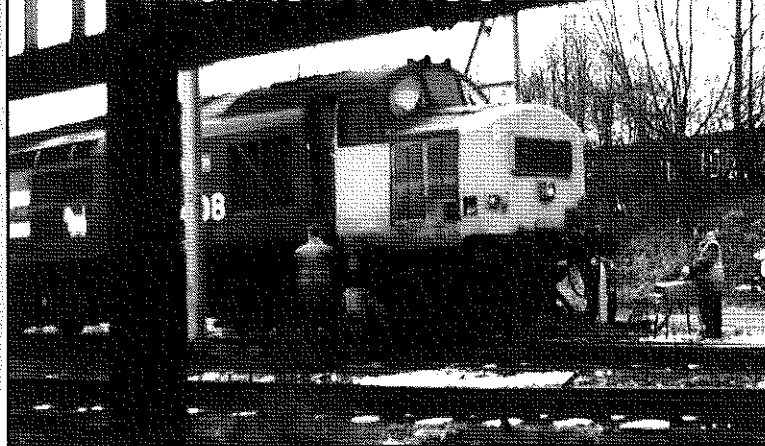
MAINLINE'S 37042 & 37890 ventured into deepest Kent on 24 March. The pair were used on a 1500 tonne ballast train and are pictured left just outside Folkestone West station.

The track renewal work took place over several week-ends during March.

Appearances of Class 37s in this part of Kent are still quite rare, although as they continue to displace the Class 33 'Cromptons' they should become a more regular sight.

Photo: Graeme Levett.

37/4s IN TROUBLE



37408 *Loch Rannoch* is in the process of being re-railed after its little accident at Crewe diesel depot on 3 February. No major damage was caused to the loco and it was soon back in traffic. **Photo: DANIEL HITCHINS**

DURING the last couple of months, two derailment incidents have seen Class 37/4s off the rails.

The first took place on 3 February at Crewe diesel depot. 37408 *Loch Rannoch* was leaving to work the 11:24 Crewe - Holyhead, when it became derailed on the throat to the yard. Not surprisingly this caused some difficulty for locos arriving/departing the depot. The 37 was re-railed during the afternoon and moved into the shed for inspection.

The second incident took place at Holyhead on 29 March. 37421 was derailed whilst running round its train causing damage to two wheelsets and possibly a traction motor. The loco was towed to Crewe for attention.

FREIGHTLINER FROLICS

IN addition to the now regular Leeds - Southampton liner, the class have been appearing with increasing regularity on Freightliner services.

15/1/96	37715	- Ripple Lane - Southampton.
16/1/96	37214/412	- 19:46 Pengam - Crewe.
19/1/96	37046	- 19:30 Leeds - Tilbury.
27/1/96	37203	- 22:19 Felixstowe - Garston.
3/2/96	37244	- 22:40 Tilbury - Garston.
	37703/890	- Top & tailed 00:55 Southampton - Ripple Lane.
9/2/96	37244	- 4L87 Swindon - Tilbury.
10/2/96	37703/58041	- Top & tailed 00:55 Southampton - Ripple Lane.
28/2/96	37054/055	- 23:23 Southampton - Ripple Lane.
	37047/077	- 4M53 Felixstowe - Trafford Park.
29/2/96	37047/077	- 12:27 Garston - Seaforth, 4K58 Seaforth - Crewe, 22:10 Crewe - Leeds.
	37191	- 23:24 Coatbridge - Seaforth.
	37054/055	- 23:23 Southampton - Ripple Lane.
1/3/96	37047/077	- 4L89 Leeds - Felixstowe.
	37191	- 14:30 Garston - Southampton.
4/3/96	37055/33116	- 21:13 Southampton - Ripple Lane.
	37214/254	- 18:20 Pengam - Coatbridge.
5/3/96	37676	- 4L87 Swindon - Tilbury.
	37214/146	- 18:20 Pengam - Coatbridge.
	37054/803	- 20:35 Southampton - Lawley St.

37116 SISTER DORA

As exclusively revealed in the last issue of *SYPHONI*, 37116 emerged from Doncaster on 7 February in all over blue livery, by the end of the month it was carrying one of the worst names going, *Sister Dora*, acquired from a dead 'Ped'.

Since having its face rearranged at Doncaster, the loco has been in virtual residence around Warrington. However, it has been down the 'Coast' on a couple of occasions visiting Penmaenmawr.

THE 'GAZZA' COAL

'SYPHONS' are making regular appearances at Gascoigne Wood on coal duties. During one week in February three of Bescot's celebrities turned up on the 03:16 empties from Warrington Arpley, 37201 (17th), 37116 (21st), and 37188 (24th). The 14 February saw 37184 was noted on 6M77 19:50 Gascoigne - Warrington.

Other workings have seen 37107 & 37108 on the Scottish service on 29 January. 37416 failed after arriving at Gascoigne on 7 February and was worked back to Warrington dead in tow on the next service by 37883. On 28 February 37704 performed the herculean task of hauling a dead Class 56 and thirty-six loaded MGR wagons to Fiddlers Ferry. Four days later on 2 March 37026 & 37415 were noted heading for Warrington.

FIRST & LAST

37430 hauled the first train of Transrail's new road-railer vehicles from Aberdeen on 16 January, as part of the 'Enterprise' service to Mossend. 37141 removed the last set of tankers from the doomed Heathfield branch the following day. The next day, 18 January, 37254 hauled the last coal train over the Tondur - Mill Pit - Margam Abbey

'SYPHON' HAULED MILK

THE next few weeks could well see the return of milk trains running to the Capital from the West Country. Expected motive power - Class 37s. We'll keep you informed.

ALL CHANGE!

THE last couple of months has seen a number of changes to the 'Syphon' fleet.

Nine more locos have moved into the strategic/contingency/stored pools including 37431. 37008 & 37031 have reappeared on the system. Previously withdrawn both are now shown as stored unserviceable!

Mainline have shuffled their pack. Stratford has lost its allocation of Class 37s for the first time (I think) since December 1960. Four locos have moved from Stewarts Lane to Toton. Pool changes have also occurred within depots.

37411 & 37413 moved from Cardiff to Motherwell. However, 37411 has since returned to South Wales. Full details below.



STOP PRESS: As we closed for press, reports were coming through that 37419 had joined 37431 stored. The loco is believed to be in reasonable condition, so it may be only temporary. We'll keep you informed. During January the loco is seen departing Bangor. **Photo: KEN CARR**

Ch. Ch. Ch. Changes

Load Haul

Pool Changes:

37378 FDKI (IM) - FDYX
37699 FDCI (IM) - FDYX

Re-named:

37332 *The Coal Merchants*
Association of Scotland
February '96

Mainline

Pool Changes:

37040 EWRS (SF) - EWRB (SL)
37048 EWCN (TO) - ENTN (TO)
37055 EWDS (SL) - EWCN (TO)
37097 EWCN (TO) - ENTN (TO)
37174 EWRS (SF) - EWRB (SL)
37241 EWDS (SL) - ENXX
37244 EWDS (SL) - EWCN (TO)
37264 EWCN (TO) - ENTN (TO)
37370 EWDS (SL) - EWRB (SL)
37376 EWDS (SL) - EWCN (TO)
37705 ESBB (SL) - EWDB (SL)
37709 ESBB (SL) - EWDB (SL)
37715 ESBB (SL) - EWDB (SL)
37798 EWDB (SL) - ENTN (TO)
37890 ESBB (SL) - EWDB (SL)

Transrail

New Pools:

LCWX - HQ Strategic Reserve
LCXX - HQ stored for spares
LWCW - SP Class 37 (North West)

Pool Changes:

37004 LNXX - LCXX
37008 WDN - LCXX
37026 LWCC (SP) - LWCW (SP)
37031 WDN - LCXX
37066 LWCC (SP) - LWCW (SP)
37073 LGBM (ML) - LBLB (BS)
37078 LNXX - LCXX
37080 LNXX - LCXX
37087 LBLB (BS) - LWCC (SP)
LWCW (SP) - LWCW (SP)
37099 LBLB (BS) - LCWX
LCWX - LCXX
37107 LWCC (SP) - LWCW (SP)
37108 LWCC (SP) - LWCW (SP)
LWCW (SP) - LBLB (BS)
37111 LBLB (BS) - LCWX
37178 LNSK (CF) - LBLB (BS)
37184 LBLB (BS) - LCWX
37188 LBLB (BS) - LCWX
37214 LNDK (CF) - LGBM (ML)
LGBM (ML) - LBLB (BS)
37251 LGBM (ML) - LCWX
LCWX - LCXX
37405 LWCC (SP) - LWCW (SP)
37411 LNDK (CF) - LGHM (ML)
LGHM (ML) - LNDK (CF)
37413 LNDK (CF) - LGHM (ML)
37415 LWCC (SP) - LWCW (SP)
37416 LWCC (SP) - LWCW (SP)
37419 LWCC (SP) - LWCW (SP)
37420 LWCC (SP) - LWCW (SP)
37426 LWCC (SP) - LWCW (SP)
37431 LGHM (ML) - LCWX
LCWX - LCXX

37509 LWCC (SP) - LWCW (SP)
37518 LWCC (SP) - LWCW (SP)
37520 LWCC (SP) - LWCW (SP)
37797 LNCK (CF) - LGPM (ML)

Named:

37116 *Sister Dora*
25 February '96 - Bescot

LIVERY CHANGES

37013 FU - MB
37040 FM - FU
37043 DC - TD
37051 MF - MB
37057 LL - MB
37153 DC - TD
37174 DC - MB
37216 GB - MB
37227 FM - MF
37232 DC - TD
37242 FD - MB
37244 DC - FU
37371 DC - MB
37372 DC - MB
37376 FC - FU
37420 ML - RR
37515 FM - LB
37682 FA - Grey Primer!
37703 FU - MF
37710 FP - LB
37717 FP - Grey Primer!
37802 FC - TR
37887 FC - TR
37893 FP - TR

CURRENT POOL ALLOCATIONS

MAINLINE FREIGHT

ENTN - Toton - Infrastructure North

37010 37012 37038 37046 37048 37051
37092 37097 37137 37264 37798

EWCN - Toton - Great Western Infrastructure

37042 37055 37057 37065 37072 37098
37114 37162 37185 37222 37227 37244
37248 37376

EWDB - Stewarts Lane - Infrastructure

37037 37054 37074 37077 37109 37167
37198 37203 37219 37274 37371 37375
37377 37703 37705 37709 37715 37800
37803 37890 37891 37892

EWDS - Stewarts Lane - Anglia Infrastructure

37013 37023 37047 37106 37140 37216
37242 37379 37667 37676 37678 37679

EWRB - Stewarts Lane - Restricted Use

37035 37040 37174 37194 37220 37245
37293 37370 37372 37380

ENXX - Stored Locos

37070 37138 37241 37278

Total: 73

LOAD HAUL

FDCI - Immingham - HGR Humberside

37503 37517 37682 37684 37686 37689
37697 37698 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 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 37378 37381 37382
37699

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 37073 37108 37116 37142
37154 37178 37191 37201 37207 37211
37214 37240 37255 37275

LGBM - Motherwell - General Use

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

LGHM - Motherwell - West Highland

37401 37403 37404 37406 37409 37410
37413 37423 37424 37428 37430

LGPM - Motherwell - HGR Scotland

37351 37675 37692 37693 37712 37714
37797 37801 37893

LNCK - Cardiff Canton - South Wales

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

LNDK - Cardiff Canton - Departmental

37141 37146 37158 37263 37411 37412
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

LNK - Cardiff Canton - Sandite Fitted

37133 37197 37213 37229 37230 37254
37258

LWCW - Springs Branch - Class 37 (North West)

37026 37066 37087 37107 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

LCWX - Strategic Reserve

37111 37184 37188

LCXX - Stored For Spares

37004 37008 37031 37078 37080 37099
37251 37431

Total: 136

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.

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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	£17.95
Video Track 51 (New)	£10.95
Lineside Freight Pt 2	£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.

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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.

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Group Mugs	£2.00
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Video 125 - Driver's-Eye Views/Archive

Skye Train (Class 37)	£18.95
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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

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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 EXHIBITIONIST

37211 & 37426

Saturday 23 March 1996
Chester - Kensington - Alton

The Class 37 Group are well and truly back as rail-tour operators, following the highly successful 'Exhibitionist' on Saturday 23 March.

The tour was due to kick-off from Chester at the highly unsociable time of 6:15 am, a time which was imposed on us by Railtrack. Also, quite incredibly, the final timings for the trip were not faxed through until 15:41 the previous day!

The Friday evening was filled with rumours of what would be allocated to the tour. 37066 & 116, 37405 & 116 and even 37066, 116 & 405. In the event it was 37211 and 37426 which rolled into Chester at 6:40! The wonderful excuse for the fact that the stock was late was that there was nobody available at Crewe to couple up the 'Syphons' to the stock!

A mass operation transferring the contents of nine luggage trolleys, including enough beer to stock a small pub, into the brake ensued.

Departure finally came at 6:47, 32 minutes late. A number of pick-ups were scheduled along the route to Shrewsbury but allowing 73 minutes for the 42 mile journey was just a shade excessive. As a result the deficit was reduced to 9 minutes on departure and this was converted into a 1 minute arrival at Wolverhampton!

Wolverhampton was the final pick-up and bang on time at 8:24 we wound our way through the outskirts of Birmingham. At Bescot we passed rows of dead 'Peds' plus a few 'Syphons' awaiting their next turn of duty.

With each mile that went by we gained more time, so much so that by Rugby we were now running 12 minutes early. Outbound we were routed via Northampton which was reached at 9:34. On returning to the West Coast Main Line at Hanslope Junction we were checked. Repairs to the overhead wires were being undertaken on the up fast and this provided the sight of a green signal immediately preceding the rear of the engineering train!

Once underway we once again started to gain more time thanks to more lapse timings, the pair touched 90 mph near Milton Keynes and arrival at Wembley Central for a crewe change was a mere 17 minutes early, thus prompting one wag to suggest that we would have time to have a photo, with time to get them developed, stop upon arrival at Kensington Olympia.

We wound our way through North London and left the West Coast for the Southern. Sadly there were no EPS 37/6s on view at North Pole depot. As anticipated we arrived at Kensington early enough to have a photo-stop.

This was a combined set down/pick up point and with everyone on board we left right on time, crossed the Thames, cruised through Clapham Junction and ran via

Balham & Tooting to Wimbledon, where arrival was 7 minutes early. However, a large flash was seen from 37426 and it transpired that a circuit breaker had been tripped.

As South West trains EMUs whizzed by we just stood there, plenty of 'orange jackets' appeared, but little seemed to be happening. Eventually 20 minutes down we pulled away and headed down the main line to Woking.

Once on the Alton branch we had to wait at Bentley for a unit before proceeding and arrival at Alton was 27 minutes late. The separate Class 27 hauled charter wasn't at the station so there was time for some photos of the 'Syphons'.

Then while some headed for the one decent pub in Alton, the rest headed for Alesford behind D5353 passing a dubious wedding reception party travelling in the opposite direction behind A4 Sir Nigel Gresley. No sign of Bride or Groom though, could they have been joining the BBC we wonder.

Prior to the return over 'the Alps', the station announcer proudly stated that the train would depart late, in order that we could have "an interesting run back". Life is either very very dull in Hampshire or he got it very wrong, we ambled back to Alton not hitting much more than 20 mph all the way. Personally, I hit the bar.

With everybody back on board the main tour, we left Alton two minutes down at 15:39. An interesting amble through Camberley, Ascot and Staines brought us back to Clapham Junction, where we were booked to wait for the heritage unit on the Kenny O shuttle to clear off out the way.

As way of entertainment during the 8 minute stop, we had arranged for a flypast by Concorde. With the airshow complete we trundled off to Kensington to pick up the Ideal Home punters and drop off those that had joined for the Alton section only, including one person who shall remain nameless (Paul Jones) who was still in the process of buying some of Graham's excellent ale as we departed. Happily the beer remained in glass and we managed to catch the flying payment.

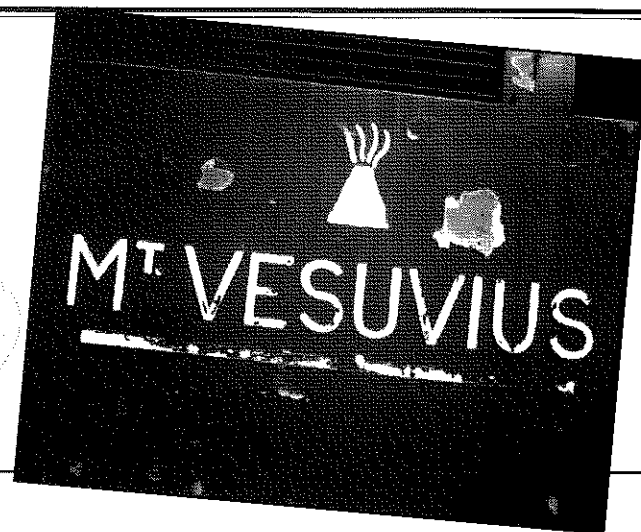
The run back was pretty much as outward except we avoided the Northampton loop and were held up due to the engineering works at Hanslope. This led to us being four down by the time we reached Wolverhampton, which was easily made up on the run to Chester thanks to timings more relevant to a Class 08. The tour pulled into Chester at 21:21, a mere 34 minutes early!

In all a most enjoyable day and judging by the feedback and the number of people who joined up as members it was well worth the hardwork. Here's to "The New Brighton Rocker".

**"at this rate we will
have time for a photo,
with time to get them
developed, stop"**



THE EXHIBITIONIST



ABOVE: 37211 & 37426 *Mt Vesuvius* stand at Kensington Olympia after arriving 11 minutes ahead of schedule on the outward leg of the tour. **Photo: Ken Carr.**

OPPOSITE TOP: Class 27, D5353 and the pair of 'Syphons' stand at Alton. The 27 had just returned some of 'The Exhibitionists' passengers from a jaunt over the Mid-Hants to Alresford. Group chairman Mike Millward fixes the head-board back on 37211 prior to the return run back to Chester. **Photo: Ken Carr.**

OPPOSITE BOTTOM: The pair of former Transrail 'Syphons' head home, through typical South London scenery, at Clapham. Incidentally this was probably the first time Transrail machines have visited this part of London. **Photo: Daniel Hitchins.**

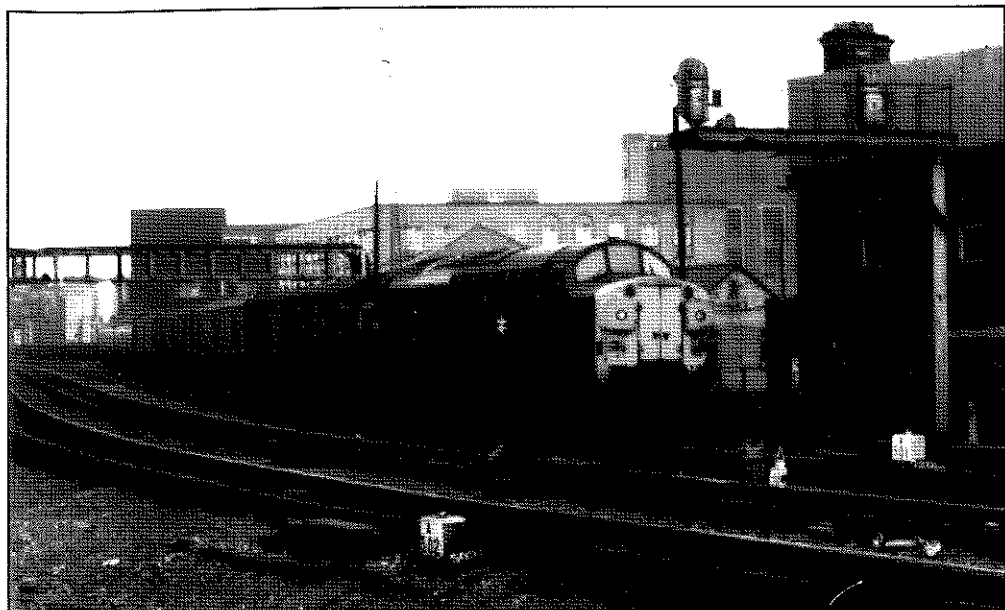
THE EXHIBITIONIST

37211 & 37426

Saturday 23 March 1996
Chester - Kensington - Alton

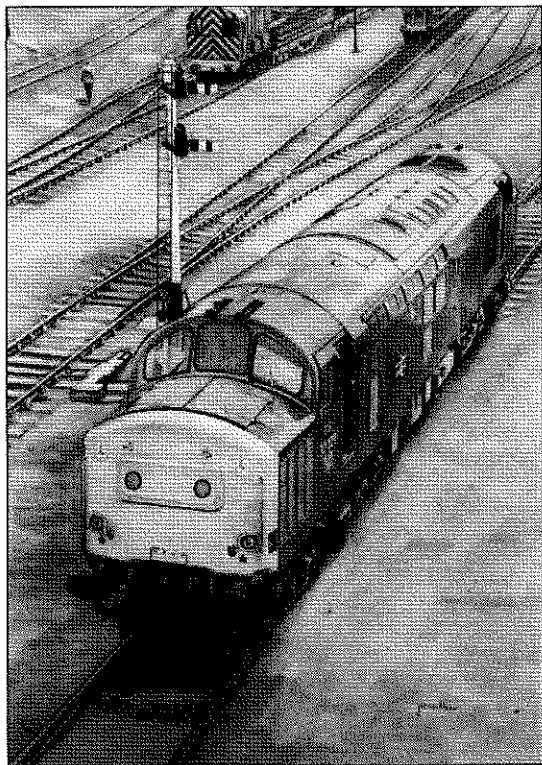
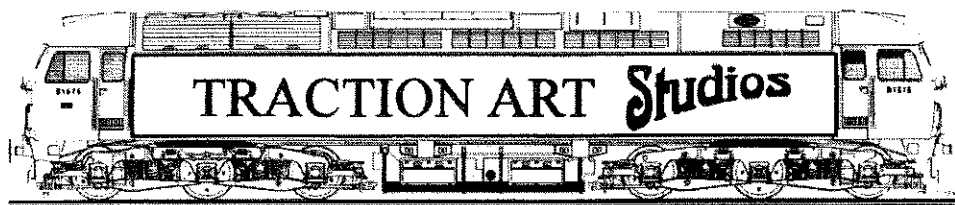
Timings

Location	Scheduled	Actual	Location	Scheduled	Actual
Chester	06:15	06:47	Bentley	12:31	12:53
Saltney Jnc.	06:20	06:50		12:33	13:00
Wrexham General	06:36	07:02	Alton	12:40	13:07
	06:38	07:02			
Ruabon	06:48	07:09	Alton	15:37	15:39
	06:48	07:09	Bentley	15:43	15:46
Gobowen	07:00	07:18	Aldershot	15:54	15:58
	07:02	07:19		15:55	16:01
Shrewsbury	07:28	07:38	Ash Vale	16:03	16:08
	07:31	07:40	Ascot	16:24	16:24
Wellington Telford W	07:44	07:52	Virginia Water	16:34	16:31
Telford Central	07:50	07:56	Staines	16:42	16:40
	07:51	07:58	Twickenham	16:53	16:52
Wolverhampton Nth Jnc.	08:17	08:15	Clapham Junction	17:06	17:05
Wolverhampton	08:19	08:18		17:12	17:13
	08:24	08:24	Latchmere Jnc	17:15	17:18
Portobello Jnc.	08:31	08:28	Kensington Olympia	17:22	17:22
Bescot	08:35	08:33		17:25	17:25
Perry Bar Nth Jnc	08:44	08:41	Wembley Central	17:37	17:37
Aston	08:47	08:44		17:38	17:38
Birmingham Intl.	08:59	08:53	Harrow & Wealdstone	17:44	17:44
Coventry	09:10	09:02	Bletchley	18:14	18:15
Rugby	09:26	09:14	Milton Keynes	18:16	18:19
Long Buckby	09:38	09:27	Hanslope Jnc.	18:22	18:31
Northampton	09:45	09:34	Rugby	18:52	18:49
Hanslope Jnc	09:55	09:41	Coventry	19:02	18:59
Milton Keynes	10:07	10:00	Birmingham Intl.	19:15	19:07
Bletchley	10:12	10:03	Stechford	19:18	19:12
Tring	10:27	10:17	Bescot	19:38	19:37
Watford Junction	10:47	10:32	Wolverhampton	19:45	19:49
Harrow & Wealdstone	10:53	10:37		19:47	19:51
Wembley Central	10:58	10:41	Telford Central	20:04	20:08
	11:00	10:43		20:06	20:11
Mitre Bridge Jnc	11:04	10:52	Shrewsbury	20:24	20:24
Kensington Olympia	11:10	10:59		20:26	20:28
	11:12	11:12	Gobowen	20:48	20:48
Latchmere Jnc	11:16	11:16		20:50	20:49
Wimbledon	11:38	11:31	Ruabon	21:02	20:57
	11:40	12:00		21:04	20:58
Raynes Park	11:43	12:03	Wrexham General	21:15	21:04
Surbiton	11:47	12:07		21:18	21:05
Brookwood	12:07	12:29	Chester Sth Jnc.	21:52	21:18
Ash Vale	12:11	12:32	Chester	21:55	21:21
Aldershot	12:20	12:41			
Farnham	12:25	12:47			



This page was supposed to be carrying an ad for 'The New Brighton Rocker' railtour. However, it's last minute postponement sent me diving for the 'piccy file'. ABOVE: Of the handful of 'Syphons' cut-up, 37113 is one. The loco passes through Newcastle during happier times on the Doncaster Works test train during 1981. BELOW: 37054 awaits departure from Audley End, on 3 May 1982, with a Cambridge - Liverpool Street service. **Photos: KEN CARR.**





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

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

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

To secure your copy, please send a cheque or postal order, payable to, *Traction Art Studios*, to the address below:

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

WHEN SATURDAY COMES

Freight traffic in the main is a five day a week operation. However, this does not mean to say that it doesn't run at weekends it just isn't as regular. For those that enjoy watching freight, but can't get out during the week here is the Syphon! guide to Saturday Class 37 freight action.

We'll start with Freightliner. At present absolutely everything and anything can turn up on freightliner services, but one which is booked and regularly produces 'Syphons' is the 4031 15:16 Leeds - Southampton which arrives in the Southampton area at around 21:00. The train runs via Derby, Washwood Heath, Banbury, Didcot and Basingstoke. The pair of Class 37s used are Immingham beasts, thus giving the opportunity of seeing Load Haul liveried 'Syphons' deep in Mainline territory. The locos return on Sunday with 4E76 19:58 Southampton - Leeds.

Coal traffic in the South west of Scotland is also 'Syphon' hauled on Saturdays. 6R70 07:10 Ayr Falkland Yard - Chalmersston, 7R73 09:45 Chalmersston - Killoch & 7R83 13:20 Killoch - Falkland Yard are operated by a single pair of Motherwell Class 37s. The empties depart Ayr and head for Chalmersston opencast site arriving just after 08:00, once filled they head back to Ayr arriving around 10:40, the locos run round the train and head for the Killoch washery arriving at midday. An hour and twenty minutes later the 'Syphons' haul the coal back to Falkland Yard arriving around 14:30.

In South Wales there is one 'Syphon' diagram on a Saturday, MGRs to & from Cwmbargoed. At 11:13, 6C07 sets off from Aberthaw with empties for Cwmbargoed arriving shortly after 13:00. The train heads back down the valley at 15:45 arriving back at Aberthaw Power Station at around 17:30. Traction is provided from Cardiff Canton. In addition, extra trains may run especially if there is engineering work planned on Sunday with as many as three 'additional's' running (The travel section, page 575, on BBC2 Ceefax is a good place to check for details of engineering work).

The soon to be replaced old vacuum braked ICI hoppers can be found in use on Saturdays on stone traffic around Peak Forest. The first train of the day, at 07:30, sees a pair of 'Syphons' growl up the grade from Buxton Lime Industries' quarry at Tunstead with limestone for the Brunner Mond chemical plant at Northwich on 7F48 arriving around 09:00. The train returns empty as 7H51 at 10:50 arriving back at Tunstead just after midday.

The second return trip leaves Tunstead at 14:35 and runs to Oakleigh arriving shortly after 16:00 the train returns empty at 19:18 as 7H53 arriving back at Tunstead just before 21:00. Pairs of Wigan Springs Branch 'Syphons' outstationed at Buxton are used for these workings. Incidentally, a similar operation runs on Sunday with departure times roughly an hour later.

Fuel oil for the depot at Holyhead is moved on a Saturday, providing a bit of variety on the North Wales Coast. The outbound run departs Stanlow at 06:15 as 6D28 arriving at Holyhead around 09:00, the empties depart at 10:24 as 6F29 arriving back at Stanlow just after 13:00. Once again Wigan usually provide the Class 37.

One train which runs in the early hours of Saturday morning is the Baglan Bay to Humber acid tank empties. Designated as 6E33 the train leaves Baglan Bay at 20:20 on Friday evening arriving on Humber side in the early hours of Saturday. This train has the distinction of being the only one currently requiring banking assistance up the Lickey but only when it is carrying an additional load of steel from Newport. The train climbs the lickey just after midnight and is powered by an Immingham Class 37.

A Mainline 'Syphon' has charge of the 6M10 01:40 Harwich - Longport train of solvent which arrives in Staffordshire around 07:30. The return departs at 17:10 but an overnight stop en-route results in the train arriving back at Harwich during the early evening on Sunday.

Another early hours train is 6O34 Plymouth - Eastleigh which departs Plymouth at 22:25 on Friday, returning empty bitumen tanks. The Mainline 'Syphon' arrives at Eastleigh around 03:00.

A more sociable train is the, as required, 6E05 15:24 Stanlow - Humber oil service which returns empties from the Conoco Stanlow terminal to the Humber refinery. An Immingham Class 37 is the diagrammed motive power. The train arrives back on Humber side just after 21:00. Incidentally the outward journey, 6M56 arrives at Stanlow at 03:30 Saturday morning.

In addition to the above booked workings, failures and 'additional's' can result in other services benefiting from 'Syphon' power.

Weekend engineering work also sees a number of Class 37s in use. Once again BBC2 Ceefax is a useful way of working out what may be happening.

SATURDAY 'SYPHON' FREIGHT DIAGRAMS

4031	15:16 Leeds - Southampton	Liner	2 x Immingham 37s
6E05	15:24 Stanlow - Humber	Oil (E)	Immingham 37
6E33	20:20 (Fri) Baglan Bay - Humber	Acid (E)	Immingham 37
6R70	07:10 Ayr Falkland Yard - Chalmersston	Coal (E)	2 x Motherwell 37s
7R73	09:45 Chalmersston - Killoch	Coal	2 x Motherwell 37s
7R83	13:20 Killoch - Falkland Yard	Coal	2 x Motherwell 37s
7F48	07:30 Tunstead - Northwich	Stone	2 x Wigan 37s
7H51	10:50 Northwich - Tunstead	Stone (E)	2 x Wigan 37s
7F50	14:35 Tunstead - Oakleigh	Stone	2 x Wigan 37s
7H53	19:18 Oakleigh - Tunstead	Stone (E)	2 x Wigan 37s
6D28	06:15 Stanlow - Holyhead	Fuel Oil	Wigan 37
6F29	10:24 Holyhead - Stanlow	Fuel Oil (E)	Wigan 37
6C07	11:13 Aberthaw - Cwmbargoed	MGR (E)	2 x Cardiff 37s
7C07	15:45 Cwmbargoed - Aberthaw	MGR	2 x Cardiff 37s
6M10	01:40 Harwich - Longport	Solvent	Stewarts Lane 37
6L78	17:10 Longport - Harwich	Solvent (E)	Stewarts Lane 37
6O34	22:25 (Fri) Plymouth - Eastleigh	Bitumen (E)	Stewarts Lane 37

INTERESTED IN FREIGHT?

Yes, then we thoroughly recommend the latest issue of *Freightmaster* (Spring 1996 Edition). This 125 page book is absolutely crammed with freight information. Includes, timings, headcodes, passing times, traction, train type etc. In addition a comprehensive 'Freight Encyclopedia' gives a flow-by-flow guide to Britain's freight scene. Unbeatable value at £8.95, available from:

**Freightmaster,
5 Scott Grove, Morecambe,
Lancs LA4 4LN**

CATH'S DIARY

It's not very often you get a chance to read a woman's diary (Well I don't anyway). However, *SYPHON!* now gives you that chance. Unfortunately for you, I have edited out all the good juicy bits and just left the Class

37 sightings for you to pour over.

This log of 'Syphon' sightings was compiled by member, Cathy Barton and her partner, and covers the period 2 January - 17 March 1996.

Tue, 2 Jan '96

37413: 06:59 Westbury - Weymouth & 08:40 Weymouth - Bristol.

Wed, 3 Jan '96

37412: 16:33 Bristol - Weymouth. **37010:** Swindon - Westbury engineers trip & return light engine. **37010, 37051 & 37245:** Swindon stabling point at 20:00.

Thu, 4 Jan '96

37412: 08:40 Weymouth - Bristol. **37705:** 6V62 10:40 Fawley - Margam oil.

Fri, 5 Jan '96

37412: 06:59 Westbury - Weymouth & 08:40 Weymouth - Bristol. **37245:** Arrived Westbury Yard at 10:30 on engineers from Stoke Gifford, returned at 14:15. **37715:** Stabled Westbury Yard at 14:00.

Sat, 6 Jan '96

37055, 37097, 37098 & 37137: Stabled Westbury Yard.

Sun, 7 Jan '96

Major engineering work between Westbury and Salisbury resulted in the following being seen within one and a half miles of Upton Lovell at 11:00. **37715:** Ballast. **37098:** Ballast. **37055:** Ballast. **37803:** Ballast. **37703:** Light. **37137:** Empties from site to Salisbury. **37097** was also involved during the night.

Mon, 8 Jan '96

37411: 06:59 Westbury - Weymouth & 08:40 Weymouth - Bristol. **37042, 37098, 37245, 37803:** Stabled at Westbury 19:00. **37892:** At Westbury on oil tanks.

Tue, 9 Jan '96

37411: 06:59 Westbury - Weymouth & 08:40 Weymouth - Bristol, 16:33 Bristol - Weymouth & 19:38 Weymouth - Westbury.

Wed, 10 Jan '96

37411: 06:59 Westbury - Weymouth & 08:40 Weymouth - Bristol. **37185:** Took track panels from weekend engineering works to Stoke Gifford. **37248:** Stabled at Westbury 08:30. **37412:** 16:33 Bristol - Weymouth & 19:38 Weymouth - Westbury.

Thu, 11 Jan '96

37412: 06:59 Westbury - Weymouth & 08:40 Weymouth - Bristol, 16:33 Bristol - Weymouth & 19:38

Weymouth - Westbury. **37042 & 37242:** Stabled at Westbury 19:30, 37242 ex-works Mainline Blue livery. **37705:** Margam - Fawley oil.

Fri, 12 Jan '96

37412: 06:59 Westbury - Weymouth & 08:40 Weymouth - Bristol. **37162:** Empty MSV spoil wagons for weekend engineering works. **37042, 37137 & 37242:** Stabled at Westbury.

Sun, 14 Jan '96

37040: Westbury Yard in run down condition. **37245:** On ballast train. **37601 & 376xx:** Stabled at Bristol St Phillips Marsh. **37503 & 37513:** Eastleigh at 18:30 for 19:30 Southampton - Leeds Freightliner.

Mon, 15 Jan '96

37427: 06:59 Westbury - Weymouth & 08:40 Weymouth - Bristol, 16:33 Bristol - Weymouth & 19:38 Weymouth - Westbury. **37040:** Engineers trip from Bristol - Westbury. **37055:** Bristol portion of Fawley - Tavistock oil 6V92 (Westbury - Bristol & return). **37242:** Stabled Westbury Yard.

Tue, 16 Jan '96

37427: 06:59 Westbury - Weymouth & 08:40 Weymouth - Bristol. **37678 & 37242:** Stabled Westbury Yard. **37248 & 37185, 37010 & 37705:** Ballast trains from Meldon Quarry. **37054:** Working ex-TML wagons from Swindon.

Wed, 17 Jan '96

37427: 06:59 Westbury - Weymouth & 08:40 Weymouth - Bristol. **37412:** 16:33 Bristol - Weymouth & 19:38 Weymouth - Westbury. **37242, 37380, 37705 & 37010:** Stabled Westbury Yard.

Thu, 18 Jan '96

37412: 06:59 Westbury - Weymouth & 08:40 Weymouth - Bristol, 16:33 Bristol - Weymouth & 19:38 Weymouth - Westbury. **37380, 37242, 37012 & 37222:** Stabled at westbury 19:30.

Fri, 19 Jan '96

37412: 06:59 Westbury - Weymouth & 08:40 Weymouth - Bristol. **37264:** Ballast arrive at Westbury 12:00 from Bristol.

Sun, 21 Jan '96

37679 & 37705: Swindon 14:00. **37054 & 37264:** Didcot. **37358 & 37332:** Eastleigh at 18:00 to work Soton - Leeds

Freightliner. **37370, 37892, 37703 & 37803:** Eastleigh Airport sidings.

Mon, 22 Jan '96

37412: 06:59 Westbury - Weymouth & 08:40 Weymouth - Bristol, 16:33 Bristol - Weymouth & 19:38 Weymouth - Westbury. **37679:** Arrived Westbury at 14:30 with ex-TML wagons from Swindon. **37803:** Fawley - Bristol oil. **37222, 37242 & 37380:** 21:00 Westbury Yard. **37889 & 37899:** Arrive Westbury with 7C24 16:15 Barry - Westbury Cement Works coal.

Tue, 23 Jan '96

37412: Westbury - Bristol ECS departed at 08:10. **37427:** 16:33 Bristol - Weymouth & 19:38 Weymouth - Westbury. **37679:** Arrived Westbury at 15:50 with ex-TML wagons from Swindon via Bristol.

Wed, 24 Jan '96

37427: 06:59 Westbury - Weymouth & 08:40 Weymouth - Bristol, 16:33 Bristol - Weymouth & 19:38 Weymouth - Westbury.

Thu, 25 Jan '96

37380: 08:40 Weymouth - Bristol. **37411:** 16:33 Bristol - Weymouth & 19:38 Weymouth - Westbury. **37370:** Fawley - Margam oil. **37137:** Westbury Yard at 14:00.

Fri, 26 Jan '96

37411: 06:59 Westbury - Weymouth & 08:40 Weymouth - Bristol. **37065, 37054, 37705 & 37242:** Westbury Yard at 14:00. **37293:** Eastleigh Yard at 16:00.

Sat, 27 Jan '96

37427: 07:55 Westbury - Weymouth & 11:00 Weymouth - Bristol, 13:33 Bristol - Weymouth & 17:26 return. **37054 & 37242:** Light engine from Westbury to Didcot at 13:45. **37802:** 6B01 12:01 West Drayton - Coedbach coal empties via Westbury.

Mon, 29 Jan '96

37412: 16:33 Bristol - Weymouth & 19:38 Weymouth - Westbury. **37097:** Bristol portion of 6V62 oil.

Tue, 30 Jan '96

37412: 06:59 Westbury - Weymouth & 08:40 Weymouth - Bristol, 16:33 Bristol - Weymouth & 19:38 Weymouth - Westbury. **37097 & 37222:** Westbury Yard.

Wed, 31 Jan '96

37412: 06:59 Westbury - Weymouth & 08:40 Weymouth - Bristol. **37413:** 16:33 Bristol - Weymouth & 19:38 Weymouth - Westbury.

Thu, 1 Feb '96

37412: 16:33 Bristol - Weymouth & 19:38 Weymouth - Westbury. **37074, 37042 & 37222:** Westbury Yard at 19:00.

Sat, 3 Feb '96

37799 & 37887: Additional Barry - Westbury Cement Works coal & return.

Sun, 4 Feb '96

37042, 37054, 37055, 37065 & 37380: Stabled at Swindon 15:00.

Mon, 5 Feb '96

37413: 06:59 Westbury - Weymouth & 08:40 Weymouth - Bristol, 16:33 Bristol - Weymouth & 19:38 Weymouth - Westbury. **37055 & 37065:** Ex-TML wagons from Swindon, arrive Westbury 14:00.

Tue, 6 Feb '96

37413: 06:59 Westbury - Weymouth & 08:40 Weymouth - Bristol, 16:33 Bristol - Weymouth & 19:38 Weymouth - Westbury.

Wed, 7 Feb '96

37413: 06:59 Westbury - Weymouth & 08:40 Weymouth - Bristol. **37427:** 16:33 Bristol - Weymouth & 19:38 Weymouth - Westbury.

Thu, 8 Feb '96

37427: 06:59 Westbury - Weymouth & 08:40 Weymouth - Bristol, 16:33 Bristol - Weymouth & 19:38 Weymouth - Westbury.

Sun, 11 Feb '96

37517 & 37519: Eastleigh for Southampton - Leeds Liner.

Mon, 12 Feb '96

37412: 06:59 Westbury - Weymouth & 08:40 Weymouth - Bristol, 16:33 Bristol - Weymouth & 19:38 Weymouth - Westbury. **37715:** 6V62 Fawley - Bristol - Tavistock & return oil.

Tue, 13 Feb '96

37412: Flooding at Yeovil caused amendment to diagram, 06:59 Westbury - Yeovil Penn Mill & Yeovil Penn Mill - Bristol,

11:58 Bristol - Yeovil Penn Mill & return, 16:33 Bristol - Yeovil Penn Mill & return and Bristol - Westbury. **37704 & 37889:** 19:53 Barry - Westbury Cement Works coal. **37222, 37274 & 37370:** Stabled at Westbury 21:30.

Wed, 14 Feb '96

37412: 06:59 Westbury - Weymouth & 08:40 Weymouth - Bristol, 16:33 Bristol - Weymouth & 19:38 Weymouth - Westbury.

Thu, 15 Feb '96

37412: 06:59 Westbury - Weymouth & 08:40 Weymouth - Bristol. **37427:** 16:33 Bristol - Weymouth & 19:38 Weymouth - Westbury.

Fri, 16 Feb '96

37427: 06:59 Westbury - Weymouth &

Tue, 27 Feb '96

37046, 37048, 37377 & 37709: Stabled at Westbury 22:00. **37887 & 37898:** Barry - Westbury coal.

Wed, 28 Feb '96

37097: Ex-TML wagons to Bristol. **37248:** Ballast to Bristol.

Thu, 29 Feb '96

37412: Westbury ECS to Bristol.

Fri, 1 Mar '96

37046, 37114 & 37705: Stabled Westbury 20:00.

Sat, 2 Mar '96

37889 & 37899: Barry - Westbury coal and return.

Mon, 4 Mar '96

37377: Ballast to Reading from Westbury departed 22:40.

Tue, 5 Mar '96

37274, 37114 & 37046: Stabled at Westbury 20:00.

Thu, 7 Mar '96

37274 & 37097: Stabled at Westbury. **37264 & 37114:** Ballast to Reading depart 22:45.

Sat, 9 Mar '96

37427 & 37894: Barry - Westbury coal ran via Gloucester & Bristol loop due to closure of Severn Tunnel.

Sun, 10 Mar '96

37427 & 37894: Stabled at Westbury. **37042, 37222, 37216, 37377 & 37248:** Stabled at Swindon 10:30. **37684:** Failed at Eastleigh. **37517:** Southampton - Leeds Liner via Westbury & Swindon.

Mon, 11 Mar '96

37705: Fawley - Bristol oil & return.

Thu, 14 Mar '96

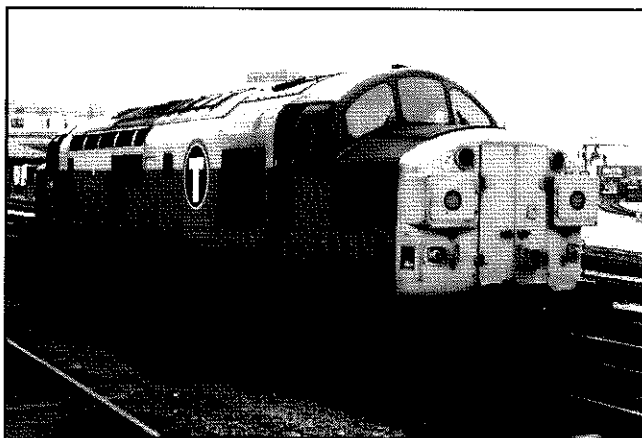
37427 & 37894: Barry - Westbury coal.

Sat, 16 Mar '96

37088, 37043 & 37262: Stabled at Aberdeen. **37156:** Stabled at Ladybank.

Sun, 17 Mar '96

37800: Stabled at Westbury. **37517 & 37519:** Southampton - Leeds Liner via Westbury & Swindon.



37088 Clydesdale, resplendent in Transrail Dutch livery, awaits its next duty at Aberdeen on Saturday, 16 March. Just one of the many 'Syphons' seen on Cathy's travels. **Photo: KEN CARR**

08:40 Weymouth - Bristol. **37248, 37046 & 37274:** Stabled at Westbury.

Sat, 17 Feb '96

37799 & 37704: Barry - Westbury Cement Works coal & return.

Mon, 19 Feb '96

37427: On ECS at Westbury. **37709:** 6V92 oil to Bristol.

Thu, 22 Feb '96

37055: Westbury on ballast. **37264 & 37274:** On ex-TML wagons.

Fri, 23 Feb '96

37248: Westbury on ballast.

Sun, 25 Feb '96

37185 & 37800: Westbury. **37225 & 37350:** Eastleigh for Liner to Leeds.

My Top Ten by Richard Davis

Having read several articles featuring other member's 'Top Tens', I have finally got around to putting pen to paper. My 'Top Ten' is in no particular order except by date. As you will see the various runs cover an extensive period. Living close to Birmingham, the chance of Class 37 haulage,

especially on Summer Saturdays in the late '70s & early '80s was a common occurrence. However, I was pre-occupied chasing Class 40s, but if they were to be had they were definitely taken. I have tried to give a varied mix of trains that 'Syphons' could be found working.

1. 37192 & 6888 Margam - Shrewsbury via Central Wales Line 20 April 1974

This was a 'Kettle' railtour called 'The Powysman'. It also had D1067 *Western Druid* from Newport - Margam. As a mere 13 year old, I probably didn't appreciate the route at the time!

2. 37157 Glasgow Central - Kilmarnock 5 August 1978

This was the second 'Syphon' of a Scottish rover, and it was working the 08:30 Glasgow Central - Blackpool. Incidentally the first 'Syphon' of the week had been 37219 working the 09:15 Aberdeen - Birmingham a couple of days earlier.

3. 37116 Nottingham - Sheffield 12 July 1979

Well wound up when this appeared working the 07:17 Harwich Parkeston Quay - Manchester Piccadilly. At this time the diagram only occasionally produced a Class 37.

4. 37134 Kings Norton - Birmingham - Gloucester 19 September 1979

The 06:55 Gloucester - Leeds & 14:39 Leeds - Plymouth were a regular 'Fix' trains during the Summer months. The morning train called at several local stations on its way to Birmingham. Loads of thrash, loads of commuters. Took it back to Gloucester in the evening because ... *read on!*

5. 37189 Gloucester - Birmingham 19 September 1979

The 15:15 Plymouth - Manchester Piccadilly was another train that could produce anything from a pair of Class 20s to a 'Duff', as the engine came off a Bescot - Gloucester freight. The 'Syphon' was unassisted up the Lickey. Oh, if only these trains still ran.

6. 37190 Crewe - Shrewsbury 9 June 1980

Having been bowled out by a lack of Class 40s in North Wales, the ideal move was to take the 10:00 Crewe - Cardiff behind 37190 as far as Shrewsbury to connect with 40137 on the 11:40 Shrewsbury - Euston.

7. 37011 Liverpool Street - Cambridge 29 October 1980

A superb run behind this 'Syphon' on the 18:36 Liverpool Street - Kings Lynn. The connection for this train was made behind 37014 on the 15:35 Cambridge - Liverpool Street.

8. 37184/176/179/182 The Wee Hours Mega Bash 31 October / 1 November 1980

These were the days. 37184 Seven Tunnel Junction to Bristol Temple Meads with the 23:00 ex Cardiff for the 01:24 to Milford Haven with 184 as far as Swansea, then 37176, Swansea - Carmarthen and 37179 on to Milford Haven. Then back to Swansea with 179 on the 07:30 for a bonus connection with a 'Ruggex' relief to Cardiff behind 37182. It was the only time I did this and I don't regret it.

9. 37073 Barrhill - Ayr Shed 17 July 1981

This was a fairly solid Class 40 train and 'Syphons' on this route were rare at the time. So not surprisingly when this came round the corner everyone was in a state of shock. The only bad thing was a change of loco at Ayr shed, with 37073 being replaced by a 'Duff'.

10. 37042 Sheffield - Birmingham 28 July 1984

Fell onto this at Sheffield. The 'Syphon' was in charge of the 15:21 relief to Paignton, nice surprise!

PASSENGER DIARY

There has been some interesting workings recently with plenty of 'Non-Es' out and about, plus some of the rarer 37/4s.

Sadly we have had no reports from Scotland for this issue, if you have any gen please let me know.

A shortage of space has resulted in this condensed view of recent events.

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

13/12/95	37055	With 33046 Canterbury - Grove Park on 'The Kentish Spinner' Railtour.
28/12/95	37685	Pitlochry - Perth on 1B44 18:00 Inverness - Edinburgh due to incompatibility problems between a Class 150 & 156.
30/12/95	37153	Aviemore - Inverness piloted 47791 on 1S25 03:30 from Euston
31/12/95	37170	Dalwhinnie - Edinburgh assisted HST on 09:40 Inverness - Kings X
1/1/96	37229	Exeter St Davids - Plymouth failed HST on 15:35 from Paddington.
10/1/96	37696	Exeter St Davids - Penzance with 08:50 HST from Edinburgh. <i>1st r un since 24/08/91</i>
13/1/96	37695	Par - Penzance assisting 47816 on 23:55 sleepers from Waterloo. <i>1st r un since 29/9/91</i>
19/1/96	37197	Abergavenny - Cardiff, rescuing 37427 on 18:03 from Birmingham.
25/1/96	37380	08:40 Weymouth - Bristol Temple Meads.
26/1/96	37158 37100	Exeter St Davids - Plymouth failed HST on 20:35 from Paddington. Edinburgh - Aberdeen & return failed HST.
30/1/96	37229	Exeter St Davids - Plymouth on 23:55 Waterloo - Penzance sleepers. 10:44 Plymouth - Manchester with 47575 as far as Bristol.
31/1/96	37685	Ladybank - Edinburgh, 47760 failed, 21:40 from Aberdeen.
3/2/96	37886	1A29 09:06 Holyhead - Euston as far as Crewe.
5/2/96	37229	Exeter St Davids - Plymouth on 09:13 from Liverpool.
18/2/96	37201	Lockerbie - Glasgow Central with the 10:10 from Euston.
20/2/96	37674	Llantrisant - Cardiff with 16:32 Swansea - Paddington HST.
21/2/96	37178	Nuneaton - Coventry dragging 87027 on 10:30 Manchester Piccadilly - Euston due to overhead line problems near Rugby.
24/2/96	37207	With 20128 & 31439 on 'Jewel in the Crown' Railtour.
2/3/96	37895	Assisted 37412 on 'The Glamorgan Freighter' railtour. <i>1st r un since 19/08/90</i>
11/3/96	37154	Crewe - Rugeley dragging 87006 due to Stafford crash.
20/3/96	37671	Bodmin - Plymouth failed HST on 07:20 Penzance - Edinburgh.
23/3/96	37211	with 37426 Chester - Alton on 'The Exhibitionist' railtour.
29/3/96	37255	14:24 Crewe - Holyhead.

PASSENGER DIARY

THE 'E' FLEET

37401 *Mary Queen of Scots* LGHM (ML)

No reports from Scotland - last recorded working 5/1/96.

37402 *Bont Y Bermo* LWMC (CD)

Last reported working - North Wales 19/3/96.

37403 *Ben Cruachan* LGHM (ML)

No reports from Scotland - last recorded working 14/10/95.

37404 *Loch Long* LGHM (ML)

No reports from Scotland - last recorded working 23/12/95.

37405 *Strathclyde Region* LWCW (SP)

Loco has been quite a regular performer on North Wales services during February & March previous duties July '95. Last recorded working North Wales 26/3/96.

37406 *The Saltire Society* LGHM (ML)

No reports from Scotland - last recorded working 29/12/95.

37407 *Blackpool Tower* LWMC (CD)

Last reported working - North Wales 13/4/96.

37408 *Loch Rannoch* LWMC (CD)

Last reported working - North Wales 13/4/96.

37409 *Loch Awe* LGHM (ML)

No reports from Scotland - last recorded working 7/11/95.

37410 *Aluminium 100* LGHM (ML)

No reports from Scotland - last recorded working 29/12/95.

37411 *On Loan to LWMC (CD)*

Last reported working - North Wales 11/4/96.

37412 *Driver John Elliot* LNDK (CF)

2/3/96 - Worked 'The Glamorgan Freighter' railtour. Last recorded working Crewe - Cardiff 15/3/96.

37413 *Loch Eil Outward Bound* LGHM (ML)

On 12 April appeared on North Wales services. Last reported working - North Wales 12/4/96.

37414 *Cathays C&W Works* LWMC (CD)

Last reported working - North Wales 11/4/96.

37415 *LWCW (SP)*

This loco made its first and only passenger appearance since 3/10/92 on 7 March, working the 11:24 Crewe - Holyhead and 13:56 return.

37416 *LWCW (SP)*

Last reported working - North Wales 21/3/96.

37417 *Highland Region* LWMC (CD)

Last reported working - North Wales 12/4/96.

37418 *East Lancashire Railway* LWMC (CD)

Last reported working - North Wales 13/4/96.

37419 *LWCW (SP)*

Fairly regular on North Wales services until early March and a move to Doncaster Works. Last reported working - North Wales 2/3/96.

37420 *The Scottish Hosteller* LWCW (SP)

At Doncaster Works. Last reported working - North Wales 3/10/95.

37421 *The Kingsman* LWMC (CD)

Last reported working - North Wales 21/3/96.

37422 *Robert F. Fairlie* LWMC (CD)

Last reported working - North Wales 13/4/96.

37423 *Sir Murray Morrison* LGHM (ML)

No reports from Scotland - last recorded working 30/12/95.

37424 *LGHM (ML)*

No reports from Scotland - last recorded working 3/1/96.

37425 *Concrete Bob* LWMC (CD)

Last reported working - North Wales 2/3/96.

37426 *LWCW (SP)*

23/3/96 - 'The Exhibitionist' Railtour. Last reported working - North Wales 13/4/96.

37427 *LNDK (CF)*

17/2/96 - Worked 18:03 Cardiff - Birmingham 'Rugger'. Last recorded working Crewe - Cardiff 12/4/96.

37428 *David Lloyd George* LGHM (ML)

No reports from Scotland - last recorded working 8/11/95.

37429 *Sir Murray Morrison* LGHM (ML)

At Doncaster Works. Last reported working - 8/1/96. 30/12/95.

37430 *Cwmbran* LGHM (ML)

No reports from Scotland - last recorded working 19/12/95.

37431 *LCXX*

Loco now stored last recorded working 19/7/94.

NEWS EXTRA



'Syphons' have been regular visitors to the North Walsham line during weekends for engineering work. ABOVE: 37046 makes a pleasing sight next to the signalbox at Wroxham on 5 February. The same day saw 37023, 37072 & 37379 at work on the line. BELOW: 37072 is seen south of Wroxham a month later on 3 March. The 'Syphon' was joined during the day by 37106 & 37667. **Photos: MIKE MILLWARD.**



NORTH WALES COAST 37/4 SUMMER '96 DIAGRAMS

MONDAY to FRIDAY

CD300

1D60	08:17	Crewe - Bangor
1K61	10:23	Bangor - Crewe
1D71	13:18	Crewe - Bangor
1K75	17:18	Bangor - Crewe
1D83	19:22	Crewe - Chester
5F84	22:35	Chester - Edge Hill

Total Passenger Mileage: 344.68

CD301

5D54	04:50	Edge Hill - Chester
2D54	07:06	Chester - Bangor
1K59	09:13	Bangor - Crewe
1D69	12:18	Crewe - Bangor
1K71	15:22	Bangor - Crewe
1D81	18:18	Crewe - Bangor
2D71	20:22	Bangor - Chester
5F84	22:35	Chester - Edge Hill

Total Passenger Mileage: 443.07

CD302

1K54	07:41	Chester - Crewe
1D62	09:17	Crewe - Bangor
1K63	11:22	Bangor - Crewe
1D73	14:18	Crewe - Bangor
1K73	16:22	Bangor - Crewe
1D56	21:14	Crewe - Holyhead

Total Passenger Mileage: 450.33

CD303

1G76	01:56	Holyhead - Birm Intl
1D64	08:30	Birm Intl - Bangor
1K65	12:22	Bangor - Crewe
1D75	15:18	Crewe - Holyhead
1G79	18:16	Holyhead - Birm Intl
1D99	23:12	Birm Intl - Holyhead

Total Passenger Mileage: 823.93

CD304

1K58	07:35	Holyhead - Crewe
1D67	11:18	Crewe - Holyhead
1K69	13:53	Holyhead - Crewe
1D79	17:18	Crewe - Holyhead

Total Passenger Mileage: 422.60

CD305

1K56	06:58	Holyhead - Crewe
1D65	10:18	Crewe - Bangor
1K67	13:22	Bangor - Crewe
1D77	16:18	Crewe - Bangor
1K77	18:20	Bangor - Crewe

Total Passenger Mileage: 429.20

**Total Daily Diagrammed Mileage:
2913.81**



Once again there is a full complement of Class 37/4 diagrams this Summer, six during the week and seven on Saturdays including the return of the SO Stockport - Holyhead train.

The price of the Chester to Holyhead day rover is expected to remain at just £11.00, giving excellent value for a full day's bashing.

To whet your appetite here's 37405 awaiting to depart Bangor on the 12:23 to Crewe.

Photo: Daniel Hitchins.

SATURDAY**CD300**

1D60	08:17	Crewe - Bangor
1K61	10:23	Bangor - Crewe
1D72	13:18	Crewe - Bangor
1K75	17:18	Bangor - Crewe
1D83	19:22	Crewe - Chester
2F80	20:05	Chester - Runcorn
5F80	20:36	Runcorn - Edge Hill

*Total Passenger Mileage: 358.49***CD301**

1G80	02:00	Holyhead - Birm Intl
1D64	08:30	Birm Intl - Holyhead
1K69	13:55	Holyhead - Crewe
1D80	17:18	Crewe - Holyhead

*Total Passenger Mileage: 542.38***CD302**

1K57	07:40	Holyhead - Crewe
1D67	11:17	Crewe - Bangor
1K67	13:22	Bangor - Crewe
1D77	16:18	Crewe - Bangor
1K77	18:19	Bangor - Crewe

*Total Passenger Mileage: 429.20***CD303**

1K55	07:00	Holyhead - Crewe
1D65	10:18	Crewe - Bangor
1K65	12:22	Bangor - Crewe
1D76	15:18	Crewe - Holyhead
1K78	18:22	Holyhead - Crewe

*Total Passenger Mileage: 478.73***CD304**

5D57	04:50	Edge Hill - Chester
1D57	07:07	Chester - Bangor
1K59	09:13	Bangor - Crewe
1D70	12:18	Crewe - Holyhead
1K71	14:36	Holyhead - Crewe
1D82	18:18	Crewe - Bangor
2D81	20:22	Bangor - Chester

*Total Passenger Mileage: 492.59***CD305**

5D53	02:30	Edge Hill - Chester
1K53	07:45	Chester - Crewe
1D62	09:17	Crewe - Bangor
1K63	11:22	Bangor - Crewe
1D74	14:18	Crewe - Bangor
1K73	16:22	Bangor - Crewe
1D85	21:14	Crewe - Holyhead

*Total Passenger Mileage: 450.33***CD306**

5D37	08:35	Chester - Stockport
1D37	09:57	Stockport - Holyhead
1H44	13:26	Holyhead - Stockport
5H44	16:11	Stockport - Chester

*Total Passenger Mileage: 258.38***Total Saturday Diagrammed Mileage:
3010.10****Total Weekly Diagrammed Mileage:
18776.56****SUNDAYS****CD300**

5F84	22:30	Chester - Edge Hill
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CD301

1K54	09:28	Holyhead - Crewe
1D60	12:21	Crewe - Holyhead
1K60	17:17	Holyhead - Crewe
1D67	19:35	Crewe - Chester

*Total Passenger Mileage: 422.60***CD303 & CD305***Spare at Holyhead & Crewe Respectively***CD302**

1K52	08:30	Chester - Crewe
1D58	10:07	Crewe - Holyhead
1K58	14:22	Holyhead - Crewe
1D65	17:18	Crewe - Holyhead

*Total Passenger Mileage: 338.08***CD304**

5K57	14:45	Edge Hill - Crewe
1D63	15:59	Crewe - Holyhead
1G81	18:18	Holyhead - Birm Intl
1D99	23:12	Birm Intl - Holyhead

*Total Passenger Mileage: 436.73***Total Diagrammed Mileage: 1197.41**

That's All Folks!

37421 The Kingsman rolls into Bangor with the stock for an afternoon service to Crewe on Saturday 27 January '96. Photo: KEN CARR