

The Magazine of the Class 37 Group

ISSN 1362-718X

SYPHON!

NORTH WALES
SCHEMATIC TIMETABLE

'SETTLE SYPHONS'
FULL RAILTOUR DETAILS

CAB RIDE REPORT

THE NAME GAME

NEWS

£1.25

Jun / Jul
1996

The Class 37 Group Committee

Chairman:	Michael Millward 48 Beaconsfield Road Kirkley Lowestoft Suffolk NR33 0RJ	Membership & Secretary:	Graham Potts 8 Oswell Road Underdale Shrewsbury Shropshire
Treasurer:	Rod Saunders 61 The Drakes Shoeburyness Essex SS3 9NY	Editor:	Ken Carr 13 Shearers Way Boreham Chelmsford Essex CM3 3AE 01245 450779
Technical:	Keith Fransham 79 Shipstones Road Norwich Norfolk NR3 1JZ	Monthly Draw:	Diane Saunders 61 The Drakes Shoeburyness Essex SS3 9NY
Sales:	Position Vacant		

Group Info

Membership Total: 296

Membership Rates: £6.50/year

Preservation Fund Total: £13160.13

General Fund Total: £ 290.91

As at 28/05/96

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: Memories of the Group's 'Felixstowe Phoenix'. Don't miss our next venture 'The Settle Syphons' on 20 July. **Photo: JANET COTTRELL.**

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

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

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

Print run for this issue: 350 copies

With Thanks: Thanks to the following for contributing to this issue of *SYPHON!* Daniel Hitchens, Adrian Cox, Andrew Fuller, R.K. Upton, Maurice Barber, Steve Fennell, Simon Jowett, David Prior, Mike Millward, Rod & Diane Saunders, Alan Hawkins, M. Wren, S. Woodhouse, Janet Cottrell, P. Holden, K.T. Goodchild, Mark Jones, Graham Potts, Ian Vandervell, Tim Dawe, Michael Gibson, Michael Warrick, Phil Wood, K. Palmer, Rob Morel, Ray Manha 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 Driving Seat

Ooo-Err, It's 'im again! Last time my fingers touched the typewriter keys was back before the AGM and as I said then, it is a very rare move for me to pen anything than the AGM address. But, I think that six short months down the road, we should sit back and take stock of just what has, and is going to happen.

Last time I wrote in the mag, the Group had just staggered through another 'technical hitch' of half the committee giving in to external pressures and needing to be replaced; which they were by two extremely capable people. Overnight, the attitude in the Group went from one of a huge 'pity-party' to 'lets get going' and we haven't stopped since.

The 'new kids on the block' have injected a well-needed fizz back into the Committee; Graham having given the membership recruitment the boot up the rear it needed and Ken giving *SYPHON!* a long required overhaul (remember it started in 1988 and wasn't much different from *SPLITBOX*, its predecessor, so works attention was well overdue!).

I've taken some flack for the way I have run the Sales, especially in the last period which I stick my hand up and say sorry. We didn't get into Tinsley Open Day 9 (not for lack of trying) which I'm miffed about, but we should be represented at the North Norfolk Gala on 1 & 2 June, Ipswich on 14 & 15 June and Crewe Works on 17 August. The Sales Officers post is still vacant, so anyone who can do better please give me a call.

Of course, not everything goes 100% right; i.e. 'The New Brighton Rocker', but we do have a replacement which should be hellfire! And, we have the new Committee who all think differently about how the Group should be proceed; this has taken the Chairman's job from one of 'Zzzzzzz' to 'Verrrry interesting' but at least

we are all paddling in the same direction, even though the oars clash at time! I am not criticizing this in the slightest, healthy and forceful debate keeps the ideas sparking and that is just what we need and the Group can only benefit from it, as we all have in the last six months.

And just to keep things buzzing we have co-opted two more members onto the Committee. Steve Potter, joins as a member without portfolio to help out on the general running of things and Paul Smith (ex Special Trains) to advise on the running of the Group's tours.

So halfway through 1996, where are we? Well we have one brilliant railtour under our belts, another imminent and one, possibly two later in the year, and the postponed 'Rocker' scheduled for Easter '97. We have a boiler for whatever we buy (mind you it won't be much use if it's a 37/4) already in our hands, loads of technical information, a good dollop of 'Ching' in the bank (but we still need MORE), a superb magazine with up-to-date solid information (AND we still get the forecast-

ing right!) and a vibrant Committee. Membership is up and climbing and mainstream magazines are now beginning to take an interest in us as they can see we are not just talking talk, but walking walk!

Great things are ahead for the Group and as a member you should be proud of it; after all IT IS YOUR GROUP and WITHOUT YOU THERE WOULD BE NO GROUP.

We'll see you out and about!

Mike Millward
Chairman



From the Engine Room

WELCOME to this edition of *SYPHON!* The latest crammed packed issue has a handy pull-out North Wales schematic timetable, the first part of the story of Class 37 names, an article & pics from a North Wales cab-ride and plenty of news.

Summer is with us and there is plenty to look forward to, we are running 'The Settle Syphons' railtour on 20 July (I look forward to seeing you all on board!) the new Summer timetable, the possibility of a Yarmouth 'Syphon' diagram, England beating Scotland in Euro '96, the Test Matches, the Olympics and holidays. Mine will be taking place whilst you read this, so no doubt it's about minus 20 and chucking it down with rain!

The most hotly debated issue at the moment seems to be the new English Welsh & Scottish Railway livery applied to 37057. Having been somewhat surprised by the new company name, it doesn't exactly roll of the tongue, I was not overly impressed by the rather bland livery chosen. Not surprisingly it has American origins, which isn't necessarily

a bad thing. The Santa-Fe's red & silver warbonnet livery is probably the best ever applied to a locomotive. The EWS livery looks a bit drab, you can't help thinking that they have missed a superb opportunity to keep the stylish Mainline blue colour scheme.

What do you think? From this issue we have a new column called 'The Brake Van' for you to express your views. Let us know what you think of the Group, the BR scene, preservation whatever, lets stimulate some debate.

There is a possibility of a Class 37 becoming available for purchase in the very near future, so we really need as much money as possible. If you don't want to make a donation, why not book on the railtour, that way you have a great day out and the Group also earns some dosh for the preservation account.

See you on board.

Ken Carr
Editor

GROUP NEWSDESK

ALL ON-BOARD FOR 'THE SETTLE SYPHONS'

Over 620 miles of haulage behind four different Class 37s over some of England's most scenic routes is on offer with the Group's next rail-tour 'The Settle Syphons' on Saturday 20 July '96.

This marathon tour begins at Kings Cross with a pair of ex-Mainline machines for a run along the East Coast Main Line to Doncaster. Here a pair of Immingham FDKI 'restricted' 37s will take over for a run to Carlisle via the Settle & Carlisle. The return to London will be via the scenic Tyne Valley line to Newcastle before a run down the ECML racing stretch. At York we say farewell to the Immingham pair and pick up the original locos for the remainder of the trip.



Group members receive a £2.00 discount on the normal fares of £39.50, standard & £49.50, first. The Group in conjunction with Visions International have also introduced 'Club Class' which is exclusive to Group members and Visions' customers.

'Club Class' passenger's will receive a number of benefits which include a free video, complimentary drinks & newspaper and of course a first class seat. Full details of the route, pick-ups, timings, prices and 'Club Class' appear on page 21.

We hope as many of you as possible will come along, for what should be an absolutely superb day out.

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

37012 - Stuart King & Family
37122 - Adrian Henderson
37177 - Alan Hawkins
37219 - Mr A Baldwin
37710 - Graham Latimer

37023 - Peter King
37123 - Anthony Sayer
37191 - Chris Ball
37409 - John Radcliffe

37071 - Mr D Robertson
37130 - Mark Reynolds
37215 - Michael J Cox
37887 - Ian Radcliffe

37109 - Mr A Pulford
37176 - Stephen Rooke
37216 - Stephen Simister
37706 - David Radcliffe

New Members

37060 - Mr A Farr
37281 - Mr D Chapman
37285 - Mr C Maley

37211 - Mr R Prout
37282 - Mrs J Chapman
37286 - Mr R Thompson

37250 - Mr P Scott
37283 - Mr J Lancaster
37287 - Mrs J Thompson

37251 - Mr M Hodgson
37284 - Daniel Hitchens
37293 - Mr D Mills

Graham Potts
Membership Secretary

6700 Club Winners

For February:

37421 Mr I Vandervell - £12.00
37245 Mr Mr Hayward - £6.00

For March:

37133 Mr R Parr - £12.00
37505 Mr S Whittock - £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, Shoeburyness, Essex SS3 9NY.

Good Luck!

NEW EWSR LIVERY LAUNCHED



AFTER

months of speculation English Welsh & Scottish Railways have launched their new livery. 37057 was rolled out to the waiting press at Toton on 25 April. The maroon bodyside is offset by a large yellow band with a second, thinner, hi-vis orange 'safety' stripe running along the lower bodyside.

One of the biggest surprises wasn't the livery, as most had guessed it would resemble Wisconsin Central's house colours, but the addition of proper *Viking* nameplates on the bodyside. The loco had carried this name unofficially since November 1989 courtesy of the famous Tinsley paint brush.

Sadly the loco didn't make it to Tinsley open day on

the

27 April, but it was soon out and about being noted at Didcot the following week working ballast trains!

A more suitable outing took place on 22 May when the loco was paired with a freshly painted EWS saloon for a trip from Doncaster to Immingham.

EWS have said that modifications may be made to the livery and room has been left under the cab windows for the application of the new company logo (currently being decided by a competition in 'RAIL').



604 & 611 MAKE THEIR DEBUT *First Picture*

EPS 'Syphons', 37604 & 37611 made their passenger service debut on Saturday 1 June. The pair of 'Euro-Syphons' worked Pathfinder's 'Cumbrian Coaster' railtour from Bristol to Crewe and were due to work the return leg from Carnforth. The pair are seen pulling into Stafford on the outward run. **Photo: KEN CARR**

RETURN OF SOME FAMILIAR FACES



LEFT: 37420 emerged from Doncaster Works in April resplendent in Regi-Rail livery. The loco was then transferred to the North Wales Coast pool, replacing 37407. *The Scottish Hosteller* sits at Bangor on 11 May with the 13:23 for Crewe.

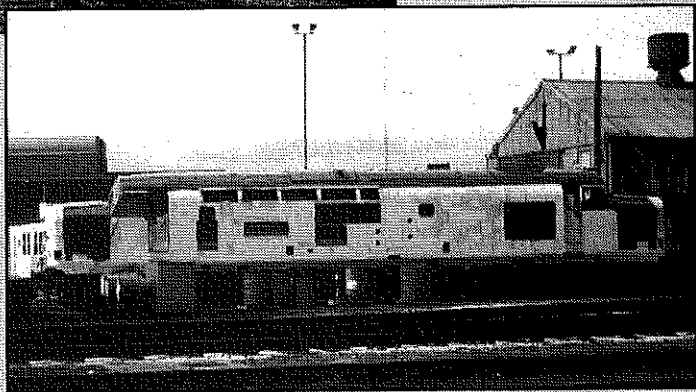
Photo: DANIEL HITCHENS.

BELOW: May, saw the return of another Doncaster resident, 37429 *Eisteddfod Genedlaethol*. The loco is seen prior to receiving its new coat of Regi-Rail blue in the yard at Doncaster Works on 27 April.

Photo: MIKE MILLWARD.

THE North Wales Coast is beginning to settle down. The return of 37420 & 37429 in April & May has helped availability. 37407 has now moved to Springs Branch and the North Wales Fleet is now as follows: 37402, 408, 414, 417, 418, 420, 421, 422, 425, & 429.

37425 is currently away at Doncaster but the rest are available for traffic. There are a number of rumours circulating about the summer. One is that two more 'Fours' will join the pool, the other is that on Saturdays NB 37s will be used on two services to enable maintenance to take place on the 'Fours'.



SUMMER SOUTH WEST 37/4 DIAGRAMS

The South West diagrams for one of the Cardiff LNDK 37/4s are as follows:

Monday - Thursday (3 June - 4 July & 9 Sept - 26 Sept)

06:59 Westbury - Weymouth
08:40 Weymouth - Bristol Temple Meads
16:33 Bristol Temple Meads - Weymouth
19:38 Weymouth - Westbury

Monday - Thursday (8 July - 6 September)

08:15 Bath Spa - Bristol Temple Meads
09:00 Bristol Temple Meads - Weymouth
16:55 Weymouth - Bristol Temple Meads

Fridays (7 June - 27 September)

11:30 Bristol Temple Meads - Cardiff
16:45 Cardiff - Manchester Piccadilly
21:38 Crewe - Cardiff

Saturdays (8 June - 28 September)

09:00 Bristol Temple Meads - Weymouth
16:55 Weymouth - Bristol Temple Meads

Sundays (2 June - 22 September)

16:10 Cardiff - Birmingham New Street
19:00 Birmingham New Street - Cardiff

SYPHON DIARY

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

- 15 June** - KYLE OF LOCHALSH (SRPS)
- Paisley to Kyle. **Class 37/4**
- 6 - 8 July** - MULL & GALLOWAY (Hertfordshire)
- Land Cruise from Euston to Stranraer & Oban. **Class 37/4 in Scotland.**
- 13 July** - THE YORKSHIRE DOODLE DANDY (Pathfinder)
- Bristol - Bradford via Copy Pit, return via Leeds, Selby and Lincoln. Various motive power including pair of **EPS 37/6s.**
- 20 July** - THE SETTLE SYPHONS (The Class 37 Group)
- Kings Cross - Carlisle via S&C. **2 Different pairs of 37s.**
- 27 July** - DYFED DOCKER (Pathfinder)
- Birmingham to Milford Haven and Fishguard. **Class 37 throughout with a second assisting in West Wales.**
- 2 August** - ROAD TO THE ISLES (A1A Charters)
- Stafford to Fort William. **37 Stafford - Preston.**

LEEDS - SO'TON LINER WATCH

THE Saturday's 15:16 4031 Leeds to Southampton Freightliner and Sunday's 19:58 4E76 return continues as a Class 37 duty. The 'Syphons' stable at Eastleigh on Saturday night. Latest workings as follows:

30/31 March -	37517 & 37680
6/7 April -	37680 & 37684
13/14 April -	37677 & 37686
20/21 April -	37059 & 37131
27/28 April -	37503 & 37684
4/5 May -	37059 & 37095
11/12 May -	37058 & 37131
18/19 May -	37330 & 37334

Thanks go to K. Palmer for the above information.

CWMBARGOED COAL CEASES

JUNE will probably see the Cwmbargoed to Aberthaw MGR services going over to Class 56 & 60 haulage. Recent tests have been satisfactory and this will bring to an end the costly use of pairs of 'Syphons'.

THE WANDERINGS OF 37350

PIONEER 'Syphon' 37350 seems to be celebrating its 35th anniversary year with a nationwide tour. The Immingham based loco visited Southampton on the Leeds liner in February and March. The loco then appeared with mainline liveried 37013 on the morning Tunstead - Northwich stone train on 15 March. Then on 19 March it deputised for a booked Class 60 with classmate 37095 on 6M71 Lackenby - Workington and 6E38 return. This duty was performed single - handedly on 2 & 11 April!

SISTER'S MERCY MISSION

37116 Sister Dora was called into passenger service on 4 May, when it was sent to Garsdale to rescue steam loco, A4, 60009 Union of South Africa after Railtrack refused to let it work its 'Cumbrian Mountain Express' any further after causing a number of lineside fires. The only loco available at Carlisle was 116 and it was despatched to tow the train north. I doubt the passengers were as impressed as we would have been, shame.

SEASIDE OUTING FOR 37074

STEWARTS LANE based 37074 took place at the Paignton & Dartmouth's Diesel Gala over the weekend of 25 & 26 May. However the lack of a driver meant that the loco didn't see any action until the Saturday afternoon.

WHERE ARE THEY NOW

A few members have been asking where the stored and withdrawn 37s are located. Well the list reads as follows:

- Cardiff Canton:** 37031, 37080
- Crewe Works:** 37333, 37699
- Doncaster TMD:** 37083, 37209, 37235, 37252, 37331
- Doncaster Works:** 37419
- Glasgow Railcare:** 37431
- Healey Mills:** 37019
- Immingham:** 37003, 37068, 37075, 37095, 37104, 37110, 37144, 37217, 37218, 37223, 37225, 37298, 37335, 37340, 37345, 37381, 37382
- Brush Loughborough:** 37378
- Motherwell:** 37004, 37078
- Old Oak Common:** 37280, 37373
- Thornaby:** 37045, 37063, 37139, 37341, 37359
- Toton:** 37070, 37079, 37138, 37238, 37278, 37343



Withdrawn 37280 has been heavily robbed of parts as it sits without bogies at Old Oak Common depot. This is just one of the locos featured in our location round-up listed left. Photo: D. JENNINGS

RAILTOUR ROUND-UP

PATHFINDER'S 'Cornish Raider' on 30 March, utilised 37412 with assistance in Cornwall by 37671. April Fools Day saw 37403 & 37430 rescue 47519 on an Edinburgh - Southport charter, after the 'Duff' went bang at Lockerbie. The 'Syphons' worked through to Carlisle.

Hertfordshire utilised 37403 & 37424 on their Easter Landcruise although 37403 failed at Strathcarron on the run from Inverness to Kyle of Lochalsh and was dumped at Kyle leaving 37424 to work back alone. Tinsley open day saw 37010 and 37372 in action on Hertfordshire's 'Tinsley Humper', a separate report can be found on page 20.

'SYPHON' STEEL

THE scenic 'Central Wales' line via Sugar Loaf summit, saw the return of freight trains on Sunday 5 May due to engineering work at Bridgend.

Only 37/0s & 37/4s are cleared for the route, therefore it was no surprise to find 37229 & 37146 on the 10:12 Margam - Ebbw Vale steel coils which ran to Shrewsbury where they ran round and headed back South. 37108 & 37225 worked an Ebbw Vale - Margam and on the 6 May, the Scottish named duo 37025 *Inverness T.M.D.* & 37073 *Fort William/An Gearasdan* worked the 01:32 Margam - Ebbw Vale.

37116 IMMORTALISED IN "OO"

THE launch of the new monthly magazine *RAIL EXPRESS* brought with it a limited edition Lima model of 37116 *Sister Dora* resplendent in Transrail blue livery. Not surprisingly it has sold well and only a few of the £42.50 models are remaining. If you would like one of these models call 01780 470598 now.

ROVER TICKETS

WITH Summer now upon us here is the *SYPHON!* guide to rover tickets which could be of use for Class 37 bashing during the coming months.

All Line Rover: Includes Everywhere. Price 7 days : £230, 14 days: £375.00.

Coast & Peaks: Includes Crewe - Holyhead, Crewe - Manchester & Crewe - Shrewsbury. Price 3 days in 7: £35.20, 7 days: £45.50.

Freedom of Wales: Includes Crewe - Holyhead, Crewe - Cardiff. 7 days: £54.00.

North & Mid Wales Rover: Includes Crewe - Llandudno Junction, Crewe - Shrewsbury. Price 3 days in 7: £24.50, 7 days: £38.00.

North Wales Coast Day Ranger: Includes Chester - Holyhead. Price 1 day: £11.40.

Freedom of Scotland: Includes Edinburgh - Fort William: Price 8 days: £99.00, 15 days: £139.00.

Severn, Avon & Wessex Rover: Includes Cardiff - Cheltenham, Bristol - Weymouth. Price 3 days in 7: £27.00, 7 days: £37.50.

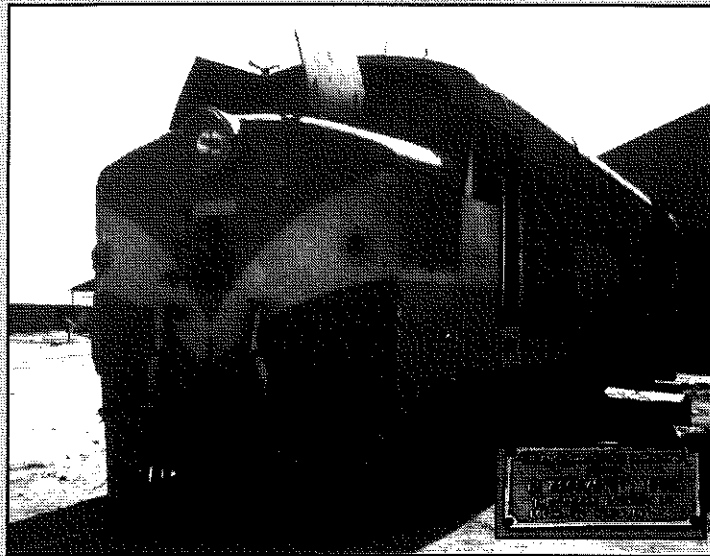
Please check with relevant ticket sellers on availability and price before travelling. N.B. Some rovers offer reductions for railcard holders.

'SYPHON' STONE POWER



The vacuum braked hoppers on the ICI Tunstead - Northwich trains are gradually being replaced. This will eventually lead to the Class 37s losing these duties. 37426 and 37509 are seen at Northwich on 24 April 1996. Photo: DANIEL HITCHENS

SUDANESE 'SYPHON'



DURING the 1960s English Electric produced numerous locomotives, not all were for the national network, many were sent overseas.

The Portuguese 50s are well known (incidentally they were due to finish their passenger duties on 1 June). But many other countries received locos from the Vulcan Foundry, most notably South Africa and New Zealand with a version of the Class 40.

However a little known order of locos were built for the Sudan National Railways, based on the Class 37. In 1960, 25 Co-Co Class 1000 locos with a 1,850 horse-power engine were built. Another 30 followed between 1963 & 1969. Some are still believed to be in service, although we can't be definite.

If anyone has any further information or has any Sudanese contacts please let us know.

WEST COAST RESCUE

BESCOT'S large-logo liveried 37025 was sent to the rescue of an ailing A/C at Wolverton on 21 May. The 1G48 Euston - Wolverhampton ran into trouble and the celebrity 'Siphon' came to the rescue and dragged the train through to Wolverhampton.

37406 VISITS SOUTH WALES

MOTHERWELL'S 37406 *The Saltire Society*, visited Cardiff Canton in early April for tyre-turning. It returned light engine as far as Warrington, where it picked up a rake of empty MGR wagons which it took to Ayr Falkland Yard.

COASTAL SERVICE

THE first five months of 1996 has seen no fewer than twenty-one different Class 37s being used on North Wales Coast passenger services. However, only three are NB machines, 37211, 37255 and 37886.

The eighteen 37/4s making appearances include one of the star's of 'The Exhibitionist' 37426 seen pictured, left, at Crewe. The full list is as follows; 37402, 37405, 37407, 37408, 37411, 37413, 37414, 37415, 37416, 37417, 37418, 37419, 37420, 37421, 37422, 37425, 37426 and 37429.

The Summer will probably see this number increase dramatically if last year is anything to go by.

Photo: ROD SAUNDERS



ALL CHANGE!

NOT quite as hectic as last time, but their have been some interesting changes. 37904 has been moved into the Transrail strategic reserve, although the word is that this Mirlees engined machine won't work again!

More shuffling of the 'Fours' has seen 37420 replacing 37407 in the North Wales pool. 37413 has returned from its brief spell at Motherwell and is now at Springs Branch.

Other locos moving into the reserve pool are 37066 & 37133.

The Load Haul stored pool continues to grow with 37095 and 37225 the latest entrants.

37344 & 37358 have moved from the contingency pool into the departmental & restricted pools respectively.



SYPHON! wouldn't be complete without the standard Bangor shot. 37413 awaits departure with the 15:24 Crewe - Holyhead on 11 May. Note that someone has altered the '3' on the nose into an '8'. **Photo: DANIEL HITCHENS**

FREIGHT SHORTS

26/3/96 - 37140 became first loco onto new Heathrow branch.

20/4/96 - 37797 & 37100 worked a special trip working from Inverness - Aberdeen.

21/4/96 - 37604 & 37608 were used to haul 'Eurostar' sets from Waterloo via Clapham Junction and Kew East to North Pole due to engineering. The previous day the pair had been at Rugby with a North Of London 'Eurostar' set heading for London.

27/4/96 - 37674 & 37884 worked the Lindsey - Langley aviation fuel in place of booked Class 60.

30/4/96 - 37054 hauled a single postal van from Euston to Ashford.

29/4/96 & 1/5/96 - 37330 & 37516 worked Rylstone - Hull limestone train, 2 days later the same service was hauled by 37684 & 37131.

ARTIST SEEKS HELP

ONE of our new members, Julie West is a member of the 'Guild of Artists' and she wants to paint a picture depicting "the classic image of a Class 37". All the committee instantly came up with totally different ideas on what this should be. Therefore we are opening it up to the membership, the suggestion that is adopted will be entered into a competition of railway art and prints made for sale. The member who sends in said suggestion will receive a copy of the print. Suggestions c/o Ken Carr.

EXHIBITIONIST PRINTS

OUR back cover 'piccy' was submitted by Richard Brown. He has copies of this print plus three others of 'The Exhibitionist' railtour available. Prices are 10"x8" - £3.50, 7"x5" - £2.50 and 6"x4" - £1.00. Available from R. Brown, 10 Elm Gardens, Claygate, Esher, Surrey KT10 0JS. Tel 01372 810559.

Ch. Ch. Ch. Changes

Load Haul

Pool Changes:

37095 FDKI (IM) - FDYX
37225 FDCI (IM) - FDYX
37344 FDKI (IM) - FDDI (IM)
37358 FDKI (IM) - FDR1 (IM)
37680 FDR1 (IM) - FDDI (IM)

Mainline

Named:

37057 Viking
25 April '96 - Toton

Transrail

Pool Changes:

37066 LWCW (SP) - LCWX
37133 LNSK(CF) - LCWX
37146 LNDK(CF) - LCWX
LCWX - LNSK (CF)
37196 LGBM (ML) - LCWX
37213 LNSK(CF) - LCWX
37351 LGPM (ML) - LGBM (ML)
37407 LWMC (CD) - LWCW (SP)
37413 LGHM (ML) - LWCW (SP)
37419 LWCW (SP) - LCWX
37420 LWCW (SP) - LWMC (CD)

37518 LWCW (SP) - LCWX
37685 LGBM (ML) - LGPM (ML)
37904 LNHK (CF) - LCWX

LIVERY CHANGES

37057 LL - WC
37379 DC - MB

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		
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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

37344	37513	37515	37516	37680	37694
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FDKI - Immingham - Control Contingency

37058	37059	37131	37334	37350	37688
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FDRI - Immingham - Restricted Use

37330	37332	37358	37519	37677	
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FDYX - Stored Locos

37003	37019	37045	37063	37068	37075
37079	37083	37095	37104	37110	37139
37144	37209	37217	37218	37223	37225
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
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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	37212	37221
37232	37250	37261	37262	37294	37351
37505	37510	37683			

LGHM - Motherwell - West Highland

37401	37403	37404	37406	37409	37410
37423	37424	37428	37430		

LGPM - Motherwell - HGR Scotland

37675	37685	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	37158	37263	37411	37412	37427
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LNHK - Cardiff Canton - 37/9s

37901	37902	37903	37905	37906	
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LNLK - Cardiff Canton - Cornwall

37521	37668	37669	37670	37671	37672
37673	37674	37695	37696		

LNSK - Cardiff Canton - Sandite Fitted

37146	37197	37229	37230	37254	37258
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LWCW - Springs Branch - Class 37 (North West)

37026		37087	37107	37405	37407
37413	37415	37416	37426	37509	37520

LWMC - Crewe Diesel - North Wales Passenger

37402	37408	37414	37417	37418	37420
37421	37422	37425	37429		

LCWX - Strategic Reserve

37066	37111	37133	37184	37188	37196
37213	37419	37518	37904		

LCXX - Stored For Spares

37004	37008	37031	37078	37080	37099
37251	37431				

Total: 136

DIDCOT VARIETY



ABOVE: One of the best liveries yet devised, Mainline Blue, is now redundant and will eventually be phased out and replaced by EWS's Maroon. 37798 is seen modelling the colour scheme at Didcot in April.

BELOW: 37162 in drab grey awaits to leave Didcot Yard on a ballast working. **Photos: K.T. GOODCHILD**



TALES OF YESTERYEAR - 1986 ELECTRIC DREAMS

by Graham Potts

It is painful now to think that between October 1984 and September 1986 I actually gave up bashing. Therefore when I made a long overdue return to Scotland, I found myself travelling on a very different railway. It wasn't the sight of a Class 37 sitting a Fort William resplendent in large logo blue livery. This livery had been in existence since the 1981 St Rollox open day when Eastfield had first applied the wrap round yellow ends.

It was the number which caught me by surprise. 37404, what on earth was that? Had they built another hundred or so 37s in those two years? Totally bemused I asked an obvious rail enthusiast (apologies to David Ruddock for that description) who informed me of the ETH batch and that it had been formerly 37286, a well required ex-Cardiff machine. Excitedly I got a loan of his notebook and scribbled down the new sub-class and their former identities.

Thirty-one passenger dedicated 37s and I needed all bar two. It was enough to push me over the edge and I became a 'born again 37 enthusiast'.

For those younger readers, the sub-class was allocated as follows:

37401 - 413 Eastfield (For the West Highland).

37414 - 421 Inverness (For the Far North & Kyle).

37422 - 425 Eastfield (For the West Highland).

37426 - 431 Cardiff (For the Cambrian Coast).

Next loco to come my way during the week's 'Freedom of Scotland' was 37425, ex-37292, a loco whose past included a spell uprated to 2,000 horsepower. Unfortunately, the class was pushing its limits at that and failures increased rather dramatically. That evening the loco worked the 15:50 Mallaig to Glasgow.

Using the internal overnight service, I spent the next day with Dave Ruddock on the North Highland. This gave me 37414, 415, 417 and 419, all new for me. I must admit, the use of 37414 on the short branch trip to Thurso seemed ludicrous then. They could have stuck any spare loco up there.

A few days at home and I returned on 2 October to find enthusiasts buzzing that 37014 (steam heat) was loose on the 12:20 Glasgow - Oban. The clamour was odd at the time, I'd got a fair chunk of the old steam heat batch including this one and yet even I chased after it with gusto. 37427 also came out on the 13:00 Oban - Glasgow and worked back on the 18:20 to Oban. The truth was out, Eastfield was short of ETH and suddenly the numbers travelling swelled by magic.

3 October saw this enlarged group chasing out to get 37247 as she brought the morning train in from Oban. I got off at Hellenburgh to catch the 09:50 Glasgow - Fort William train, leaving the mass of bashers behind 37247. The 09:50 was an odd train, it worked Monday, Thursday, Friday and Saturday only. Weird. Yet it paid off, at Arrochar & Tarbet, I met up with 37027 & 37422 on the 08:40 Fort William - Glasgow. A quick dash across the platform and we were off.

Glen Douglas (aka Glen Dubious) was the only passing loop on the West Highland without a platform, it was therefore the downfall of many a poor basher as a loco he required went past him in the opposite direction, so near yet so far.

This is exactly what happened to both sets of bash-

ers, I waved imperiously as their horrified faces took in the sight of the pair on my train, only to feel gutted to see 37012 on theirs. A boiler I still required. Fortunately it was on an Oban diagram and a few hours later I climbed behind it on the 18:00 Oban - Glasgow. That was a good day!

The 4th was a Saturday and the West Highland was packed, ten to twenty on each train. So I decided to stick around the central belt and see what was left there. A football special was laid on for Hearts v Celtic and recognising the shape on the front to be 37 like, I joined the hooligans for the trip to Haymarket with several others, all of whom looked totally out of place amongst the green, white & gold of Celtic. A rousing chorus of "It's a grand old team to play for..." and we really stuck out like sore thumbs, none of us knowing the words of the Celtic anthem.

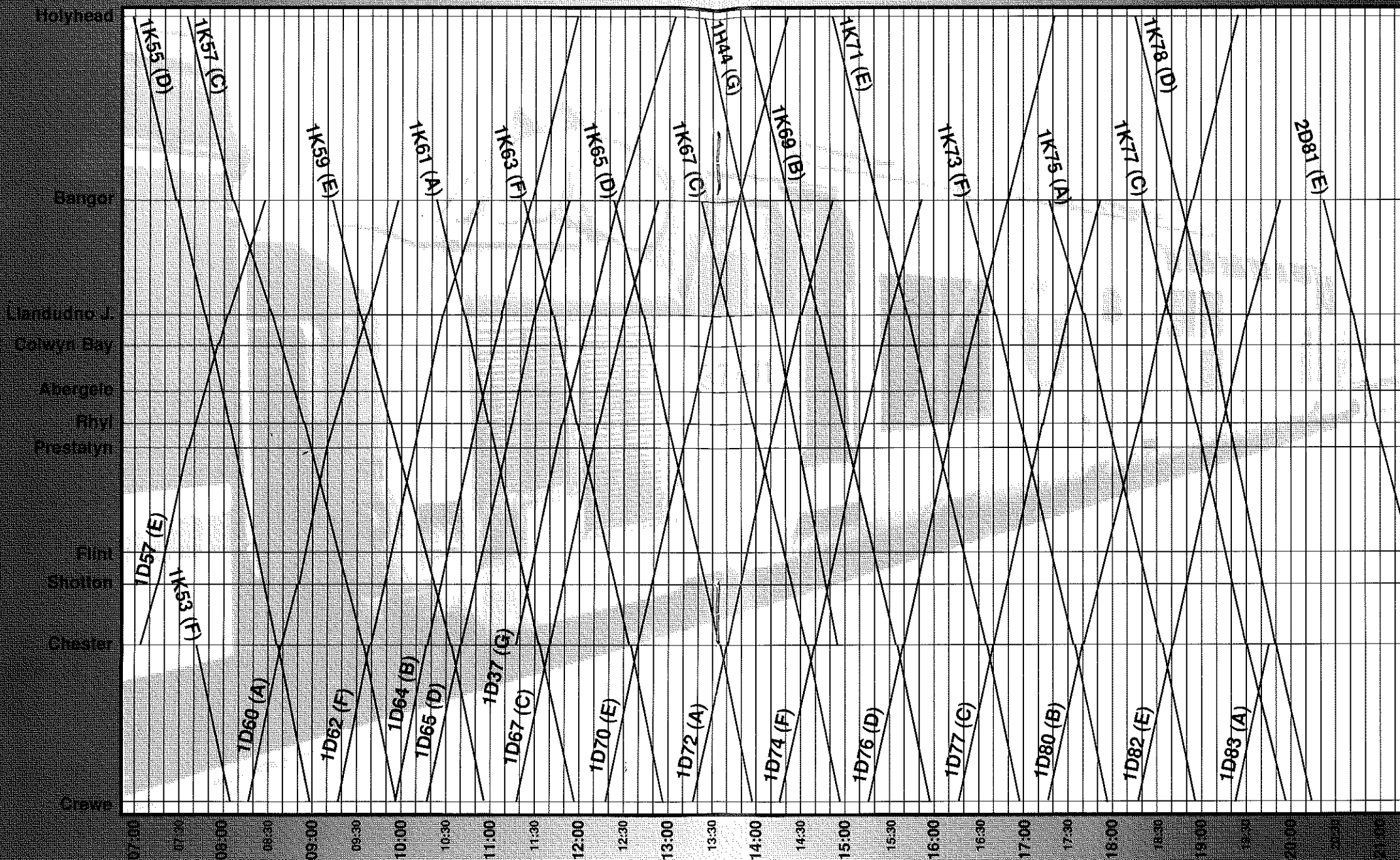
One lad mistakenly wearing blue came closer to Eastfield that day than he imagined was possible from a moving train. Yet, it was worth it, the 37 was 263 and required, plus I knew the first few lines of the song and so survived.

So impressed was I with the way I could score a ruck of new locos with these ETH 37s, I managed to persuade my better half to travel to Caersws on the 18:47 Shrewsbury to Aberystwyth. I wanted it to be 429 as that was once 37300 an ex-iron ore loco which conjured up memories of those filthy brown triple-headed trains thundering through Cardiff station. It wasn't. It was 37285, no heat, and though as rare as hell, freezing the wife to death on the way to the most deserted station I've ever known was something I was going to regret for a long long time.

"I waved imperiously as their horrified faces took in the sight of the pair on my train"

NORTH WALES CLASS 37/4

SUMMER SATURDAY TIMETABLE SCHEMATIC



The Name Game

Loch Rannoch

TODAY, 69 'Syphons' carry official names, in fact despite a number of namings and de-namings this figure has remained fairly constant since October 1988. The highest number of Class 37s named at any one time is 77 which occurred during February 1993. However, a total of 129 locos have received names, some of which have carried more than one of the 115 different names adorned to the class.

These figures alone cannot reveal the fascinating story behind the naming history of the 'Syphons' and throughout this article I will try and make sense of the confusing naming policy or lack of it applied.

Back in the early 1960s, names were being used quite sparingly and followed the tradition of steam days. This led to some wonderful meaningful names after famous racehorses, warships, ocean liners, regiments and greek mythology.

Names were normally reserved for top-link express passenger diesels. The 'Syphons' with their association on the Great Eastern passenger services just scrapped into this category and hence it was decided that three Stratford locos would be named after local army regiments. D6703 *The First East Anglian Regiment*, D6704 *The Second East Anglian Regiment* and D6707 *The Third East Anglian Regiment*. The three locos were duly fitted with plates in March 1964, but before there was a chance for them to be unveiled the army announced a number of cut-backs one of which resulted in a reduction in size of the East Anglian Regiment, it was then deemed inappropriate to proceed with the namings, therefore although the locos had run around with the name-

Loch Eil Outward Bound

plates on their bodyside they were never unveiled to see the light of day.

It wasn't until some seventeen years later that a nameplate came close to a Class 37. Thursday, 28 May 1981 to be precise, when a Mr Tom George stood on

Camarthens station and pulled the curtain back to reveal the name *Sir Dyfed / County of Dyfed* adorned to the side of 37180. The bi-lingual name appealed to the Welsh and at the time the loco had been based at Landore since new and was regularly seen in Dyfed, so it was all fairly appropriate.

Absolutely perfect were the names chosen for the next four named at a mass ceremony later in the year, on 6 October, held at Glasgow Queen Street. 37026 became *Loch Awe*, 37027 *Loch Eil*, 37043 *Loch Lomond* and 37081 *Loch Long*. At the time all four were Eastfield machines and were working into the West Highlands. The choice of names was excellent.

1982 saw only two more names applied *Loch Rannoch* to 37012, the result of a naming competition held in 'Rail Enthusiast' magazine and *William Cookworthy* to Laira based 37207, once again both good choices.

There was then a lull before the storm, with no namings in 1983. Around this time, BR had realised the commercial spin-offs of naming locos and by the time 37229 was named in May 1984, a totally different set of criteria governed names chosen for locos. Basically names were to be associated with the railway's customers and hence

37229 became *The Cardiff Rod Mill*
However,

Clydesdale

with the exception of 37078 *Teeside Steelmaster* the next nine weren't quite as obvious.

A sinister tone has become associated with one of these, the third and last of the 1984 namings. 37260 received the name *Radio Highland* in July, however this loco was withdrawn in September 1989 in place of the previously condemned 37113 which then received the plates. 37113 was subsequently involved in its collision at Edinburgh in August 1994 and withdrawn. Both locos have since been cut-up, quite remarkable when only eight class 37s have so far faced the torch. In fact the *Radio Highland* nameplates remained on 37113 until the day before it was scrapped a year later in August 1995!

Eisteddfod Genedlaethol

During 1985, fifteen 37s were named and one lost its plate. The loco in question being 37191 which was named after the International Youth Year between January and November. Of note was the mass naming at BSC Lackenby on 30 September of five 'Syphons' after various British Steel sites. The namings of 37261 *Caithness* and 37262 *Dounreay* three months earlier on 14 June at Wick & Thurso respectively are worthy of mention as they still carry their names today and thus jointly hold the record for carrying the same names the longest.

During 1985 the new breed of 'life-extended Syphons' were appearing and by the end of the year 37401 *Mary Queen of Scots*, 37402 *Oor Wullie* & 37417 *Highland Region* had all received Scottish themed names, not as inspired as the 'Lochs' but at least they were a bit more interesting than *BSC Corby*.

'Syphon' namings went berserk in 1986, averaging one every twelve and a half days. Five locos lost their plates, although all five names later re-appeared on 37s. The year began with 37403 & 37404 being named *Isle of Mull* & *Ben Cruachan* at a joint ceremony in Oban. Another joint ceremony on 4 March, saw 37310 & 37311 receive the names *British Steel Ravenscraig* & *British Steel Hunterston*. Nine more Motherwell steel machines were also similarly

named during the year.

The first Welsh 37/4 to be named was 37427 *Bont Y Bermo* at Barmouth in April, 426 & 430 followed the following month. The first 37/7s to be named were 37800 *Glo Cymru* and 37801 *Aberthaw / Aberddawan* on 27 September at a ceremony at Aberthaw. December saw the first 37/9 named, 37901 became *Mirlees Pioneer*.

By the year's end seventeen Class 37/4s were carrying names, but, five out of six

'Lochs' had lost their plates, only 37027 *Loch Eil* retained them, but this was only temporary and they were removed the following February.

1987 saw twenty-four namings, but only twelve were actually new names, the other twelve were recycled from other Class 37s. Quite incredibly the *Sir Dyfed/County of Dyfed* plates appeared on three different locos during the year. They were removed from 37180 in March, reappearing on 37429 on 2 April, only to be removed in July. Then on 7 November they were unveiled on 37799. 37429 received its second name of the year on 4 August when it received its *Eisteddfod Genedlaethol* plates at a ceremony at Porthmadog. By the year end sixty-one 37s were carrying names.

1988 saw less activity, but the namings of 37667 & 37668 *Wensleydale* & *Leyburn* gave hope for more attractive namings. But these were dashed by the Autumn with the appearance of 37059 *Port of Tilbury* and 37711 *Tremorfa Steelworks*.

Possibly with this in mind a group of employees at Tinsley decided to restore decent names to their locos and I'll cover these and the rest of the official namings in the next issue of *SYPHON*!

CHRONOLOGICAL LISTING OF CLASS 37 NAMINGS: Part 1 1981 - 1988

Namings in Bold, Removals in normal type.

Date	Loco	Name		Where Named	Total Named
		Removal Info	Loco Name		
Thu, May 28, 1981	37180		Sir Dyfed / County of Dyfed	Carmarthen	1
Tue, Oct 6, 1981	37026		Loch Awe	Glasgow Q.St.	2
Tue, Oct 6, 1981	37027		Loch Eil	Glasgow Q.St.	3
Tue, Oct 6, 1981	37043		Loch Lomond	Glasgow Q.St.	4
Tue, Oct 6, 1981	37081		Loch Long	Glasgow Q.St.	5
Wed, Mar 31, 1982	37012		Loch Rannoch	Fort William	6
Thu, May 27, 1982	37207		William Cookworthy	St Austell	7
Tue, May 1, 1984	37229		The Cardiff Rod Mill	Cardiff	8
Wed, Jul 4, 1984	37078		Teeside Steelmaster	BSC Lackenby	9
Sat, Jul 7, 1984	37260		Radio Highland	Dingwall	10
Mon, Jan 21, 1985	37191		International Youth Year 1985	Glasgow Q.St.	11
Sat, Apr 20, 1985	37111		Loch Eil Outward Bound	Loch Eil	12
Fri, May 10, 1985	37188		Jimmy Shand	Oban	13
Thu, May 30, 1985	37114		Dunrobin Castle	Dunrobin	14
Fri, Jun 14, 1985	37261		Caithness	Wick	15
Fri, Jun 14, 1985	37262		Dounreay	Thurso	16
Tue, Jul 16, 1985	37196		Tre Pol and Pen	Truro	17
Mon, Sep 30, 1985	37062		British Steel Corby	BSC Lackenby	18
Mon, Sep 30, 1985	37066		British Steel Workington	BSC Lackenby	19
Mon, Sep 30, 1985	37071		British Steel Skinningrove	BSC Lackenby	20
Mon, Sep 30, 1985	37077		British Steel Shelton	BSC Lackenby	21

Date	Loco	Name Removal Info	Loco	Name	Where Named	Total Named
Mon, Sep 30, 1985	37095	British Steel Teeside			BSC Lackenby	22
Nov, 1985			37191	International Youth Year 1985		21
Mon, Nov 4, 1985	37401	Mary Queen of Scots			Linlithgow	22
Sat, Dec 14, 1985	37402	Oor Wullie			Glasgow Central	23
Mon, Dec 16, 1985	37417	Highland Region			Inverness	24
Fri, Jan 3, 1986	37403	Isle of Mull			Oban	25
Fri, Jan 3, 1986	37404	Ben Cruachan			Oban	26
Tue, Mar 4, 1986	37310	British Steel Ravenscraig			Motherwell	27 Regained i.d 37152
Tue, Mar 4, 1986	37311	British Steel Hunterston			Motherwell	28 Regained i.d 37156
Fri, Apr 11, 1986	37405	Strathclyde Region			Glasgow Q.St.	29
Sun, Apr 13, 1986	37427	Bont Y Bermo			Barmouth	30
May, 1986			37081	Loch Long		29
Mon, May 5, 1986	37426	Y Lein Fach/Vale of Rheidol			Aberystwyth	30
Sun, May 11, 1986	37430	Cwmbran			Cwmbran	31
Jun, 1986			37012	Loch Rannoch		30
Jun, 1986			37043	Loch Lomond		29
Fri, Jun 27, 1986	37406	The Saltire Society			Eastfield	30
Sat, Jun 28, 1986	37420	The Scottish Hosteller			Inverness	31
Jul, 1986			37111	Loch Eil Outward Bound		30
Jul, 1986			37026	Loch Awe		29
Wed, Jul 23, 1986	37320	Shap Fell			Motherwell	30 Regained i.d 37026
Wed, Jul 23, 1986	37321	Gartcosh			Motherwell	31 Regained i.d 37037
Wed, Jul 23, 1986	37323	Clydesdale			Motherwell	32 Regained i.d 37088
Wed, Jul 23, 1986	37326	Glengarnock			Motherwell	33 Regained i.d 37111
Thu, Jul 24, 1986	37312	Clyde Iron			Motherwell	34 Regained i.d 37137
Thu, Jul 24, 1986	37322	Imperial			Motherwell	35 i.d 37049 then 343
Fri, Jul 25, 1986	37314	Dalzell			Motherwell	36 Regained i.d 37190
Sun, Jul 27, 1986	37324	Clydebridge			Motherwell	37 Regained i.d 37099
Wed, Aug 6, 1986	37325	Lanarkshire Steel			Motherwell	38 Regained i.d 37108
Wed, Aug 27, 1986	37407	Loch Long			Eastfield	39
Wed, Aug 27, 1986	37409	Loch Awe			Eastfield	40
Mon, Sep 1, 1986	37408	Loch Rannoch			Eastfield	41
Sun, Sep 21, 1986	37410	Aluminium 100			Lynemouth	42



The Scottish Hosteller

Sat, Sep 27, 1986	37800	Glo Cymru			Aberthaw	43
Sat, Sep 27, 1986	37801	Aberthaw / Aberddawan			Aberthaw	44
Mon, Sep 29, 1986	37069	Thornaby TMD			Thornaby	45
Fri, Oct 10, 1986	37418	An Comunn Gaidhealach			Edinburgh Wav'ley	46
Tue, Oct 14, 1986	37425	Sir Robert McAlpine / Concrete Bob (opp sides)			Ft William/Glenfinnan	47
Wed, Dec 3, 1986	37901	Mirrlees Pioneer			Cardiff Canton	48
Feb, 1987			37027	Loch Eil		47
Feb, 1987			37062	British Steel Corby		46
Feb, 1987			37078	Teeside Steelmaster		45
Tue, Feb 3, 1987	37905	Vulcan Enterprise			Cardiff Canton	46
Sat, Feb 21, 1987	37501	Teeside Steelmaster			Thornaby	47

Date	Loco	Name Removal Info	Loco	Name	Where Named	Total Named
Sun, Mar 1, 1987	37413	Loch Eil Outward Bound			Eastfield	48
Mar, 1987			37071	British Steel Skinningrove		47

Strathclyde Region

Mar, 1987		37095	British Steel Teeside		46
Mar, 1987		37180	Sir Dyfed / County of Dyfed		45
Mar, 1987	37502	British Steel Teeside		Thornaby	46
Mar, 1987	37504	British Steel Corby		Thornaby	47
Mar, 1987	37506	British Steel Skinningrove		Thornaby	48
Tue, Mar 10, 1987	37412	Loch Lomond		Eastfield	49
Apr, 1987		37066	British Steel Workington		48
Apr, 1987	37505	British Steel Workington		Thornaby	49
Thu, Apr 2, 1987	37429	Sir Dyfed / County of Dyfed		Cardiff Canton	50
May, 1987		37196	Tre Pol and Pen		49
Wed, May 13, 1987	37512	Thornaby Demon		Thornaby	50
Sat, May 16, 1987	37428	David Lloyd George		Pwllheli	51
Thu, May 28, 1987	37411	The Institution of Railway Signal Engineers		Fort William	52
Wed, Jun 17, 1987	37431	Sir Powys / County of Powys		Llandrindod Wells	53
Jul, 1987		37077	British Steel Shelton		52
Jul, 1987		37207	William Cookworthy		51
Jul, 1987		37429	Sir Dyfed / County of Dyfed		50
Wed, Jul 22, 1987	37671	Tre Pol and Pen		Laira	51
Fri, Jul 24, 1987	37503	British Steel Shelton		Thornaby	52
Sat, Aug 1, 1987	37675	William Cookworthy		Laira	53
Tue, Aug 4, 1987	37429	Eisteddfod Genedlaethol		Porthmadog	54
Mon, Sep 14, 1987	37672	Freight Transport Association		Stratford-upon-Avon	55
Wed, Sep 23, 1987	37068	Grainflow		Ely	56 Carried 356 6/88 to 6/89
Sat, Oct 17, 1987	37892	Ripple Lane		Ripple Lane	57
Tue, Nov 3, 1987	37235	Coal Merchants' Association of Scotland		Aberdeen	58
Sat, Nov 7, 1987	37799	Sir Dyfed / County of Dyfed		Cardiff Canton	59
Fri, Dec 4, 1987	37507	Hartlepool Pipe Mill		Hartlepool	60
Wed, Dec 9, 1987	37424	Glendarroch		Glasgow Q.St.	61
Wed, Feb 24, 1988	37511	Stockton Haulage		Middlesborough	62
Wed, Apr 13, 1988	37358	P & O Containers		Southampton	63
Wed, May 18, 1988	37423	Sir Murray Morrison 1873-1948 Pioneer of British Aluminium Industry		Fort William	64
Fri, May 27, 1988	37888	Petrolea		Stratford	65
Thu, Jun 23, 1988	37688	Great Rocks		Hindlow	66
Thu, Sep 1, 1988	37667	Wensleydale		Thornaby	67
Thu, Sep 1, 1988	37668	Leyburn		Thornaby	68
Wed, Sep 21, 1988	37698	Coedbach		Coed Bach	69
Mon, Sep 26, 1988	37059	Port of Tilbury		Tilbury Riverside	70
Oct, 1988		37229	The Cardiff Rod Mill		69
Oct, 1988		37424	Glendarroch		68
Nov, 1988		37403	Isle of Mull		67
Wed, Nov 2, 1988	37403	Glendarroch		Eastfield	68
Wed, Nov 9, 1988	37711	Tremorfa Steelworks		Cardiff Tidal Sidings	69
Wed, Nov 9, 1988	37712	The Cardiff Rod Mill		Cardiff Tidal Sidings	70
Fri, Dec 16, 1988	37275	Stainless Pioneer		Tinsley	71

Compiled by Ken Carr

Railtour Review

The Tinsley Humper & Pennine Perambulator

By Rob Morel

After making our way to Kings Cross for the 08:25 kick-off on Saturday 27 April, we were greeted by 86208 and twelve assorted mark one coaches sitting at platform one. The Class 86 had brought the ECS in. At the business end were 31468 & 31462.

Departure from the 'Cross' was bang on time and we headed steadily north for Nottingham. At Peterborough 'Euro-Syphons' 37604 & 37608 were noted on a Eurostar set stabled in the yard.

Nottingham was reached in good time and 37372 & 37010 were waiting in the centre road to take the train forward.

However, the first of a few trials & tribulations were just about to happen.

After much moving of plastic units on service trains, the two Class 37s were signalled from the centre road out of the station to allow them to drop back onto the train. After the Detachment Technician (shunter) had released the 'Peds' and then coupled up the 'Syphons', we settled back into our seats ready for the 12:12 departure.

While we were waiting 37888 & 37706 cruised through the station on a tank train. However, departure time came and went. Then Rumour Control advised us that during the move to position the 37s, the driver (momentum adjuster) had passed a signal at danger, oops. He was immediately relieved of his duties and a replacement was summoned from Derby. Thanks to a fast car departure was at 13:36, a mere 84 minutes late. Interestingly we were actually due at Sheffield some 31 minutes previously.

An excellent run resulted from Nottingham only ham-

pered by an unexpected stop to report a serious case of trespass/stupidity. Some lunatic had been spotted riding a moped down the London bound track! Even so, this only lost us a few minutes and Sheffield was finally reached at 14:32, 87 down.

Instead of staying on board for the 'Pennine Perambulator' we opted to visit the open day at Tinsley, a very wise move as it turned out. 37010 was declared a failure on arrival at Sheffield, and despite the willingness of a fitter, who was a punter on the tour, to rectify what was apparently a minor fault, the pair of 'Syphons' were removed from the tour in favour of 47704 much to

the disgust of the assembled throng waiting to do the 37s.

The open-day produced a selection of 'Spoons' in various states of dereliction, oh, and a single Class 37, 37605 nicely positioned inside one of



37010 & 37372 stand at Nottingham prior to taking 'The Tinsley Humper' to Sheffield on 27 April '96. Photo: ROB MOREL.

the sheds, tucked away behind a sales stand!

We returned to Sheffield in time for the booked 18:02 departure of the *Tinsley Humper*, only to find out that the booked departure time had been moved to 18:32 (oh joy) because of our late arrival. 18:32 came & went, then at 18:42 the 'Perambulator' rolled in behind 47704.

The 'Peds' then took over and we finally departed at 19:06, 34 minutes late. More time was lost on the return to London due to the communication cord being pulled at Carlton and then the tour was looped at Peterborough to allow an HST and an EMU to pass.

Kings Cross was reached at 22:37, 57 minutes down. All this for just 42 miles of 'Syphon' haulage!

THE CLASS 37 GROUP

Present



'The Settle Syphons' Features:

- * OVER 620 MILES WITH 4 DIFFERENT 37s *
- * SALES STAND, BUFFET AND REAL ALE BAR *
- * A RARE APPEARANCE OF 37s OVER THE S&C *
- * A FULLY ILLUSTRATED TOUR GUIDE *
- * PHOTO STOP AT DENT *
- * VALUE FOR MONEY & A GREAT DAY OUT *
- * RETURN VIA HEXHAM & E.C.M.L.
- * NEW CLUB CLASS AVAILABLE *

The full route and approximate timings are as follows:

KINGS CROSS (dep 07:30), POTTERS BAR (p.u. 07:50), Stevenage, PETERBOROUGH (p.u. 08:45), Grantham, DONCASTER (p.u.), Hare Park Junc., Calder Bridge Junc., Turners Lane Junc., Normanton, Altofts Junc., Engine Shed Junc., Whitehall Junc., Skipton, Settle, Dent (photo stop), Carlisle (Rev), Hexham, Norwood Junc., Low Fell Junc., Darlington, YORK (s.d.), Doncaster, PETERBOROUGH (s.d. 21:00), STEVENAGE (s.d. 21:40), POTTERS BAR (s.d. 21:55), KX (22:10).

Requested Motive Power:

KX - Doncaster & York - KX: **2 x 37 (Former Mainline)**
 Doncaster - Carlisle - York: **2 x 37 (Former Load haul FDKI pool)**

Ticket Prices For 'The Settle Syphons' on 20 July 1996:

Standard - £39.50

(37 Group Members - £37.50)

First - £49.50

(37 Group Members - £47.50)

or you can take advantage of the exclusive 'Club Class':-

'Club Class' passengers receive the following:

- * A First Class seat in the special 'Club Class' section
- * A free copy of the new video 'Down the Coast'
- * A complimentary newspaper
- * A year's Class 37 Group membership extension
- * At seat complimentary soft drinks
- CLUB CLASS PRICE - £65.00 (Members Only)**

Bookings stating membership number and joining point, with remittance (Credit Cards Accepted) to:



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



N.B. No refunds will be given unless tour is cancelled. All locomotives and route subject to availability on the day. Tickets will be despatched approximately 10 days before the tour is due to run.

UP FRONT DOWN THE COAST

by Ken Carr



Working for the country's biggest railway video producer certainly has many advantages. Over the years I have been able to get access to a number of places which are strictly out of bounds to most enthusiasts.

Until 2 May '96, my favourite was a 190 mph cab-ride in the French TGV, pretty exhilarating stuff. However, after negotiations with Regional Railways North West, I had arranged a cab-ride 'Down the Coast', to be filmed for 'Video Track'. The run that ensued was so enjoyable that I decided it should comprise a programme of its own.

The day began at 06:30 with the prospect of a slog cross country up to Crewe, not the easiest of journeys from downtown Chelmsford. After battling with tractors (the farm version), the M11, numerous juggernauts, (why do they insist on overtaking each other at 50 mph?), the A14, the M6 (the motorway with a slow speed control fitted) and then a stropky waiter at a Little Chef, arrival at Crewe was just before 11:00, well relaxed!

Once on the station I found my colleague and we waited for the 11:24 to Holyhead. Just after 11:00, 37417 *Highland Region* rolled in with the 09:13 from Bangor, shortly followed by our engine for the day, a well worn, 37418 *East Lancashire Railway*. After the loco had coupled up we made our introductions to the Inspector & driver and set about wiring up the 'Syphon' for the filming. This took a little longer than expected as we had to feed a microphone link into the back cab and also there isn't exactly a lot of room in a Class 37 cab for four people plus tripod and broadcast video camera.

However, at 11:24 we were ready, the signal was green, the guard waved us away and with a toot on the horn we were off easing the five coach train gently out of the station and around the curve past The Railway

Age and its collection of ex-BR diesels. No sign of 37029 though. We then approached Crewe Works on our right and Crewe Electric on the left. The driver pulled the controller back to notch 8 and the locomotive erupted into life. Being a few feet higher in the cab as opposed to being in a coach means that we could actually see into Crewe Works yard, for what it was worth, a couple of derelict 47s and the ex-RTC 'Ped' the only locos on view. At Crewe Electric there was the usual gaggle of Class 92s (what do they do?) an East Anglian Class 86 and the line-up of scrapped 20s.

Speed was now steadily increasing and we hit the maximum 80 just after milepost 163. The loco had been on full power virtually all the way but had to be shut off for a 65 mph speed restriction on the approaches to Chester. It was here we passed 37408 *Loch Rannoch* working the 10:23 Bangor - Crewe running bang on schedule. Much to the driver's delight we were signalled straight into the station for a 3 minute early arrival.

Departure from Chester brought one of the trip's highlights after passing the p.w. yard on our left we saw a ballast train ahead of us in the loop. As we approached it became apparent that it was none other than, you've guessed it, 37116 *Sister Dora* on the front end. This mega machine would follow us down the coast on 6D06 from Guide Bridge, sadly no amount of persuasion could get the driver to fail 418.

We charged into Wales and our next stop was at Shotton, the platform here can just about cope with five coaches but precision stopping is required to make sure they all end up adjacent to the platform. Our driver performed the task well, but he had to approach slower than usual to make sure. This highlights one of the problems of keeping to time on the route, this and passengers prattling around getting on or off, or a loco not up to scratch can all lose time. The driver informed us that

418 was not to brilliant and that it didn't accelerate to well over 60 mph.

The loco was chucked onto full power and we left Shotton, however bridge building work at Rockcliffe Hall meant that we had to observe a 20 mph slack. Railtrack are charging the bridge builders for every train that loses time passing through the restriction, seeing as that this is all of them, and the building began last Autumn and still continues, that should help them pay for the first dividend on their shares. There are a number of other ways Railtrack make easy money, but I won't bore you with them.

After the slack and passing under the bridge, which is over 50 yards in length, therefore according to BR classification it should be a tunnel, full power returned and we roared off towards our next stop at Flint, which had apparently been vandalised the night before. Thankfully the stop was brief and we avoided having our wheels nicked, then 1,800 amps registered on the ammeter as the loco pulled away.

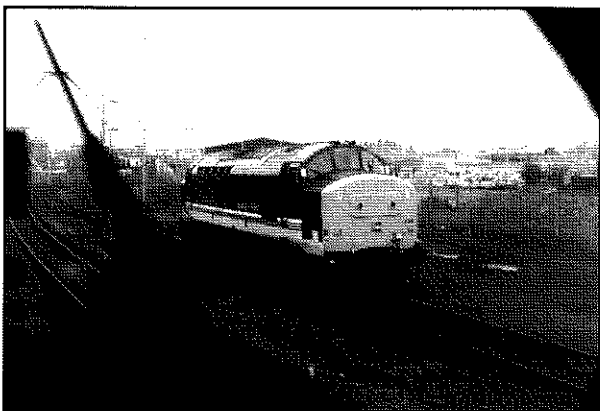
Once again we moved swiftly along passing former stations, then through Mostyn before meeting up with 37402 at Talacre with 1K63 the 11:31 Bangor - Crewe. We then caught our first glimpse of the sea as opposed to the River Dee estuary as we approached Prestatyn and a 2 minute late arrival.

Semaphores are still in evidence here and we were soon off and running heading for Rhyl, the semaphore gantry on the approach to the station is soon to be replaced by a colour light signal and there is also talk of the down platform being taken out of use, with the remaining platform becoming bi-directional.

Next stop was Abergele and the loco suffered some wheelslip as we pulled away, the driver was very quick to apply the sanders and 418 soon found its feet and off we charged toward Colwyn Bay. Another quick stop and we headed for Llandudno Junction passing 37405 on 12:23 Bangor - Crewe., despite some smart work from the driver we arrived 2 minutes down. A driver change was scheduled, so the camera had to be moved out the way of the door, which was a complete waste of time, because said door was stuck and no amount of kicking and shoving would move it.

Our replacement driver joined us via the other cab and the engine room! Eventually the door flew open and we bade our farewells to the first driver. Hurriedly the camera was set-up again and we were off. It didn't take long to reach the Conwy bridge, as we came out under the castle full power was restored. This part of the route is probably the most scenic with the mountains nudging the sea. The road and railway hug the coast competing for space. Earlier in the day the waves had been splashing over the line, but the tide was now on its way out so no special effects for the camera.

At Penmaenmawr we passed the ballast siding which would shortly play host to 116 and its train from Guide Bridge, then into Pencilp tunnel, where the camera tape had to be changed in total darkness! Back in daylight we charged toward Llanfairfechan, but the speed was only rising slowly and just as we got near 80 mph it was time to slow for the approach to Bangor. As we emerged from Bangor tunnel, a 'Heritage' DMU was just leaving for the 'Junction' and to our left in the bay platform was the ex-works 37420 looking superb.



Above: On the return run a recently outshopped 37420 awaits to work the 16:24 from Crewe.

Opposite: Also on the return run, 37418 passes 37422 as it heads for Bangor. **Photos: KEN CARR**

The good thing about Bangor station is that it is sandwiched between two tunnels and providing you have a half decent driver you are guaranteed some wonderful sound effects on departure, we weren't disappointed.

After Bangor the line singles to cross the Britannia Bridge, its lions now in the shadow of the road bridge running directly above. Now on Anglesey we soon began to pick up speed and quickly passed the nameboard with a station attached at Llanfairpwllgwyngyllgogerychwryndrobwlilliantysiliogogoch. By the time everyone had had ago at pronouncing it we were approaching Gaerwen Junction and the old line to Amlwch and a signal check, we had caught up the preceding unit.

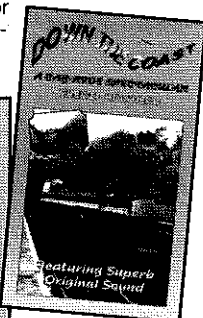
After pottering along for a short while the unit must have got its act together as we were being given clear signals and on we charged. The RAF base at Valley put on an impromptu air display with planes taking off and landing all over the place.

Then we were on the approach to Holyhead, as we slowed to a crawl the signal changed and we wound our way through the trackwork and into platform 4, a mere 2 minutes down.

A most enjoyable trip, even better was that we were in the cab for the return, but that as they say is a different story. On arrival back at Crewe there was enough time to get 37420 out to Chester for 37408 back and then the wonderful drive back home.

MEMBER OFFER

As mentioned, the cab-ride has been produced into 100 minute video, including plenty of line-side action as well as the cab-ride footage. Class 37 Group Members can purchase this programme at a £1.50 saving for £10.45 direct from the *Syphon Shop* (see page 27).



PASSENGER DIARY

There has been a marked drop in no-heat 37s workings over the last couple of months. The highlights being 37116's Settle & Carlisle rescue mission and 37372 appearance on the 'Tinsley Humper'.

Their has been a drop in the number of reports from the 'Coast' and Scotland. Just because we are

not listing every working doesn't mean that this info is useful. The Group keeps a diary of all known workings so please keep these coming in.

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

12/3/96	37156	Blair Atholl - Inverness after 47790 failed on sleeper from Euston.
16/3/96	37221	Blair Atholl - Inverness after 47756 failed on sleeper from Euston.
30/3/96	37671	'Cornish Raider' railtour with 37412.
3/4/96	37803	Clapham Junction - Birmingham New Street with 47830 'Dead in Tow' on 09:20 Brighton - Glasgow.
4/4/96	37211	18:09 Holyhead - Birmingham International from Llandudno Junction - Crewe with 37415 'DIT'.
12/4/96	37158	Dragged 14:45 Paddington - Penzance HST from Exeter to Plymouth.
19/4/96	37108	Leominster - Cardiff with 21:38 from Crewe. 37411 failed.
27/4/96	37010 & 37372	'Tinsley Humper' railtour from Nottingham - Sheffield. 37372's 1st run since 13/9/92.
29/4/96	37219	Westbury - Weymouth on 16:33 from Bristol. 37427 failed.
4/5/96	37116	Towed steam loco, 60009 <i>Union of South Africa</i> and its 'Cumbrian Mountain Express' train from Garsdale to Carlisle. 1st run since 28/9/93.
21/5/96	37025	1G48 Euston - Wolverhampton from Rugby or Wolverton.
25/5/96	37074	Paignton & Dartmouth Gala.
26/5/96	37074	Paignton & Dartmouth Gala.
1/6/96	37604/37611	Pathfinders 'Cumbrian Coaster' Railtour.

The following Class 37s have appeared on passenger trains this year.

37010	37025	37074	37100	37108	37116	37142	37154	37156	37158
37178	37197	37201	37207	37211	37219	37221	37229	37255	37372
37380	37401	37402	37403	37404	37405	37406	37407	37408	37410
37411	37412	37413	37414	37415	37416	37417	37418	37419	37420
37421	37422	37424	37425	37426	37427	37429	37430	37604	37611
37671	37674	37685	37695	37696	37803	37886	37895		

DEADLINE FOR THE AUGUST ISSUE OF SYPHON!
WEDNESDAY 24 JULY '96

PASSENGER DIARY

THE 'E' FLEET

- | | | | | | |
|--|-------------------------------|-----------------------------|--|--------------------------------|------------------|
| 37401 | Mary Queen of Scots | LGHM (ML) | 37417 | Highland Region | LWMC (CD) |
| Last recorded working 16/5/96. | | | Last reported working - North Wales 1/6/96. | | |
| 37402 | Bont Y Bermo | LWMC (CD) | 37418 | East Lancashire Railway | LWMC (CD) |
| Last reported working - North Wales 1/6/96. | | | Last reported working - North Wales 3/5/96. | | |
| 37403 | Ben Cruachan | LGHM (ML) | 37419 | | LWCX |
| Last recorded working 7/4/96. | | | Loco now stored last recorded working 2/3/96. | | |
| 37404 | Loch Long | LGHM (ML) | 37420 | The Scottish Hosteller | LWMC (CD) |
| Last recorded working - Ft William sleepers 22/5/96. | | | Back in traffic late April.
Last reported working - North Wales 1/6/96. | | |
| 37405 | Strathclyde Region | LWCW (SP) | 37421 | The Kingsman | LWMC (CD) |
| Last recorded working North Wales 10/5/96. | | | Last reported working - North Wales 1/6/96 | | |
| 37406 | The Saltire Society | LGHM (ML) | 37422 | Robert F. Fairlie | LWMC (CD) |
| No reports from Scotland - last recorded working 29/12/95. | | | Last reported working - North Wales 21/5/96. | | |
| 37407 | Blackpool Tower | LWCW (SP) | 37423 | Sir Murray Morrison | LGHM (ML) |
| Last reported working - North Wales 16/5/96. | | | No reports from Scotland - last recorded working 30/12/95. | | |
| 37408 | Loch Rannoch | LWMC (CD) | 37424 | | LGHM (ML) |
| Last reported working - North Wales 21/5/96. | | | No reports from Scotland - last recorded working 7/4/96. | | |
| 37409 | Loch Awe | LGHM (ML) | 37425 | Concrete Bob | LWMC (CD) |
| No reports from Scotland - last recorded working 7/11/95. | | | Last reported working - North Wales 21/5/96. | | |
| 37410 | Aluminium 100 | LGHM (ML) | 37426 | | LWCW (SP) |
| Last recorded working - Fort William sleepers 23/5/96. | | | Last reported working - North Wales 13/4/96. | | |
| 37411 | | On Loan to LWMC (CD) | 37427 | | LNDK (CF) |
| Last reported working - North Wales 11/4/96. | | | Last recorded working Bristol - Weymouth 24/5/96. | | |
| 37412 | Driver John Elliot | LNDK (CF) | 37428 | David Lloyd George | LGHM (ML) |
| 30/3/96 - Worked 'Cornish Raider' railtour with 37671.
Last recorded working Crewe - Cardiff 11/4/96. | | | No reports from Scotland - last recorded working 8/11/95. | | |
| 37413 | Loch Eil Outward Bound | LWCW (SP) | 37429 | Eisteddfod Genedlaethol | LWMC (CD) |
| Last reported working - North Wales 11/5/96. | | | Back in Traffic during mid-May.
Last reported working - North Wales 1/6/96. | | |
| 37414 | Cathays C&W Works | LWMC (CD) | 37430 | Cwmbran | LGHM (ML) |
| Last reported working - North Wales 1/6/96. | | | Last recorded working 1/4/96. | | |
| 37415 | | LWCW (SP) | 37431 | | LCXX |
| A short stint on the North Wales in early April included a couple of failures. Last reported working - North Wales 6/4/96. | | | Loco now stored last recorded working 19/7/94. | | |
| 37416 | | LWCW (SP) | | | |
| Last reported working - North Wales 21/3/96. | | | | | |

**P.S. - DON'T FORGET TO BOOK
ON 'THE SETTLE SYPHONS'**

The Brake Van

Letters, Quizzes, &
Other General Odds &

SYPHON DEPOT WORD SEARCH

H G I E L T S A E D N E H W R D A C
P J T A D U M N O O M H S Y R W S B
T M O S G H T S E F A Y Y Z B M F A
O O W T H O R N A B Y R L N F A T T
Q T H F S U R E N M D S A Z G H F H
A H E I G K C D N N W E R T U G C R
L E A E H Y R R U D Q E X J I N O O
W R L L A N D O R E H N E L A I R A
S W E D P S F F W C U A V R T M L D
S E Y S A N C T R R D L B S O M P F
E L M I A H T A W O E S O O C I R H
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R A L D C A N T O N O R S J E C A R
E U L D F G G S I P O A E A B S N L
V I S I O N S R K E N W A I C R O Y
N A T U T Y P S T C R E W E I N T E
I N T E R S H G T E S T K I H J O D
S Y P H O N E G A T E S H E A D T D

Within the wordsearch grid, please find the following depots, all of which have had Class 37 allocations at some time:

BATH ROAD	LANDORE
BESCOT	MARCH
CANTON	MOTHERWELL
CREWE	SPRINGS BRANCH
EASTFIELD	STEWARTS LANE
EASTLEIGH	STRATFORD
GATESHEAD	THORNABY
HEALEY MILLS	TINSLEY
IMMINGHAM	TOTON
INVERNESS	WATH
LAIRA	

In addition there are two mystery locations hidden within the grid. Both of which have very close associations with the class

WRITE-A-WAY

To All Readers,
I certainly recommend a mini-break to South Wales for anyone still requiring sightings of Class 37s in coats of many colours. A recent 2 day trip in April resulted in the sighting of the following:

Cardiff

37031, 37099, 37111, 37133, 37188, 37197, 37240, 37255, 37412, 37427, 37517, 37670, 37674, 37695, 37701, 37702, 37703, 37719, 37886, 37887, 37889, 37894, 37895, 37897 and 37899.

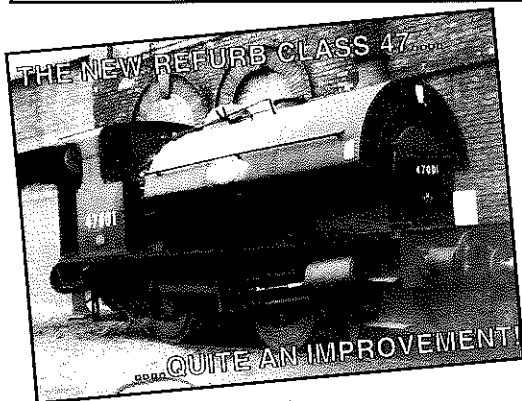
Newport

37213, 37258, 37275, 37411, 37799, 37901, 37902, 37903 and 37906.

I was also lucky enough to ride behind 37427 on the Friday night Cardiff - Manchester.

Regards

Michael Warrick



QUESTION MARK?

- Q1.** What is the farthest north Class 37s have been allocated?
Q2. Which 'Syphon' was painted in the 'Police' livery?
Q3. Which loco was fitted with the experimental CP5 self-steering bogie?

Answers: 1. Dingwall (temporary base after bridge over River Ness collapsed. 2. 37093. 3. 37175.

Happy 35th Birthday To:

37019, 37517, 37702 (June)
 37023, 37608, 37715 (July)

Any contributions for 'The Brake Van' to:
 Ken Carr,

13 Shearers Way, Boreham, Essex CM3 3AE

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

DOWN THE COAST (New)	£10.45
D&E Journey thro' the '60s	£17.95
Video Track 52 (New)	£10.95
Lineside Freight Pt 2	£13.95
Syphon Celebration	£17.95
East Coast Power	£17.95

Locomaster Profiles

Traction Review '95	£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	£18.95
Diesel & Electrics on 35mm	£18.95
Diesel & Electrics on 35mm 2	£18.95

Telerail

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

Train Crazy

North Wales Coast (New)	£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 Aug '95.
Price.....35p ea. Oct '95 to date£1.25 ea.

MAIL ORDERS TO:

37 GROUP SALES, C/O 48 Beaconsfield Road, Kirkley, Lowestoft, Suffolk NR33 0BJ

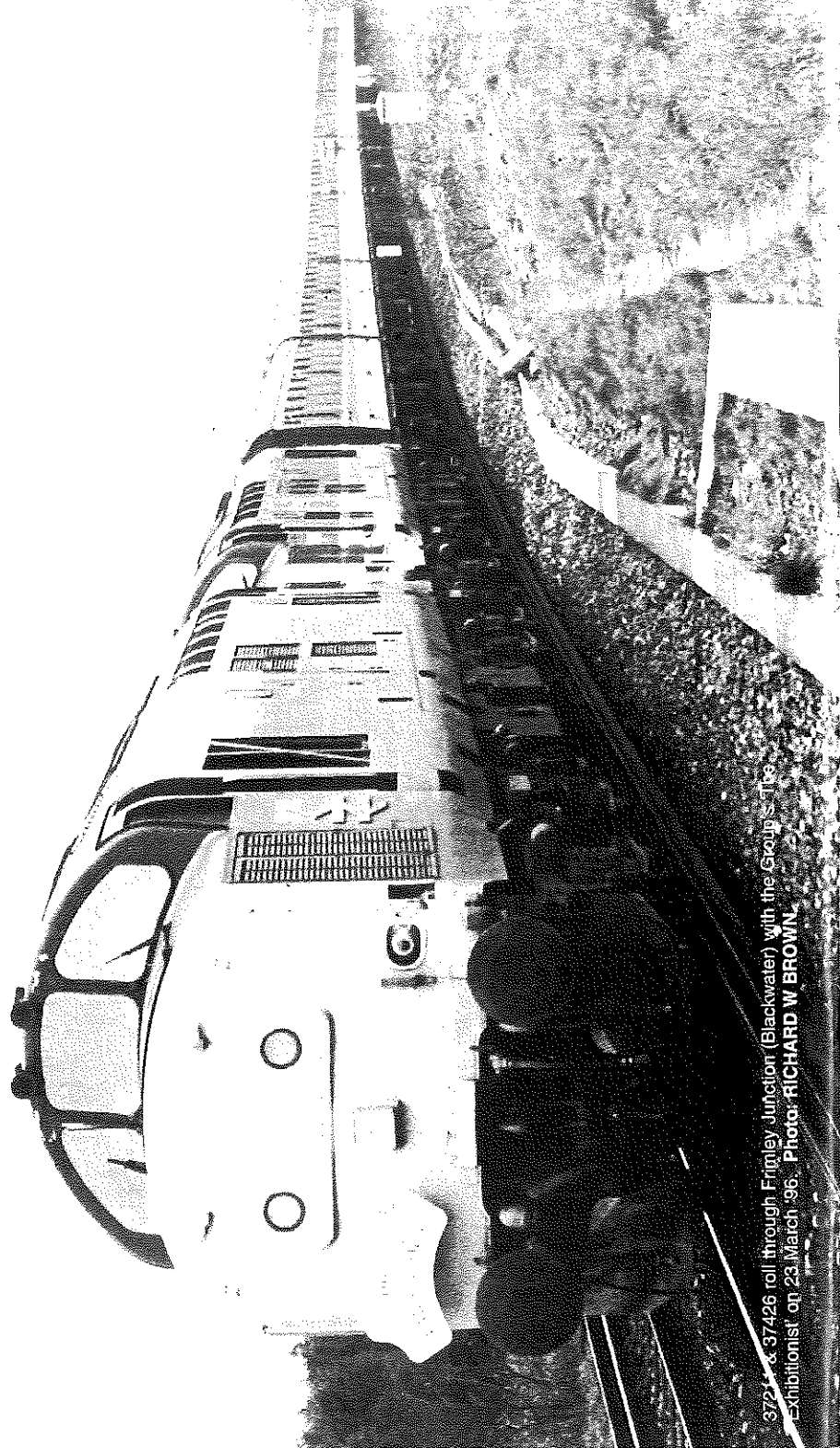
Please add £1.00 per Sweatshirt/T-Shirt for p&p
50p for Audio Cassettes
25p for anything else.



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

Ciao!



37244 & 37426 roll through Frimley Junction (Blackwater) with the Group's 'The Exhibitionist' on 23 March '96. Photo: RICHARD W BROWN.