

The Magazine of the Class 37 Group

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# SYPHON!

SETTLE SYPHONS  
FULL REPORT & PICS



£1.25

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1996

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Thankyou to the following, who have contributed to this issue of **SYPHON!** Dobson, Alan Hawkins, The North Wales Crew, Ray Manha, Rob Morel, Daniel Hitchens, Mike Broom, Andrew Fuller, T. Dawe, Stephen David Percival, Ivor Bufton, Derek Makney, K. Palmer, Adrian Cox, Riley, K.T. Goodchild, D.L. Jennings, Alex Hall, and anyone else I may Janet Cottrell, Transport Topics, Ian have missed.

Cover Pic: 37058 leads 37059 through Carlisle, during the run-round on the Group's 'The Settle Syphons' railtour on 20 July. Note the non-working headlamp! Photo: KEN CARR.

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 s.a.e. 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! If you are submitting articles, we can accept them on computer disk providing they are saved as an ASCII file, please also enclose a hard copy.

# From the Engine Room

We have nearly made it! Yes, the Group has bid for a loco, now we face an agonising wait to find out if we have got it. As we promised at last year's AGM, The Class 37 Group, is on the move. Membership is soaring, we have run some railtours and we are becoming well known to the national railway media.

Sadly, 'The Settle Syphons' lost money. Why did we run it then? I hear you cry. We were already committed to a certain amount of outlay, lost deposits and advertising. Therefore, the committee reasoned that as we would be no worse off by running, it was pointless to cancel. In the event this proved exactly the case, plus it leaves our options open for future tours. The number of new members gained during the tour and the coverage in the national

railway press were added bonuses, especially as all publicity is highly worthwhile. I should also add, that to make sure this doesn't affect our preservation plans, that some of loss has been covered by individual members of the committee.

Obviously it is disappointing that we had this set back. However, as previously mentioned everything else is going in our favour and the Committee is working hard to deliver the membership a Class 37 in the near future. We have the resources, the finance, and the motivation. All that is needed now, is for EW&SR to say yes to our bid.

**Ken Carr**  
Editor

## Membership Matters

There has been plenty activity on the membership front. Welcome to all the new members and thank you to those who have renewed or re-joined. The details are as follows:

### Renewals

37009 - M. Barker  
37018 - S. Petre  
37048 - Cathy Barton  
37082 - M.A. Evans  
37097 - Paul Miller  
37117 - Graham Potts  
37129 - M.B. Parker  
37150 - M. Driscoll  
37188 - R.W. Cory  
37206 - J.A. Tilbury  
37255 - M.J. Bradbury  
37418 - J. Butson  
37708 - Richard Oxenforth

37010 - Alan Potts  
37020 - S.G. Chapman  
37063 - John Bruin  
37088 - S. Fennell  
37102 - A.G. Bramhill  
37118 - Mrs Potts  
37136 - T. Dawe  
37151 - Stephen Miles  
37193 - Richard Davis  
37223 - Neil Hawley  
37275 - Ian Waggott  
37428 - P.J. Edwards  
37802 - M. Steptoe

37014 - Keiron Lewis  
37034 - K.G. Sidney  
37069 - S. Cholmondeley  
37090 - T.J. Lawley  
37107 - T. Coleman  
37119 - J. Pinnion  
37143 - W. Berridge  
37152 - Colin Redfearn  
37194 - Andy Mellors  
37227 - M. Saunders  
37405 - Alex C. Hall  
37431 - David Wilson  
37901 - G.A. Calver

37017 - R.D. Hall  
37037 - R.J. Barr  
37080 - Geoff Corker  
37092 - R.L. Payne  
37110 - Stephen Dexter  
37125 - Stephen Pizzey  
37144 - S. Berridge  
37181 - M.J. Randall  
37205 - M. Game  
37242 - J.B. Thompson  
37416 - D.B. Speight  
37505 - Stephen Whitlock

### Rejoining

37038 - Jerry Dickinson

37410 - James Mustard

### New Members

37052 - N.P. Ingram  
37134 - David Ball  
37161 - Mrs Walker  
37200 - Samantha Wilkinson  
37292 - Andrew Elshaw  
37299 - Andrew Sparkes  
37419 - Paul Aldcroft

37056 - H.W. Carter  
37135 - Jack Ball  
37185 - Donald Cox  
37273 - Dave Howton  
37295 - Karl Sherman  
37300 - John Dawson

37068 - Tom Rajczonek  
37155 - R. Taylor  
37186 - Anthony Cox  
37290 - Paul Fletcher  
37296 - David Wood  
37406 - Guy Vincent

37106 - Paul Smith  
37160 - Mr Walker  
37198 - Martin Fenton  
37291 - Stephen Barrow  
37297 - Ian Evans  
37411 - K.R. Newcombe

We have had a wonderful response to our recent appeal letter. We would like to thank the following members who have made donations:

37007 - Melvyn Graves  
37023 - P.A. King  
37042 - Ken Carr  
37058 - S.J. Maloney  
37079 - P.J. White  
37098 - R.S. Willis  
37104 - C.J. Mills  
37116 - Steve Potter  
37130 - M. Reynolds  
37135 - Jack Ball  
37142 - S. Lee  
37156 - Maurice Barber  
37177 - A. Hawkins  
37205 - M. Game  
37215 - M.J. Cox  
37242 - J.B. Thompson  
37283 - J. Lancaster  
37402 - P. Emery  
37428 - P.J. Edwards  
37802 - M. Steetoe  
37905 - A. Gooch

37010 - Alan Potts  
37027 - M.W. Stock  
37049 - G. Sansom  
37066 - D. Donlan  
37082 - Mike Evans  
37100 - S.P. Avins  
37106 - Paul Smith  
37123 - A.P. Sayer  
37131 - D. Hamilton  
37138 - M.F. Collins  
37143 - W. Berridge  
37167 - Peter Davies  
37185 - Donald Cox  
37206 - J.R. Tilbury  
37219 - A. Baldwin  
37246 - K.T. Goodchild  
37288 - John Lloyd  
37410 - James Mustard  
37675 - R.K. Upton  
37891 - M. Gibson

37011 - K.A. Reynolds  
37029 - Peter Holden  
37053 - Mr King  
37072 - Martin Bone  
37088 - S. Fennell  
37102 - A.G. Bramhill  
37107 - T. Coleman  
37125 - Stephen Pizzey  
37133 - R. Parr  
37139 - T. Stretton  
37144 - S. Berridge  
37172 - L.W. Hurn  
37186 - Anthony Cox  
37207 - D.J. Owen  
37222 - David Prior  
37255 - M.J. Bradbury  
37294 - G.J. West  
37416 - D. Speight  
37708 - Richard Oxenforth  
37892 - M.E. Ranson

37014 - Keiron Lewis  
37037 - R. Barr  
37056 - H. Carter  
37075 - Alan Timperley  
37092 - R.L. Payne  
37103 - T.N. Moore  
37115 - Mike Millward  
37126 - Rob Morel  
37134 - David Ball  
37140 - M. Jennings  
37151 - Stephen Miles  
37174 - Steve Flowerday  
37188 - R.W. Cory  
37209 - Neil Young  
37223 - Tim Hawley  
37261 - J. Hooson  
37401 - B. Jowett  
37421 - Ian Vandervell  
37710 - G. Latimer  
37901 - G.A. Calver

**Graham Potts**  
Membership Secretary 3

## GROUP HOPEFUL OF SECURING 37003



Some 15 years ago 6703 receives attention at Doncaster. This loco, now numbered 37003, is stored at Immingham and is subject to a bid by the Group. Photo: TRANSPORT TOPICS

FOLLOWING the excellent response to our questionnaire, the Group have submitted a bid to Load Haul/EW&SR for 37003. The loco has been in store for over a year at Immingham and is believed to be surplus to requirements.

When inspected, the loco was found to be in reasonably good condition, obviously some work will be needed but those present believe that it is well within the capabilities of the Group.

A decision on whether our offer is accepted will not take place for a couple of months. This is partly due to the fact that now the loco is in effect privately owned, there is no need for

the old tender system, however a new system is still not in place.

We are now looking at where we can base the locomotive should the bid be successful. The overwhelming favourite from the questionnaire is the Great Central. Talks are about to begin with them and third favourite, The Mid-Norfolk, second favourite the East Lincs have already indicated that they cannot accommodate us.

Hopefully by the next issue, we will have our very own 'Syphon'. In the meantime all donations gratefully received.

## ROD SAUNDERS STANDS DOWN

GROUP Treasurer, Rod Saunders, has decided to relinquish the post for personal reasons. Rod has put a lot of time, effort and money into the Group over the years. On behalf of everyone, I thank Rod for the excellent work he has done, taking us to the brink of purchasing a loco. Steve Potter will take over the treasurer's role from 1 August and Rod will remain on the committee in a non-portfolio role.

## MEMBERSHIP CRUISES THROUGH 300 MARK

THE membership of the Group continues to rise, thanks to recent membership drives. The 300 barrier was passed during July and now stands at 305. As with 'The Exhibitionist' earlier in the year 'The Settle Syphons' railtour netted a number of new members. Certainly the fact that the Group is very active helps our cause and hopefully with the fact that we are close to purchasing a loco, and continuing with a railtour programme will further increase membership.

## AGM ADVANCE NOTICE

The AGM will take place on Saturday 23 November '96.  
Nominations for Committee positions to be sent to  
Mike Millward no later than 23 October '96.

## TRANSPORT TOPICS

Would you like a copy of our colour catalogue listing well over 4,000 railway photographs and slides from the cameras of Colin J Marsden, Darren Ford, David Canning, Michael Hill and many others covering four decades?

If so, please send £3.00 to:

Transport Topics, 25 Hawker Way,  
Woodley, Reading, Berks RG5 4PF.  
(cheques payable to M. High)

And we will send you a copy  
complete with samples.

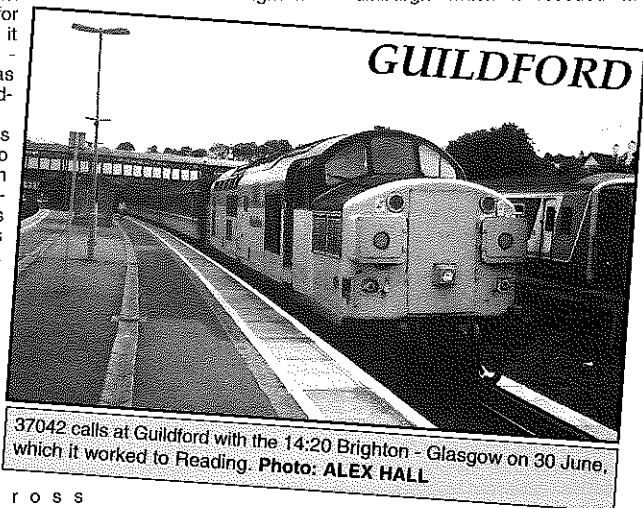
## 37258 KICKS-OFF SUMMER 'SYPHON' BONANZA

THE Summer timetable is always eagerly awaited. So far this year has produced a bumper crop of NB workings First out of the blocks was 37258 which appeared just three days after the start of the Summer diagrams. The loco covered the Cardiff 37/4 diagram for six days from 5 - 10 June, the only working it didn't appear on was the Friday's Cardiff - Manchester. 37412 deputised but was declared a failure at Crewe with a failed headlight!

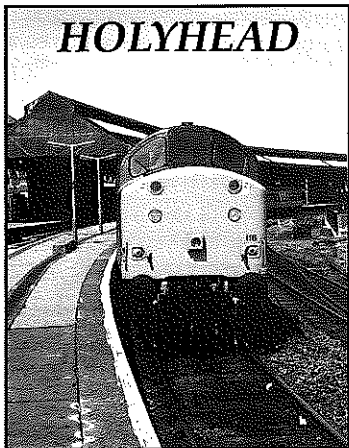
One of the most outrageous workings occurred on 6 June. 37521 was called in to help an InterCity Cross Country HST, which had failed at Exeter, the loco ended up working the train throughout to Leeds. Two days later, 37116 produced on the North Wales Coast and worked from Crewe to Holyhead & return, followed by an outing to Bangor and back.

On 11 June, 37222 struggled with a Poole - York train, eventually being replaced by a 'Duff' at Reading. Three days later, 37701 was a popular choice for the Fridays only Cardiff - Manchester. The following day 37670 helped an HST from Par to Newquay on the 06:05 from Leeds and then propelled the return working back to Par! Another

Manchester, this time 37158 performed the honours. There was more activity at Crewe the following day when 37695 had a stroll along the West Coast Main Line with the 09:20 Brighton - Edinburgh which it rescued at



37042 calls at Guildford with the 14:20 Brighton - Glasgow on 30 June, which it worked to Reading. Photo: ALEX HALL



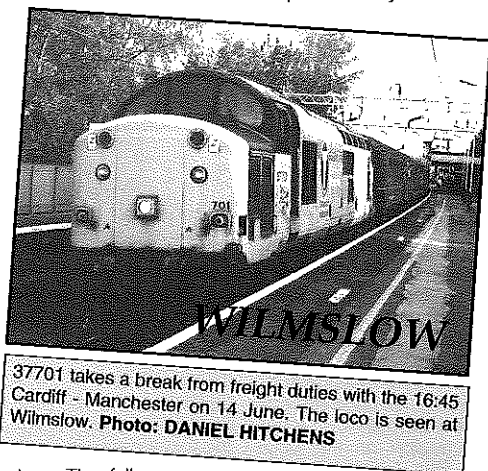
After its surprise run down the coast, 37116 sits at Holyhead, waiting to take out the 14:53 to Crewe on 8 June.

Photo: KEN CARR

Cross Country train ran into trouble on 20 June, which led to 37046 working from Oxford to Birmingham. The Sunday night Birmingham - Cardiff saw 37116 begin four days of passenger duties when it topped 37411. The following three days it was used on the Weymouth diagram. On 27 June, 37351 helped out an ailing 37423 on the Fort William sleeper from Dumbarton to

Wolverhampton. The 'Syphon' worked through to Preston direct, missing out the run via Manchester to regain lost time. Two days later 37685 worked the 21:10 Aberdeen - Edinburgh from Ladybank.

The second NB down the Coast appeared, whilst most people were on board 'The Settle Syphons'. 37142 worked the Stockport - Holyhead and



37701 takes a break from freight duties with the 16:45 Cardiff - Manchester on 14 June. The loco is seen at Wilmslow. Photo: DANIEL HITCHENS

Edinburgh. The following Sunday the Cardiff to Birmingham & return was worked by 37141, whilst 37042 was put in charge of the 14:20 Brighton - Glasgow, which it worked to Reading.

Another outrageous working occurred on 2 July. 37197 assisted an HST on the 05:55 Plymouth - Paddington from Exeter all the way to the Capital via the 'Berks & Hants', apparently it didn't lose much time either! The following day 37141 worked the afternoon half of the Weymouth diagram and performed the full version the following day.

Friday 5 July saw yet another NB on the Cardiff -

return. The following Monday, 22 July, 37055 worked a Cross Country service from Oxford - Liverpool as far as Birmingham. The final day of the month saw 37240 on drag duties at Liverpool Lime Street when it assisted an 'AC' to Warrington.



## THE TRAVELS OF 37419



Since being outshopped from Doncaster in EW&SR livery, Springs Branch's 37419 has been on a variety of duties. Initially it was employed on Tunstead stone traffic, although this seems an odd choice for a freshly painted loco. The loco then escaped on 8 July for a ballast trip down the North Wales Coast to Penmaenmawr. On 17 July it appeared at Sellafield to work the Bridgwater flasks. A duty it repeated on 24 July. In between it worked a single passenger duty between Crewe & Holyhead on 20 July. The loco is seen at Oakeigh on 6 July. **Photo: DANIEL HITCHENS**

## THREE MORE 'SYPHONS' CUT-UP

As EW&SR begin to start their clear out, a number of Class 37s will end up in the scrap yard. During June 37004 was reduced to a pile of scrap at MC Metals and 37378 suffered a similar fate at Booth-Roe. Waterman Railways owned 37008 also met with the cutters-torch during July.

## KYLE OF LOCHALSH DUTIES

With the 'Royal Scotsman' in operation once again this year, Class 37s continue to visit Kyle of Lochalsh. One working of note took place on 6 August when 37294 replaced 37401 for the run from Inverness returning the following day. Another notable working took place on 15 June when 37401 & 37404 headed an SRPS railtour from Paisley - Kyle.

## 37/4s TO WORK PARCELS?

A number of recent rumours suggest that Class 37/4s are to take over some of the RES parcel duties as EW&SR try and reduce their 'Duff' fleet.

## RETURN OF CORNISH COAL

In a short term two-week contract negotiated by Transrail, coal has been moved from Cwmbargoed to Falmouth Docks. Transferred in Cawoods hoppers, the wagons were transported from Newport to Burngullow on the back of the 'Silver Bullet' train, where a 'Syphon' took over for the run to Falmouth. On the first day, 7 July, 37671 worked the train the first freight over the line for a decade. The following day 37668 was used.

## 'SYPHON' FREIGHT SHORTS: 1

26/5/96 - 37203 & 37219 noted on p.w. duties at Radley whilst 37715 was working on the Western at Hayes with a train in connection with the Heathrow link.

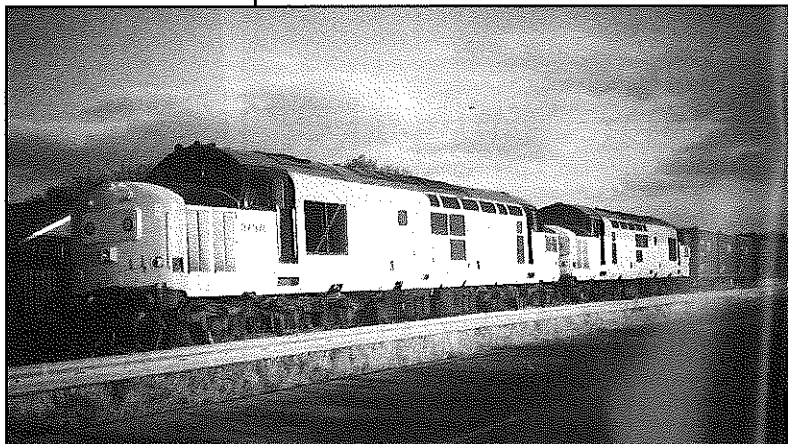
7/6/96 - 37012 noted at Derby on LUL stock returning to London. 16/6/96 - 37516 made a relatively rare appearance at Chesterfield on ballast.

25/6/96 - 37114 worked the 6M73 Quidhampton to Willesden, which was diverted to Wembley.

## THE BIN MEN

IN recent weeks a number of Binliner services have seen 'Syphons' at the helm. On 8 July, 37890 replaced a Class 58 on the Calvert - Avon. Two days later 37380 worked the Cricklewood - Forders.

Then on 24 July, 37376 & 37037 were used on the Calvert - Avon train after 58041 had failed. The total train weight on this occasion was 1,384 tons. The pair are seen at Westerleigh. **Photo: K. GOODCHILD**



## PIONEER 37350 - NATIONWIDE TOUR CONTINUES



Following on from its travels reported in the last issue of *SYPHON*, pioneer loco 37350 reached Holyhead on 4 July working the Humber coke. Then on 16 July it was reported as being at Motherwell, appearing on the Mostyn tanks the following day. The loco was back on

home territory on 19 July being noted at Doncaster L.I.P. The wandering 'Syphon', which incidentally is now carrying the number '6700' beneath the secondmans window, is seen passing through Chester. Photo: DANIEL HITCHENS

## 37/6 ROUND-UP

DESPITE the fact that the European sleeper services will not begin until next year, the Class 37/6s are beginning to find more work. On 8 June, 37612 delivered the first generator van from Doncaster to Stewarts Lane. Then at the end of the month on 26 June, 37609 & 37610 worked in top & tail mode with the generator van to Washwood Heath. The same week also saw some light engine route-learning runs. 37611 & 37612 worked between Stewarts Lane and Rugby on 24 June. Two days later 37604 & 37608 were similarly employed on a run to Stafford and back.

## 'SILVER BULLET SYPHONS'

ON 9 July, the failure of the rostered Class 60 led to 37672 & 37673 being used on the Burngullow - Irvine china clay as far as Newport.

## HUMBERSIDE COAL DUTIES

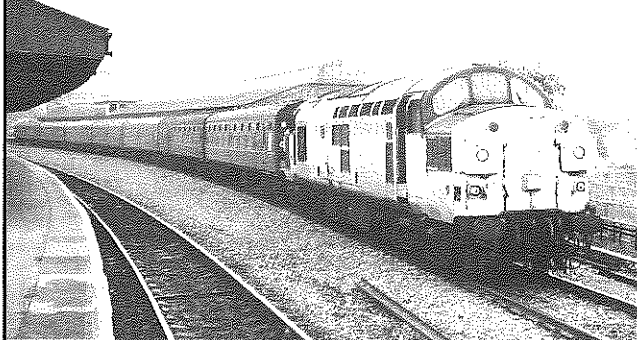
On 19 July 37055 was noted at Immingham with a train of empty coal hoppers for Coedbach, usually a Class 56 turn. The same day saw 37131 on a short rake of MGRs heading for Scunthorpe.

## LEEDS - SO'TON LINER WATCH

DESPITE the recent sale of Freightliner 1995 to a management buy out team and an increase in the company's fleet size, Class 37s are still being used on the Saturday, Leeds - Southampton freightliner and the Sunday afternoon return. Our regular listing of 'Syphons' used on this duty is provided as usual by Mr K. Palmer:

25/26 May -	37330 & 37344
1/2 June -	37131 & 37334
8/9 June -	37131 & 37344
15/16 June -	37131 & 37334
22/23 June -	37058 & 37350
29/30 June -	37058 & 37358
6/7 July -	37225 & 37516
13/14 July -	37058 & 37225
20/21 July -	37332 & 37515

## 37107's SOUTHERN ADVENTURES



37107 departs Bath returning ECS to Camforth on 28 May. The loco had been used to work an additional return service between Southampton & Bristol from 24 - 27 May. Photo: ALAN R. HAWKINS

## 'VIKING' FLAGSHIP



SINCE its repaint into EW&SR's maroon livery, you just can't keep 37057 *Viking* out of the news

Over the weekend of 15 & 16 June, the loco took pride of place at the open day held at the Ipswich Wagon Repair depot. Sadly, 37379, which is named after this East Anglian location didn't make it to the show leaving *Viking* as sole representative of the class.

Photo: KEN CARR

SINCE becoming the first loco to be painted into EW&SR's maroon livery, 37057 *Viking*, has been acting as the flagship for the new company. The loco was chosen to haul the newly repainted EW&SR saloon on a tour of Humberside on 22 May. The loco was then exhibited at Rickmansworth as part of LUL's 'steam on the met' over the weekend 25/26 May, the previous day the loco hauled fellow exhibits 47219 & 86605 to the show from London. On 15/16 June, *Viking* was on display

again at Ipswich Open Day and the following week on the 21st June the loco partnered the second 'Syphon' in EW&SR colours, 37051 *Merehead* on a private charter from Euston to Cranmore. On 15 July the loco worked a ballast from Meldon Quarry. The first EW&SR liveried loco to visit the area. And finally the same pair worked our 'Settle Syphons' railtour on 20 July. 37057 is next expected to appear at the Bodmin Railway's Gala on 21/22 September.

## RED TIDE BEGINS TO FLOW

KEEPING on the EW&SR theme, fourteen Class 37s have now been outshopped in the new maroon livery. Following 37057 came 37051 and by the beginning of August, 37040, 37109, 37220, 37416, 37419, 37503, 37668, 37706, 37717, 37718, 37801 and 37895 were all maroon.

Plenty more will follow over the coming months with 37077, 37370, 37377, 37883, 37886 probably next.

## THE END IS NIGH?

AS expected EW&SR are having a bit of a clear out. A large number of locos (believed to be in excess of 100) are expected to be offered for sale through Derby. Of these, we believe approximately thirty are likely to be 'Syphons' and will probably include heavily robbed locos such as 37252 & 37280. The rest will include some of the long-term stored pool from Immingham.

## SLEEPER TESTS FINALLY BEGIN

AT last, tests have begun with the EPS sleepers. 37609 & 37610 and generator car were noted conducting tests

with five new sleepers on 29 July - 2 August. The tests began from Met-Cam's Washwood Heath base and worked north over the West Coast Main Line at least as far as Crewe. More test runs will follow over the coming months, but it is unlikely that the sleepers will enter service until next year.

376s at Crewe are becoming a fairly common occurrence. Following the visit to Crewe of 37604 & 37611 with the 'Cumbrian Coaster' on 1 June, 37601 & 603 (pictured left) appeared on Pathfinder's 'Yorkshire Doodle Dandy' on 13 July. On both occasions the 'Euro-Syphons' had worked the tours from Bristol.



Photo: DANIEL HITCHENS



## 37407 RETURNS TO THE COAST



With the North Wales Coast being pretty quiet so far this year it was pleasing to see 37407 back in action along the route during July. The loco is seen awaiting departure for Bangor at Crewe. Incidentally shedmate 37413 is currently on loan to Crewe, covering for 37425 which is away at Doncaster Works. **Photo: DANIEL HITCHINS**

## ROAD-RAILER TESTS

AS part of plans to extend Transrail's enterprising Road-Railer service, 37212 & 37221 worked three road-railer vehicles/wagons from Aberdeen to Elgin on 14 May. It is hoped that a new service feeding into the main road-railer train at Aberdeen will start during the Autumn.

## NAMINGS CONTINUE

Having been recently outshopped in EW&SR maroon 37717, had its *Stainless Pioneer* plates removed so that it could be named *Maltby Lilly Hall Junior School Rotherham Railsafe Trophy Winners 1996* on 15 July at a ceremony in Rotherham. The name is now the longest ever applied to a British locomotive, beating 37517's *St Aidan's CE Memorial School Hartlepool Railsafe Trophy Winners 1995*, by one character. Incidentally, 37517's name has now been removed.

The reason behind these namings is that they are part of a prize awarded to the winners of a football competition run by Load Haul to promote railway safety.

Other naming notes include the appearance of the *Merehead* name on 37051 and the removal of the *Clyde Iron* plates from 37137.

With a number of ex-Class 31 names lying around at Bescot, don't be suprised to see some of these appearing on Class 37s soon.

## 'SYPHON' FREIGHT SHORTS 2:

8/6/96 - 37407 & 37413 worked the Cawoods, Gascoigne Wood - Carlisle.

13/6/96 - 37079 worked a train of cement wagons from Taunton - Stoke.

14/6/96 - 37330 worked the Lackenby - Blackburn steel.

21/6/96 - 37704, 37796 & 37897 worked the Barry - Cwmbargoed MGR

27/6/96 - 37403 worked a sallon from Aberdeen - Huntly and return.

29/6/96 - 37108 & 37509 worked the 18:20 Selby - Inverness coal as far as Carlisle.

7/7/96 - 37611 & 37612 noted at Peterborough with a Eurostar set.

10/7/96 - 37051 worked the 12:30 North Walsham - Parkeston Quay tanks. The first visit of an EW&SR liveried loco to Norfolk.

18/7/96 - 37710 worked the Wakefield - Lackenby Ferrywagons.

19/7/96 - 37517 & 37717 worked the Rylstone - Leeds in place of A Class 60.

24/7/96 - 37702, 37889 & 37796 noted on Barry - Cwmbargoed MGR.

26/7/96 - 37892 worked 20:35 Southampton - Lawlet Street Freightliner.

## ALL CHANGE!

EFFECTS of EW&SR's purchase of the freight companies are beginning to take hold as their complete fleet evaluation continues apace.

Of note is the reinstatement of four Load Haul stored locos. 37079 & 37238 have joined Mainline's ENTN, Toton pool. 37095 has moved over to Transrail at Bescot and 37225 has rejoined Load Haul's FDRI pool.

Mainline's 37241, briefly came out of store but is now back in the ENXX pool.

On the down side nine more Class 37s have been put into store including the mega 37058 & 37059. Other 'Syphons' grounded are 37026, 37048, 37088, 37092, 37107, 37275 and 37344.

37004 & 37378 have been removed from the system as they have both now been cut-up. 37070 and 37138, the engine movers, at Toton have also left the TOPS system and have now been allocated internal user numbers.

## FAREWELL



Both 37058 & 37059, two of the stars of 'The Settle Syphons' railtour, have been moved into store at Immingham. The pair are seen at Carlisle running round during their final day of glory on 20 July. **Photo: KEN CARR**

## Ch. Ch. Ch. Changes

### Load Haul

#### Pool Changes

37058 FDKI (IM) - FDYX  
37059 FDKI (IM) - FDYX  
37079 FDYX - ENTN (TO)  
37095 FDYX - LBLB (BS)  
37131 FDKI (IM) - FDRI (IM)  
37225 FDYX - FDRI (IM)  
37238 FDYX - ENTN (TO)  
37344 FDDI (IM) - FDRI (IM)  
FDRI (IM) - FDYX  
37350 FDKI (IM) - FDRI (IM)  
FDRI (IM) - FDCI (IM)  
37378 FDYX - Withdrawn  
37503 FDCI (IM) - FDDI (IM)  
37517 FDCI (IM) - FDDI (IM)  
37519 FDRI (IM) - FDDI (IM)  
37677 FDRI (IM) - FDDI (IM)  
37682 FDCI (IM) - FDDI (IM)  
37686 FDCI (IM) - FDDI (IM)

### Names Removed

37137 Clyde Iron  
37517 St Aidan's CE Memorial  
School Hartlepool  
Railsafe Trophy Winners  
1995  
37717 Stainless Pioneer

### Mainline

#### Pool Changes

37013 EWDS (SL) - ENTN (TO)  
37048 ENTN (TO) - ENXX  
37070 ENXX - Internal User  
No. 025031  
37092 ENTN (TO) - ENXX  
37138 ENXX - Internal User  
No. 025032  
37241 ENXX - EWDS (SL)  
EWDS (SL) - ENXX  
37715 EWDB (SL) - ENTN (TO)

### CUT-UP

37004 MC Metals - June  
37008 Adtranz Crewe - July  
37378 Booth Roe - June

### Namings

37051 Merehead  
June '96 - Toton  
37717 Maltby Lilly Hall Junior  
School Rotherham  
Railsafe Trophy Winners  
1996  
15 July '96 - Rotherham  
Steel Terminal

### Transrail

#### Pool Changes

37004 LCXX - Withdrawn  
37026 LWCW (SP) - LCWX  
37088 LGBM (ML) - LCWX  
37107 LWCW (SP) - LCWX  
37146 LNSK (CF) - LNDK (CF)  
37263 LNDK (CF) - LNSK (CF)  
37275 LBLB (BS) - LCWX  
37419 LCWX - LWCW (SP)  
37505 LGBM (ML) - LBLB (BS)  
37518 LCWX - LWCW (SP)  
37685 LGPM (ML) - LGBM (ML)  
37695 LNLK (CF) - LBLB (BS)

### LIVERY CHANGES

37040 FM - WC  
37051 MF - WC  
37109 MB - WC  
37220 MB - WC  
37416 ML - WC  
37419 ML - WC  
37503 FM - WC  
37668 TR - WC  
37706 FP - WC  
37717 GP - WC  
37718 FM - WC  
37801 FC - WC  
37895 FC - WC

# CURRENT POOL ALLOCATIONS

## MAINLINE FREIGHT

### ENTN - Toton - Infrastructure North

37010	37012	37013	37038	37046	37051
37079	37097	37137	37238	37264	37715
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	37800	37803
37890	37891	37892			

### EWDS - Stewarts Lane - Anglia Infrastructure

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

37048	37092	37241	37278		
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Total: 73

## LOAD HAUL

### FDCI - Immingham - HGR Humberside

37350	37684	37689	37697	37698	37706
37707	37708	37710	37711	37713	37716
37717	37718	37719	37883	37884	37885
37886	37888				

### FDDI - Immingham - Departmental

37503	37513	37515	37516	37517	37519
37677	37680	37682	37686	37694	

### FDKI - Immingham - Control Contingency

37334	37688				
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### FDRI - Immingham - Restricted Use

37131	37225	37330	37332	37358	
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### FDYX - Stored Locos

37003	37019	37045	37058	37059	37063
37068	37075	37083	37104	37110	37139
37144	37209	37217	37218	37223	37235
37298	37331	37333	37335	37340	37341
37343	37344	37345	37359	37381	37382
37699					

Total: 69

## 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	37095	37108	37116
37142	37154	37178	37191	37201	37207
37211	37214	37240	37255	37505	37695

### LGBM - Motherwell - General Use

37043	37069	37100	37152	37153	37156
37165	37170	37175	37212	37221	37232
37250	37261	37262	37294	37351	37510
37683	37685				

### LGHM - Motherwell - West Highland

37401	37403	37404	37406	37409	37410
37423	37424	37428	37430		

### LGPM - Motherwell - HGR Scotland

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	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	37696			

### LNSK - Cardiff Canton - Sandite Fitted

37197	37229	37230	37254	37258	37263
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### LWCW - Springs Branch - Class 37 (North West)

37087	37405	37407	37413	37415	37416
37419	37426	37509	37518	37520	

### LWMC - Crewe Diesel - North Wales Passenger

37402	37408	37414	37417	37418	37420
37421	37422	37425	37429		

### LCWX - Strategic Reserve

37026	37066	37088	37107	37111	37133
37184	37188	37196	37213	37275	37904

### LCXX - Stored For Spares

37008	37031	37078	37080	37099	37251
37431					

Total: 136

# The Class 37 Group - Syphon Shop

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

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Down The Coast .....	£10.95
Video Track 53 (New) .....	£10.95
Euro Track 3 (New) .....	£10.95
D&E Journey thro' the '60s .....	£17.95
Syphon Celebration .....	£17.95

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Traction Review '96 (New) .....	£15.95
Hot & Heavy (New) .....	£15.95
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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.

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Royal Scot .....	£18.95
Diesel & Electrics on 35mm .....	£18.95
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Railfreight Now 2 (New) .....	£18.95
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East Coast Memories .....	£18.95

### Train Crazy

North Wales .....	£17.95
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West Highland 37s (Alan Vitty) .....	£3.60
BR 37s (Alan Vitty) .....	£3.60
37s on the Grade (Alan Vitty) .....	£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.  
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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**

# 37051 37057 37058 37059 **THE SETTLE SYPHONS** **SATURDAY 20 JULY 1996**

## Tour Report

After the events of 'The Settle Syphons', it seems rather fitting that just over two hours before the train departed Kings Cross that the 26th Olympics, in Atlanta, were opened. Ironically there are a number of parallels between the two events. Firstly, the Olympics brings out the best in athletes, 'The Settle Syphons' certainly brought the best out of 37051 & 37057. Secondly, the Olympics opening ceremony was a long drawn out affair and at times so was the tour. And finally both the opening ceremony and the railtour ended with fireworks.

The reaction of the participants after we had arrived back at Kings Cross, said it all, "best tour in ages", "unbelievable" (I know, if I hadn't been there I wouldn't), "incredible", "please book me on the next tour, now".

Mind you if at 8:05am someone had suggested we would have got that reaction some fourteen hours later, I would have just laughed. 37051 & 37057 had completed all of two miles from Kings Cross and were now sitting at a green light with the driver and assorted others looking at the locos with worried expressions. Eventually, someone appeared from the back cab and gave the thumbs-up and off we went. It was soon very evident that there was still no power being provided by the rear loco, 37057.

Arrival at Potters Bar was a mere 30 minutes down. Thankfully Group member and Mainline driver, Chris Guntripp was on board and he agreed to go up front to try and sort the problem, which he suspected was something to do with the locos not talking to each other. How right he was, the jumper cables weren't even connected!

Once this minor oversight had been corrected, we were off and despite some fairly good running we couldn't claw back all of the time we'd now lost.

I offered Chris a beer for his efforts, but he said he'd rather have a cup of tea! That was a slight problem, seeing that our hot water urns had been sabotaged at Kings Cross before we departed. The urns had been put on to boil in one of the train crew rooms about three-quarters of an hour before departure. When we returned to pick

them up 40 minutes later, they were stone cold, someone had unplugged them to boil a kettle and didn't bother to perform that highly difficult task of connecting our plug back into the socket.

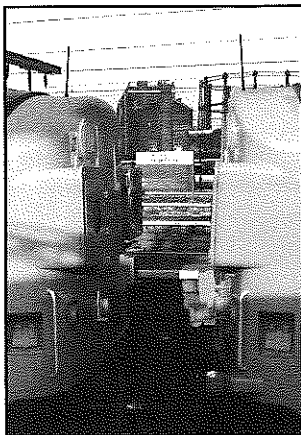
More people joined the tour at Peterborough and we were about fifteen down on departure for a fairly brisk run up Stoke bank.

As we went through the train gripping tickets, it was nice to meet so many Class 37 Group members and also a number of 'Growler Group' committee members, thanks to them for supporting the tour. I hope we can reciprocate some time in the future. Although, the news that the Growler's Ivor Bufton only requires one 'duff' to clear, may earn him a 'sad-man suspension' for our next tour (only joking Ivor, you're banned for life).

By the time the wind-ups had finished, we were coming to a halt at Decoy Yard on the outskirts of Doncaster for a really convenient engine change. *Viking* & *Merehead* trundled off towards York, where they would rejoin us later and we all waited for the second pair of 'Syphons'. As we waited & waited, gradually getting warmer & warmer in the baking sun, we saw 91s zip past, an EWS 'Grid' pass at full pelt, an a/c hauled charter rush past

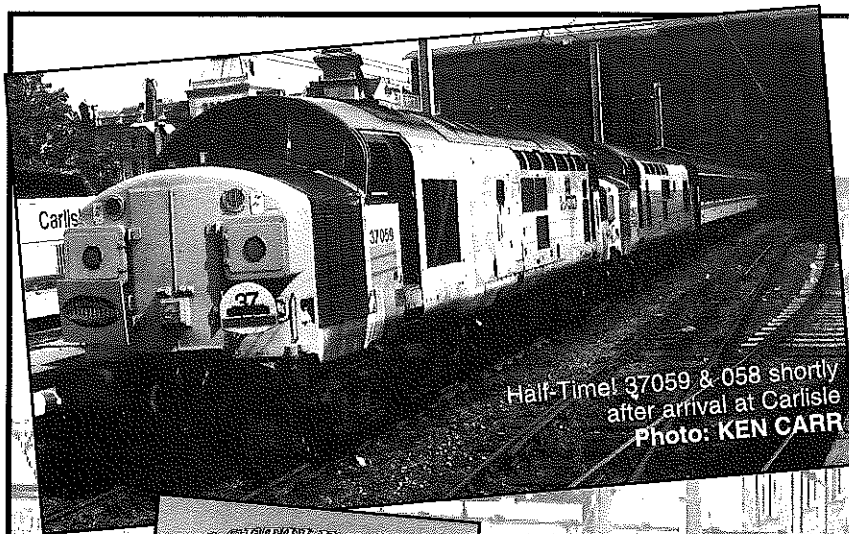
and a 'Gronk' trundled up & down the yard. But there was no sign of any 'Syphons', until a pair coupled to a 56 appeared from the direction of Doncaster only to reverse into the yard to provide the super-power for a short engineers train.

Eventually someone remembered us and dispatched 37058 & 37059 to take us forward. This was pretty lucky as the temperature on board the train was a bit on the warm side. We later found out that the delay was caused by 058 having a failed headlight, so they had had to run the locos round to ensure 59 was leading. We then departed for Doncaster station at the same time as 37095 on an adjacent track working a Cawoods train. One lucky man was on the bridge videoing this wonderful sight and just to add to his luck, the aforementioned engineers train headed by in the opposite



51 & 57 awaiting starters orders





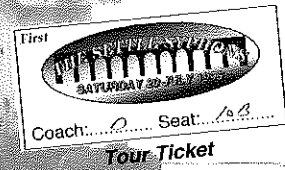
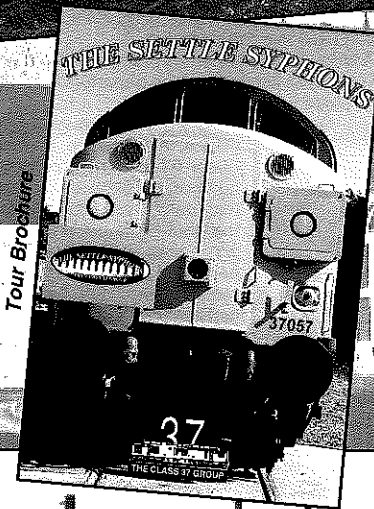
Half-Timet 37059 & 058 shortly  
after arrival at Carlisle  
Photo: KEN CARR

**37051**  
**37057**  
**37058**  
**37059**



Game Over! 37057 & 051 back at  
'The Cross' after their little jog.  
Photo: D. L. JENNINGS

**THE SETTLE SYPHONS**  
**SATURDAY 20 JULY 1996**



Charge! 37051/057 head north past Langley Junction Photo: DAVID PERCIVAL

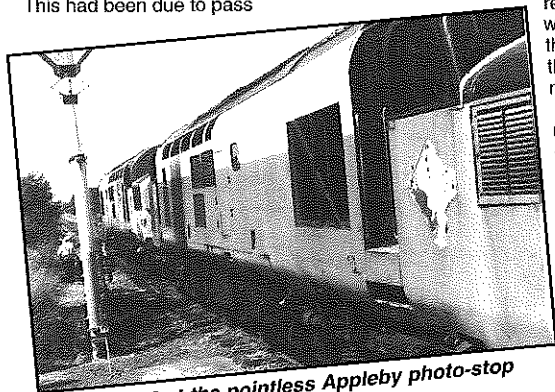
direction. If anyone knows this man we would love to see this footage.

After the final pick-up at Doncaster we headed for the S&C via a couple of red bits and managed to run non stop past engine shed junction, quite a feat, especially as according to our timings we were due a driver change here! Despite being some 45 minutes late we managed to get out in front of a stopping service and then overtook a local Class 308 EMU, which had been looped to allow us through.

Both 58 & 59 are on the endangered list, due for withdrawal in the next month or so, but they performed well as we headed for the Cumbrian mountains.

Just as we were beginning to relax and enjoy the scenery came the next problem, the photo-stop at Appleby, or more precisely the complete waste of time stop. The driver had very kindly positioned both locos off the end of the platform. Of course we we weren't allowed down the platform ramp, and despite trying to persuade said driver to back-up all I received was a load of grief from him on how we had caused the two minute pick-up at Doncaster to be extended to four minutes!

What this had to do with the current situation, I haven't a clue, anyway once everyone realised that we were totally stuffed, the common consensus was to rejoin the train and get moving to Carlisle and hopefully an on time arrival. The driver somewhat reluctantly agreed and after we checked the local pub for some missing passengers we were off. En-route we passed *Ixion* substituting for a 'Kettle' on a southbound 'Cumbrian Mountain Express'. This had been due to pass



**59 & 58 at the pointless Appleby photo-stop**

us at Appleby, so it must have been even later than us.

An on time arrival at Carlisle gave everyone their first chance to have a look at 58 & 59. The livery on 59 can only be described as different, a subtle blend of old rail blue showing through a gently faded triple-grey.

It was at Carlisle, we rather amazingly came across Ivor's last "duff", parked up alongside 37116 & 37214. So when it was found that after the run round none of 058s lights were now working, Ivor was high on the suspects list. The problem was resolved with a quick trip round the Carlisle triangle and the opportunity of having 37116 pilot us back to York evaporated and so thankfully did the 'duff'.

The run back went relatively well, we now had hot water, so Chris Guntrip finally got his cuppa, the locos were clagging well as we headed East along the Tyne valley line and everyone seemed to be enjoying themselves. A few card schools had sprung up and some were sleeping off the excesses of their earlier con-

sumption of Graham Potts's excellent beer.

To wake everyone up the driver performed an emergency stop on the East Coast Main Line. At York we were platformed on the west side of the station, resulting in yet another useless location for a photo. Once a shunter had been found, we bade farewell to 58 & 59 and waited for 51 & 57 to reappear. When they did, they made a wonderful contrast to the shabby Immingham pair.



**The Paparazzi at York**

Their maroon paintwork was gleaming, offset by their stick-on lower bodyside go-faster stripe.

Our new driver seemed to be wearing camouflage and blended in well with his two maroon locos. Departure from York was slightly late, although this did allow us time to coax the headboard onto the nose of 37057. A spirited run to Doncaster ensued, much to the delight of those on board.

In comparison that was just the lighting of the touch-paper, for the real fireworks began South of Doncaster resulting in a 12% more spirited run than from York. As we charged South I took the opportunity of walking down the train and I have never seen so many people glued to the window with stop watches in their hands or for that matter so many open mouths.

At the point when most tours start to wind down, the reverse was happening and there was a wonderful buzz on board the train.

Then at Peascliffe Tunnel we were pulled up by a red signal. Apparently there was something on the track so we crawled towards Grantham before being given the all-clear. It didn't take long for the two EWS machines to get back in their stride and as we descended Stoke Bank, memories of Delics, appropriately, sprang to mind.

A double-amber finally slowed progress and arrival on the outskirts of Peterborough was 10 minutes early! We waited time outside the station before we made an on time arrival. It was at this point some 58 years ago 'Mallard' after its stroll down the bank had had to give up because it melted, but our 'Syphons' were just getting the hang of things and we charged off towards London. Another superb run followed and arrival at Kings Cross was 14 minutes early! This was excellent, we had time to clear the train of the remains of the buffet, bar and sales stand, a photo session and a few pints in the Great Northern before heading home, superb.

All that was left was for 37051 & 057 to be checked for steroid abuse before they could be awarded their gold medals.

Finally a word of congratulations to our recently appointed railtour man, Paul Smith, whom had to take over the organising of the tour after it had already been submitted to Waterman Railways, not an easy job. Also thanks to all the stewards, who worked hard all day, and thankyou to all the passengers whom helped make the trip very enjoyable and despite a few problems kept in good humour during the day.

*Ken Carr*

# The Syphon Gen File

Compiled by Ken Carr & Mike Broom

Numbers Carried  
(current/last in bold)

Current Status Last  
Pool Depot Liv Working

D6700	37119	<b>37350</b>	FDCI	IM	FP	22/12/93
D6701	37001	<b>37707</b>	FDCI	IM	FP	20/03/93
D6702	37002	<b>37351</b>	LGBM	ML	TD	27/06/96
D6703	<b>37003</b>		FDYX <sup>U</sup>	IM	DC	09/07/94
D6704	<b>37004</b>		Withdrawn (Cut-up)			
D6705	37005	37501	<b>37601</b>	GPSV	PMEP	13/07/96
D6706	37006	<b>37798</b>	ENTN	TO	MB	30/11/95
D6707	37007	37506	<b>37604</b>	GPSV	PMEP	01/06/93
D6708	37008	<b>37352</b>	<b>37008</b>	Withdrawn (Cut-up)		
D6709	37009	<b>37340</b>	FDYX <sup>U</sup>	IM	FD	05/05/92
D6710	<b>37010</b>		ENTN	TO	DC	27/04/96



D6710 takes a breather at Willesden. The Toton based loco still retains the now dated 'dutch' livery. Photo: JANET COTTRELL

D6711	<b>37011</b>		Withdrawn (Cut-up)				
D6712	<b>37012</b>		ENTN	TO	DC	19/08/95	
D6713	<b>37013</b>		ENTN	TO	MB	05/04/96	
D6714	37014	<b>37709</b>	EWDB	SL	MF	28/07/90	
D6715	37015	<b>37341</b>	FDYX <sup>U</sup>	IM	FU	23/07/94	
D6716	37016	<b>37706</b>	FDCI	IM	WC	22/05/93	
D6717	37017	<b>37503</b>	FDDI	IM	WC	06/12/94	
D6718	37018	<b>37517</b>	FDDI	IM	LB	01/07/95	
D6719	<b>37019</b>		FDYX <sup>U</sup>	IM	FD	02/05/93	
D6720	37020	<b>37702</b>	LNCK	CF	TR	23/06/91	
D6721	37021	<b>37715</b>	ENTN	TO	MF	25/02/90	
D6722	37022	37512	<b>37608</b>	GPSV	PMEP	10/04/93	
D6723	<b>37023</b>		EWDS	SL	MB	03/06/95	
D6724	37024	<b>37714</b>	LGPM	ML	FM	15/05/95	
D6725	<b>37025</b>		LBLB	BS	LX	02/08/96	
D6726	37026	37320	<b>37026</b>	LCWX <sup>U</sup>	SP	FD	04/05/92
D6727	37027	<b>37519</b>	FDDI	IM	FM	22/10/94	
D6728	37028	<b>37505</b>	LBLB	BS	TR	27/05/95	
D6729	<b>37029</b>		Withdrawn (Preserved)				
D6730	37030	<b>37701</b>	LNCK	CF	TR	14/06/96	
D6731	<b>37031</b>		Withdrawn (at Cardiff)				
D6732	37032	37353	<b>37032</b>	Withdrawn (Preserved)			

Numbers Carried  
(current/last in bold)

Current Status Last  
Pool Depot Liv Working

D6733	37033	<b>37719</b>	FDCI	IM	FP	08/01/94
D6734	37034	<b>37704</b>	LNCK	CF	FC	02/10/93
D6735	<b>37035</b>		EWDB	SL	DC	12/08/93



D6735 hasn't worked on a passenger service since August 1993. This Stewarts Lane 'Syphon' is bound to be in demand soon.

D6736	37036	37507	<b>37605</b>	GPSV	PMEP	30/06/90
D6737	37037	37321	<b>37037</b>	EWBD	SL FM	30/12/95
D6738	<b>37038</b>			ENTN	TO DC	11/11/95
D6739	37039	37504	<b>37603</b>	GPSV	PMEP	13/07/96
D6740	<b>37040</b>			EWBR	SL WC	27/01/94
D6741	37041	<b>37520</b>		LWCW	SP FM	31/10/95
D6742	<b>37042</b>			EWCN	TO MF	30/06/96
D6743	37043	37354	<b>37043</b>	LGBM	ML TD	07/03/95
D6744	37044	<b>37710</b>		FDCI	IM LB	04/08/90
D6745	37045	37355	<b>37045</b>	FDYX <sup>U</sup>	IM FU	09/10/93
D6746	<b>37046</b>			ENTN	TO DC	20/06/96
D6747	<b>37047</b>			EWDS	SL MB	06/08/94
D6748	<b>37048</b>			ENXX <sup>U</sup>	TO MF	24/06/95
D6749	37049	37322 <sup>1</sup>	<b>37343</b>	FDYX <sup>U</sup>	IM DC	27/12/91
D6750	37050	<b>37717</b>		FDCI	IM WC	19/09/92



During 1996, 37717 has carried three liveries and two names. The loco started the year in Petroleum colours, then appeared in grey primer (narrowly missing out on receiving Load Haul black) and by July it was in Wisconsin Maroon. Photo: KEN CARR

**Numbers Carried**  
(current/last in bold)

D6751 **37051**  
D6752 37052 **37713**  
D6753 37053 **37344**  
D6754 **37054**  
D6755 **37055**  
D6756 37056 **37513**  
D6757 **37057**  
D6758 **37058**  
D6759 **37059**  
D6760 37060 **37705**  
D6761 37061 **37799**  
D6762 **37062**  
D6763 **37063**  
D6764 37064 **37515**  
D6765 **37065**  
D6766 **37066**  
D6767 37067 **37703**  
D6768 37068 37356 **37068**  
D6769 **37069**  
D6770 **37070**  
D6771 **37071**  
D6772 **37072**  
D6773 **37073**  
D6774 **37074**  
D6775 **37075**  
D6776 37076 **37518**  
D6777 **37077**  
D6778 **37078**  
D6779 37079 37357 **37079**  
D6780 **37080**  
D6781 37081 **37797**  
D6782 37082 37502 **37602**  
D6783 **37083**  
D6784 37084 **37718**  
D6785 37085 **37711**  
D6786 37086 **37516**  
D6787 **37087**  
D6788 37088 37323 **37088**  
D6789 37089 **37708**  
D6790 37090 37508 **37606**  
D6791 37091 **37358**  
D6792 **37092**  
D6793 37093 **37509**  
D6794 37094 **37716**  
D6795 **37095**  
D6796 **37096**  
D6797 **37097**  
D6798 **37098**  
D6799 37099 37324 **37099**  
D6800 **37100**  
D6801 37101 **37345**  
D6802 37102 **37712**

**Current Status Last**  
Pool Depot Liv Working

ENTN TO WC 20/07/96  
FDCI IM LB 11/04/89  
FDYX<sup>u</sup> IM FD 23/08/92  
EWBD SL DC 25/09/93  
EWCN TO MB 22/07/96  
FDDI IM LB 20/09/92  
EWCN TO WC 20/07/96  
FDYX<sup>u</sup> IM DC 20/07/96  
FDYX<sup>u</sup> IM FD 20/07/96  
EWDB SL MF 22/10/92  
LNCK CF TR 07/05/94  
*Withdrawn (Cut-up)*  
FDYX<sup>u</sup> IM FD 23/07/94  
FDDI IM LB 23/07/94  
EWCN TO MB 04/10/92  
LCWX<sup>u</sup>SP DC 20/04/95  
EWBD SL MF 25/05/92  
FDYX<sup>u</sup> IM FD 06/05/95  
LGBM ML DC 05/05/95  
*Withdrawn (Internal Use)*<sup>2</sup>  
LBLB BS DC 10/08/96  
EWCN TO DG 03/12/94  
LBLB BS TR 23/05/95  
EWBD SL MB 26/05/96  
FDYX<sup>u</sup> IM FU 07/11/93  
LWCW SP FM 26/06/93  
EWBD SL MB 16/07/94  
LCXX<sup>u</sup> CF MF 09/09/93  
FDYX<sup>u</sup> IM FD 15/11/92  
LCXX<sup>u</sup> CF FP 26/08/94  
LGPM CF FC 15/04/95  
GPSV PMEP 13/05/95  
FDYX<sup>u</sup> IM DC 27/12/91  
FDCI IM WC 24/02/96  
FDCI IM FM 29/09/90  
FDDI IM LB 26/06/93  
LWCW SP DC 05/05/95  
LCWX<sup>u</sup>ML TD 25/08/94  
FDCI IM FP 05/08/95  
GPSV PMEP 20/08/89  
FDRI IM FU 20/04/94  
ENXX<sup>u</sup> TO DC 19/08/95  
LWCW SP TR 25/06/95  
FDCI IM FM 29/12/92  
LBLB BS DC 01/07/95  
*Withdrawn (Cut-up)*  
ENTN TO DC 27/03/94  
EWCN TO DC 24/06/95  
LCXX<sup>u</sup> BS DC 29/12/95  
LGBM ML TR 26/01/96  
FDYX<sup>u</sup> IM FD 03/09/93  
LGPM ML FP 15/05/95

**Numbers Carried**  
(current/last in bold)

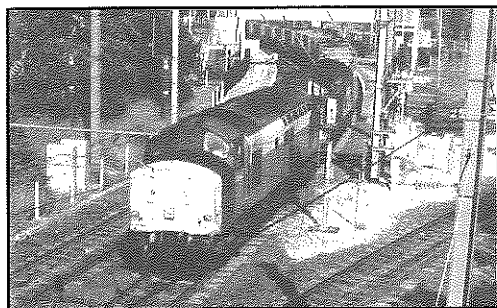
D6803 37103 37511 **37607** GPSV PMEP 20/09/92



Now carrying its fourth number, EPS owned 37607 is seen coupled to a generator van and is undergoing engine tests at Dorchester in January. The loco is yet to work under its new guise. **Photo: KEN CARR**

D6804 **37104** FDYX<sup>u</sup> IM DC 02/07/91  
D6805 37105 **37796** LNCK CF FC 02/05/94  
D6806 **37106** EWDS SL DC 15/04/95  
D6807 **37107** LCWX<sup>u</sup>SP FD 27/05/96  
D6808 37108 37325 **37108** LBLB BS FU 04/07/96  
D6809 **37109** EWBD SL WC 20/08/94  
D6810 **37110** FDYX<sup>u</sup> IM FU 31/05/93  
D6811 37111 37326 **37111** LCWX<sup>u</sup>BS TR 23/05/95  
D6812 37112 **37510** LGBM ML IS 27/04/95  
D6813 **37113** *Withdrawn (Cut-up)*  
D6814 **37114** EWCN TO DC 09/08/95  
D6815 37115 37514 **37609** GPSV PMEP 06/03/93  
D6816 **37116** LBLB BS TB 11/07/96  
D6817 37117 **37521** LNLK CF FP 06/06/96  
D6818 37118 **37359** FDYX<sup>u</sup> IM FP 28/01/91  
D6819 37283 **37895** LNCK CF WC 02/03/96  
D6820 37120 **37887** LNCK CF TR 11/03/95  
D6821 37121 **37677** FDDI IM FU 17/09/88  
D6822 37122 **37692** LGPM ML FC 08/08/94  
D6823 37123 **37679** EWDS SL FU 05/08/95  
D6824 37124 **37894** LNCK CF FC 11/03/95  
D6825 37125 **37904** LCWX<sup>u</sup>CF FM 10/01/94  
D6826 37126 **37676** EWDS SL FU 12/08/95  
D6827 37127 **37370** EWRB SL DC 17/04/93  
D6828 37128 **37330** FDRI IM BM 01/08/93  
D6829 37129 **37669** LNLK CF TR 19/09/92  
D6830 37130 **37681** *Withdrawn (Cut-up)*  
D6831 **37131** FDRI IM FU 23/06/92  
D6832 37132 **37673** LNLK CF TR 20/06/93  
D6833 **37133** LCWX<sup>u</sup>CF DC 30/11/94  
D6834 37134 **37684** FDCI IM FA 26/07/95  
D6835 37135 **37888** FDCI IM FU 12/08/95

Numbers Carried (current/last in bold)	Current Status Last Pool Depot Liv Working
D6836 37136 <b>37905</b>	LNHK CF FM 20/11/94
D6837 37137 37312 <b>37137</b>	ENTN TO MF 05/10/93
D6838 <b>37138</b>	<i>Withdrawn (Internal Use)<sup>2</sup></i>
D6839 <b>37139</b>	FDYX <sup>U</sup> IM FC 02/10/93
D6840 <b>37140</b>	EWDS SL DC 21/07/95
D6841 <b>37141</b>	LNDK CF DC 05/07/96
D6842 <b>37142</b>	LBLB BS DC 20/07/96



37142 leads 37520 at Skipton bound for the S&C on 6 July. Two weeks later whilst the 'The Settle Syphons' was covering this route, 37142 hauled the Stockport - Holyhead. **Photo: IAN DOBSON**

D6843 37143 <b>37800</b>	EWBD SL MF 01/07/90
D6844 <b>37144</b>	FDYX <sup>U</sup> IM FA 09/11/91
D6845 37145 37313 <b>37382</b>	FDYX <sup>U</sup> IM FP 28/12/92
D6846 <b>37146</b>	LNDK CF DC 30/09/95
D6847 37147 <b>37371</b>	EWBD SL MB 24/06/95
D6848 37148 <b>37902</b>	LNHK CF FM 15/03/92
D6849 37149 <b>37892</b>	EWBD SL MF 06/03/94
D6850 37150 <b>37901</b>	LNHK CF TR 08/11/92
D6851 37151 <b>37667</b>	EWDS SL FU 08/05/95
D6852 37152 37310 <b>37152</b>	LGBM ML IS 31/10/94
D6853 <b>37153</b>	LGBM ML TD 27/05/95
D6854 <b>37154</b>	LBLB BS TR 02/06/96
D6855 37155 <b>37897</b>	LNCK CF TR 30/05/93
D6856 37156 37311 <b>37156</b>	LGBM ML TR 12/03/96
D6857 37157 <b>37695</b>	LBLB BS TR 06/07/96
D6858 <b>37158</b>	LNDK CF DC 05/07/96
D6859 37159 <b>37372</b>	EWBR SL MB 27/04/96
D6860 37160 <b>37373</b>	<i>Withdrawn (at Old Oak)</i>
D6861 37161 <b>37899</b>	LNCK CF FC 01/09/91
D6862 <b>37162</b>	EWCN TO DG 30/06/93
D6863 37163 <b>37802</b>	LNCK CF TR 30/05/93
D6864 37164 <b>37675</b>	LGPM ML TR 02/04/95
D6865 37165 37374 <b>37165</b>	LGBM ML DC 28/10/94
D6866 37166 <b>37891</b>	EWBD SL MF 26/04/92
D6867 <b>37167</b>	EWBD SL MB 13/08/94
D6868 37168 <b>37890</b>	EWDB SL MF 15/05/94
D6869 37169 <b>37674</b>	LNKL CF TR 20/02/96
D6870 <b>37170</b>	LGBM TD DC 31/12/95
D6871 37171 37690 <b>37611</b>	GPSV PMEP 01/06/96
D6872 37172 <b>37686</b>	FDDI IM FA 17/09/94

Numbers Carried (current/last in bold)	Current Status Last Pool Depot Liv Working
D6873 37173 <b>37801</b>	LGPM ML WC 23/05/93
D6874 <b>37174</b>	EWBR SL GX 19/09/93
D6875 <b>37175</b>	LGBM ML DC 22/10/95
D6876 37176 <b>37883</b>	FDCI IM FP 29/07/95
D6877 37177 <b>37885</b>	FDCI IM GP 02/10/94
D6878 <b>37178</b>	LBLB BS FU 21/02/96
D6879 37179 37691 <b>37612</b>	GPSV PMEP 20/10/90
D6880 37180 <b>37886</b>	FDCI IM FM 03/02/96



Another of the handful of 'NB Syphons' to work the 'Coast' passenger services this year is 37886. The loco is seen on the Mostyn tanks during February. **Photo: DANIEL HITCHENS**

D6881 37181 37687 <b>37610</b>	GPSV PMEP 06/09/92
D6882 37182 <b>37670</b>	LNKL CF TR 15/06/96
D6883 37183 <b>37884</b>	FDCI IM LB 02/01/93
D6884 <b>37184</b>	LCWX <sup>U</sup> BS DC 12/02/95
D6885 <b>37185</b>	EWCN TO DC 22/05/94
D6886 37186 <b>37898</b>	LNCK CF TR 09/05/93
D6887 37187 <b>37683</b>	LGBM ML TR 11/03/95
D6888 <b>37188</b>	LCWX <sup>U</sup> BS TD 17/09/94
D6889 37189 <b>37672</b>	LNKL CF TR 01/10/95
D6890 37190 37314 <b>37190</b>	<i>Withdrawn (Preserved)</i>
D6891 <b>37191</b>	LBLB BS DC 05/08/95
D6892 37192 <b>37694</b>	FDDI IM FC 10/07/94
D6893 37193 <b>37375</b>	EWBD SL DC 09/10/94
D6894 <b>37194</b>	EWBR SL MF 13/02/94
D6895 37195 <b>37689</b>	FDCI IM FU 24/08/90
D6896 <b>37196</b>	LCWX <sup>U</sup> ML DC 25/05/95
D6897 <b>37197</b>	LNCK CF TD 02/07/96
D6898 <b>37198</b>	EWBD SL MB 16/09/95
D6899 37199 <b>37376</b>	EWCN TO FU 14/01/95
D6900 37200 <b>37377</b>	EWBD SL DC 02/02/94
D6901 <b>37201</b>	LBLB BS TD 18/02/96
D6902 37202 <b>37331</b>	FDYX <sup>U</sup> IM FU 05/09/93
D6903 <b>37203</b>	EWBD SL MB 04/05/92
D6904 37204 <b>37378</b>	<i>Withdrawn (Cut-Up)</i>
D6905 37205 <b>37688</b>	FDDI IM FA 26/01/90
D6906 37206 <b>37906</b>	LNHK CF TR 21/08/94
D6907 <b>37207</b>	LBLB BS DC 24/02/96
D6908 37208 <b>37803</b>	EWBD SL MB 03/04/96



**Numbers Carried**  
(current/last in bold)

D6909 **37209**  
D6910 37210 **37693**  
D6911 **37211**

**Current Status Last**  
Pool Depot Liv Working

FDYX<sup>U</sup> IM LL 19/06/92  
LGPM ML TR 08/08/94  
LBLB BS DC 04/04/96



Bescot's, 37211 has worked two passenger services this year already. The first Occassion was on the Group's 'The Exhibitionist' railtour in March. 37211 is seen with 37426 at Wolverhampton. **Photo: IAN DOBSON**

D6912 **37212**  
D6913 **37213**  
D6914 **37214**  
D6915 **37215**  
D6916 **37216**  
D6917 **37217**  
D6918 **37218**  
D6919 **37219**  
D6920 **37220**  
D6921 **37221**  
D6922 **37222**  
D6923 **37223**  
D6924 37224 **37680**  
D6925 **37225**  
D6926 37226 **37379**  
D6927 **37227**  
D6928 37228 **37696**  
D6929 **37229**  
D6930 **37230**  
D6931 37231 **37896**  
D6932 **37232**  
D6933 37233 **37889**  
D6934 37234 **37685**  
D6935 **37235**  
D6936 37236 **37682**  
D6937 37237 **37893**  
D6938 **37238**  
D6939 37239 **37332**  
D6940 **37240**  
D6941 **37241**  
D6942 **37242**  
D6943 37243 **37697**

LGBM ML TR 01/06/94  
LCWX<sup>U</sup>CF FC 25/04/96  
LBLB BS FA 27/04/96  
*Withdrawn (Preserved)*  
EWDS SL MB 21/05/95  
FDYX<sup>U</sup> IM BS 14/05/92  
FDYX<sup>U</sup> IM FU 16/10/93  
EWBD SL MB 29/04/96  
EWRB SL WC 25/04/93  
LGBM ML TR 16/03/96  
EWCN TO MF 11/06/96  
FDYX<sup>U</sup> IM FC 09/07/94  
FDDI IM FA 13/03/93  
FDRI IM FU 11/09/93  
EWDS SL MB 21/05/95  
EWCN TO MF 02/05/94  
LNLK CF TR 10/01/96  
LNSK CF FC 05/02/96  
LNSK CF TD 29/06/95  
LNCK CF TR 02/05/94  
LGBM ML TD 24/09/95  
LNCK CF TR 02/10/93  
LGBM ML IS 08/07/96  
FDYX<sup>U</sup> IM FU 06/08/91  
FDDI IM GP 22/06/91  
LGPM ML GP 22/06/91  
ENTN TO FU 23/11/91  
FDRI IM FC 21/06/93  
LBLB BS DC 31/07/96  
ENX<sup>U</sup> SL MF 03/09/94  
EWDS SL MB 08/10/94  
FDCI IM FC 18/01/92

**Numbers Carried**  
(current/last in bold)

D6944 **37244**  
D6945 **37245**  
D6946 37246 **37698**  
D6947 37247 **37671**  
D6948 **37248**  
D6949 37249 **37903**  
D6950 **37250**  
D6951 **37251**  
D6952 **37252**  
D6953 37253 **37699**  
D6954 **37254**  
D6955 **37255**  
D6956 37256 **37678**  
D6957 37257 **37668**  
D6958 **37258**  
D6959 37259 **37380**

**Current Status Last**  
Pool Depot Liv Working

EWCN TO FU 23/07/94  
EWRB SL DC 16/06/95  
FDCI IM LB 10/07/94  
LNLK CF TR 30/03/96  
EWCN TO MB 15/10/95  
LNHK CF FM 21/08/94  
LGBM ML TR 16/03/95  
LCWX<sup>U</sup> ML IS 25/03/95  
*Withdrawn (Doncaster)*  
FDYX<sup>U</sup> IM FC 01/11/92  
LNSK CF DC 09/07/96  
LBLB BS DC 29/03/96  
EWDS SL FA 23/07/95  
LNLK CF WC 03/04/94  
LNSK CF DC 12/06/96  
EWRB SL MF 25/01/96



A blast from the past with D6959 in green livery with full yellow ends. The loco was re-numbered as 37259 in the TOPS shake-up but is now known as 37380 following fitting of CP7 bogies. **Photo: TRANSPORT TOPICS**

D6960 **37260** *Withdrawn (Cut-up)*  
D6961 **37261** LGBM ML FD 23/03/95  
D6962 **37262** LGBM ML DG 18/07/96  
D6963 **37263** LNSK CF DC 21/11/95



A blast from the early 1980s, 37263 waits to depart Liverpool Street for Cambridge in May 1982. The loco is now part of Cardiff's LNSK pool. **Photo: KEN CARR**

Numbers Carried (current/last in bold)	Current Status Last Pool Depot Liv Working	Numbers Carried (current/last in bold)	Current Status Last Pool Depot Liv Working
D6964 <b>37264</b>	ENTN TO DC 03/12/94	D6991 37291 <b>37419</b>	LWCW SP WC 20/07/96
D6965 37265 <b>37430</b>	LGHM ML TR 05/08/96	D6992 37292 <b>37425</b>	LWMC CD RR 21/05/96
D6966 37266 <b>37422</b>	LWMC CD RR 04/08/96	D6993 <b>37293</b>	EWBR SL MB 09/10/93
D6967 37267 <b>37421</b>	LWMC CD RR 12/07/96	D6994 <b>37294</b>	LGBM ML DC 07/08/96
D6968 37268 <b>37401</b>	LGHM ML TR 10/08/96	D6995 37295 <b>37406</b>	LGHM ML FD 29/06/96
D6969 37269 <b>37417</b>	LWMC CD FU 10/08/96	D6996 37296 <b>37423</b>	LGHM ML TR 13/04/96
D6970 37270 <b>37409</b>	LGHM ML TR 12/07/96	D6997 37297 <b>37420</b>	LWMC CD RR 12/07/96
D6971 37271 <b>37418</b>	LWMC CD RR 10/08/96	D6998 <b>37298</b>	FDYX <sup>u</sup> IM FU 26/04/92
D6972 37272 <b>37431</b>	LCXX <sup>u</sup> ML ML 19/07/94	D6999 37299 <b>37426</b>	LWCW SP ML 13/04/96
D6973 37273 <b>37410</b>	LGHM ML TR 23/05/96	D6600 37300 <b>37429</b>	LWMC CD RR 10/08/96
D6974 37274 <b>37402</b>	LWMC CD FU 10/08/96	D6601 37301 <b>37412</b>	LNDK CF TR 08/07/96
D6975 <b>37275</b>	LCWX <sup>u</sup> BS BS 03/06/95	D6602 37302 <b>37416</b>	LWCW SP WC 21/03/96
D6976 37276 <b>37413</b>	LWCW SP TR 10/08/96	D6603 37303 37271 <b>37333</b>	FDYX <sup>u</sup> IM FD 17/04/93
D6977 37277 <b>37415</b>	LWCW SP ML 06/04/96	D6604 37304 37272 <b>37334</b>	FDRI IM FU 02/10/93
D6978 <b>37278</b>	ENXX <sup>u</sup> SL FC 08/11/92		
D6979 37279 <b>37424</b>	LGHM ML TR 01/08/96		
D6980 <b>37280</b>	<i>Withdrawn (Old Oak)</i>		
D6981 37281 <b>37428</b>	LGHM ML TR 09/08/96		
D6982 37282 <b>37405</b>	LWCW SP ML 10/05/96		
<b>D6983<sup>3</sup></b>	<i>Withdrawn (Cut-up)</i>		
D6984 37284 <b>37381</b>	FDYX <sup>u</sup> IM FD 31/07/91		
D6985 37285 <b>37335</b>	FDYX <sup>u</sup> IM FU 09/10/93		
D6986 37286 <b>37404</b>	LGHM ML TR 22/05/96		
D6987 37287 <b>37414</b>	LWMC CD RR 10/08/96		
D6988 37288 <b>37427</b>	LNDK CF RR 14/07/96		
D6989 37289 <b>37408</b>	LWMC CD LL 04/08/96		
D6990 37290 <b>37411</b>	LNDK CF TR 13/07/96		



Transrail's 37411 is captured running round at Weymouth. Before conversion, this loco was 37290. Photo: ALAN HAWKINS



37304, became the second Class 37 to carry the number 37272 due to the complicated re-numbering system of the 1980's. However it lost this number when it had CP7 bogies fitted and now carries 37334 and now operates out of Immingham and is one of a few members of the class to have horns mounted on top of its cab bonnets (as per the 'Deltics'). Photo: TRANSPORT TOPICS

D6605 37305 <b>37407</b>	LWCW SP TR 12/07/96
D6606 37306 <b>37273</b>	<i>Withdrawn (Cut-up)</i>
D6607 37307 <b>37403</b>	LGHM ML GB 07/08/96
D6608 37308 <b>37274</b>	EWBD SL MB 16/09/95

#### Notes:

- The loco was renumbered back to 37049 prior to receiving the number 37343.
- Now part of the internal user fleet, totally gutted with bodysies removed and in use as engine transporters at Toton.
- This loco was withdrawn in August 1966 after crash damage sustained at Bridgend on 19 December 1965. Therefore it never received a T.O.P.S. number. <sup>u</sup> - Denotes loco is stored

#### Livery Key:

BM - Large Logo Blue with small numbers;  
 BS - All Over Corporate Blue;  
 BX - Large Logo Blue without arrows;  
 DC - Departmental Dutch;  
 DG - Departmental Grey;  
 EP - EPS Two-Tone Grey;  
 FA - Triple Grey Rft (Construction);  
 FC - Triple Grey Rft (Coal);  
 FD - Triple Grey Rft (Distribution);  
 FM - Triple Grey Rft (Metals);

FP - Triple Grey Rft (Petroleum);  
 FU - Triple Grey Rft (no sector markings);  
 GB - BR Green;  
 GP - Grey Primer;  
 GX - Dark Grey Primer;  
 IS - Intercity Swallow;  
 LB - Load Haul Black & Orange;  
 LG - Load Haul Triple Grey + Logo;  
 LL - Large Logo Blue;  
 MB - Mainline Freight Blue;

MF - Mainline Freight Triple Grey + Logo;  
 ML - Old Intercity Executive no Logos;  
 RR - Regional Railways;  
 RS - Scotrail;  
 TB - Transrail Blue plus Big T logo;  
 TD - Transrail Dutch plus Big T logo;  
 TR - Transrail Triple Grey + Big T logo;  
 WC - EW&SR Maroon & Yellow.

# The Name Game: Part 2

## Sister Dora

**D**espite starting out with very little activity, 1989 was a significant year in terms of Class 37 namings.

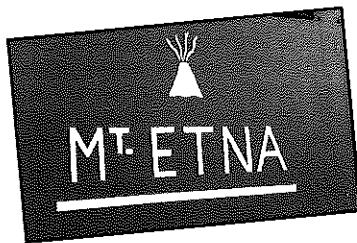
However, up until September things weren't looking good there had been no new additions and three locos lost their plates including 37188 *Jimmy Shand*. In fact during the year only two 'Syphons' were named, 37113 received the *Radio Highland* plates from 37260 at Doncaster in September and 37702 was named *Taff Merthyr* at Cardiff on 20 November.

However, this rather bleak situation was improved vastly by a group of staff members at Tinsley, enter the unofficial names. No fewer than eighteen Class 37s received these painted names during the last part of 1989. The first was 37096 *Spitfire*, and the aircraft theme was repeated on most of the others with some real classics including *Viking* (37057), *Tomado* (37073), *Fury* (37107) and *Typhoon* (37009).

The new decade began with two more unofficial namers, 37251 *Gladiator* and 37238 *Spitfire Mark II*. The first official naming didn't take place until March when 37693 became *Sir William Arrol* followed the following month by 37424 which received the plates formerly on 37403 and became *Isle of Mull*. By this time the first of the Tinsley locos had lost its name, 37087 *Vulcan* had been repainted and its unofficial name which had only been carried for a couple of months disappeared.

Sadly the powers at be didn't take the Tinsley hint and continued to bestow some rather naff names on the class, 37194 became *British International Freight Association* in September and the next month 37694 *The Lass O' Ballochmyle*. Four names were removed during the year including those on 37667 & 668 *Wensleydale* & *Leyburn*. Plus a few of the Tinsley machines received repaints and lost their names. The plates from 37411 were moved onto 37232. By the end of 1990 seventy-two 'Syphons' were named with a further fourteen unofficials.

1991 got off to a bad start



with 37501 & 502 both losing their plates, 37504 & 505 also lost theirs during the year. 37418's soon followed and three more of the Tinsley machines lost their painted versions.

However 37418 was soon fitted with the *Pectinidae* plates as it was now operating in the North West

as was 37421 which became *Strombidae*. The *Coal Merchants' Association of Scotland* plates were moved from 37235 to 37239 in March.

Two of the Welsh 'Fours' 37426 & 431 lost their plates in April & May. The latter became *Bullidae*. On the plus side two Class 37/0s received names 37073 *Fort William/An Gearasdan* (What ever that means) & 37023 *Stratford*. A third 37/9 was also named, 37902 became *British Steel Llanwern*. The year closed with 73 locos named and eight unofficials, two of which had been added towards the end of the year, reversing the spiralling trend of them being removed.

1992 saw many of the former 37/5 names appearing on Thornaby Class 37/7s and 37418 briefly carrying *Gordon Grigg* plates before reverting back to *Pectinidae*. Three more 37/0s were also honoured, green machine, 37216 became *Great Eastern*, 37154 *Johnson Stevens Agencies* and InterCity sleeper loco 37251 *Northern Lights*. Seven locos lost their names including 37069 & 37902. Three more Tinsley names appeared and three were removed, two because the locos were officially named.

1993 saw thirteen namings.



However, twenty names were removed. Of note was 37421 which started the year as *Strombidae*, became *Star of the East* in March and *The Kingsman* in November. A double ceremony as part of the Worcester Open Day, on 2 May, saw 37114 become *City Of Worcester* and 37185 *Lea & Perrins*. Two more 37/0s were also named during the year 37275 *Oor Wullie* received courtesy of 37402 and 37201 *Saint Margaret*. By year end the number of namers was down to 71. On the unofficial front four 37/4s had acquired names of volcanoes although 37419's *Mt. Pinatubo* name was soon painted out.

1994 saw 37418 receive its fourth name when it became *East Lancashire Railway*. The *Ben Cruachan* plates taken off 37404 in September 1993 reappeared on 37403 which lost its *Glendaroch* name. Other namings of note were 37890 which was named after the RCTS's magazine *The Railway*

*Observer*, now there's an idea! 37023 was renamed with a bigger plate, 37025 was named after Inverness TMD and 37402 became *Bont Y Bermo*. Nine locos lost their names during the year compared to only seven receiving them.

1995 saw another seven namings and seven locos lost their names. Of note was the plate fitted to 37517 in July, *St Aidan's CE Memorial School Hartlepool Rallsafe Trophy Winners 1995*, which was part of the prize for winning the Load Haul junior football tournament. At the time this nameplate carried the most characters ever, but as we shall see later, even this has been surpassed. One loco which carried its name to the bitter end was 37113 *Radio Highland*, despite sitting withdrawn without bogies the plates were still on days before cutting! The onset of the new freight company liveries mean't that from now on only locos in these would receive new names. Mainline chose 37055 *Rail Celebrity* and 37248 *Midland Railway Centre*, both in the attractive blue livery.

So far 1996 has produced some surprises, 37332 has

been re-united with its *Coal Merchants' Association of Scotland* plates after spending nearly a year and a half without them. 37116 lost its unofficial Comet name to become *Sister Dora* shortly after it had been desecrated inside Doncaster Works. But most remarkable of all and a real tribute to the guys at Tinsley, 37057 had its unofficial name *Viking* made official as part of the launch of the new EW&SR livery. As the scramble to repaint locos into this livery continues, two more maroon 37s have been adorned

with names, 37051 is now *Merehead* and 37717 has lost the *Stainless Pioneer* plates to be adorned with the longest name ever, *Maltby Lilly Hall Junior School Rotherham Rallsafe Trophy Winners 1996*.

At the time of writing, at the end of July, a total of seventy-one 'Syphons' are named, with a further 3 of the Tinsley unofficial namers still out there. What will happen next is anybody's guess, but there are a lot of ex-Class 31 names knocking about, which may well end up on Bescot 'Syphons'.



## CHRONOLOGICAL LISTING OF CLASS 37 NAMINGS: Part 2 1989 - 1996

Namings in **Bold**, Removals in normal type. Italics denotes unofficial name.

Date	Loco	Name	Where Named	Total Named
		Removal Info    Loco    Name		
Mon, May 1, 1989		37188 Jimmy Shand		70
Mon, May 1, 1989		37412 Loch Lomond		69
Tue, Aug 1, 1989		37260 Radio Highland		68
Fri, Sep 1, 1989	37113	<b>Radio Highland</b>	<b>BRML Doncaster</b>	<b>69</b>
Thu, Sep 21, 1989	37096	<b>Spitfire</b>	<b>Tinsley</b>	
Fri, Sep 29, 1989	37012	<b>Derwent</b>	<b>Tinsley</b>	
Sun, Oct 1, 1989	37077	<b>Hurricane</b>	<b>Tinsley</b>	
Mon, Oct 2, 1989	37003	<b>Tiger Moth</b>	<b>Tinsley</b>	
Wed, Nov 8, 1989	37009	<b>Typhoon</b>	<b>Tinsley</b>	
Sun, Nov 12, 1989	37057	<b>Viking</b>	<b>Tinsley</b>	
Sun, Nov 12, 1989	37073	<b>Tornado</b>	<b>Tinsley</b>	
Mon, Nov 13, 1989	37251	<b>Gladiator</b>	<b>Tinsley</b>	
Thu, Nov 16, 1989	37209	<b>Phantom</b>	<b>Tinsley</b>	
Fri, Nov 17, 1989	37107	<b>Fury</b>	<b>Tinsley</b>	
Mon, Nov 20, 1989	37702	<b>Taff Merthyr</b>	<b>Cardiff Canton</b>	<b>70</b>
Mon, Nov 20, 1989	37116	<b>Comet</b>	<b>Tinsley</b>	
Thu, Nov 23, 1989	37013	<b>Vampire</b>	<b>Tinsley</b>	
Sat, Nov 25, 1989	37185	<b>Buccaneer</b>	<b>Tinsley</b>	
Sun, Nov 26, 1989	37066	<b>Valiant</b>	<b>Tinsley</b>	
Tue, Nov 28, 1989	37072	<b>Venom</b>	<b>Tinsley</b>	
Wed, Nov 29, 1989	37087	<b>Vulcan</b>	<b>Tinsley</b>	
Wed, Dec 13, 1989	37178	<b>Meteor</b>	<b>Tinsley</b>	
Sat, Dec 16, 1989	37298	<b>Victor</b>	<b>Tinsley</b>	
Mon, Jan 1, 1990		37251 <i>Gladiator</i>		
Thu, Jan 4, 1990	37238	<b>Spitfire Mk II</b>	<b>Tinsley</b>	
Fri, Mar 23, 1990	37693	<b>Sir William Arrol</b>		<b>71</b>
Sun, Apr 1, 1990		37087 <i>Vulcan</i>		
Mon, Apr 30, 1990	37424	<b>Isle of Mull</b>		<b>72</b>
Thu, May 31, 1990		37310 <i>British Steel Ravenscraig</i>		<b>71</b>
Fri, Jun 1, 1990	37220	<b>Westerleigh</b>		<b>72</b>
Sun, Jul 1, 1990		37066 <i>Valiant</i>		
Sun, Jul 1, 1990		37072 <i>Venom</i>		
Wed, Aug 1, 1990		37077 <i>Hurricane</i>		
Fri, Aug 31, 1990		37667 <i>Wensleydale</i>		<b>71</b>
Fri, Aug 31, 1990		37668 <i>Leyburn</i>		<b>70</b>
Sat, Sep 1, 1990	37194	<b>British International Freight Association</b>		<b>71</b>
Mon, Oct 1, 1990		37411 <i>The Institution of Railway Signal Engineers</i>		<b>70</b>
Thu, Oct 18, 1990	37694	<b>The Lass O' Ballochmyle</b>		<b>71</b>
Thu, Nov 1, 1990	37232	<b>The Institute of Railway Signal Engineers</b>		<b>72</b>
Thu, Nov 1, 1990		37012 <i>Derwent</i>		

Date	Loco	Name Removal Info	Loco	Name	Where Named	Total Named
Thu, Nov 1, 1990			37107	Fury		
Tue, Jan 1, 1991			37185	Buccaneer		
Thu, Jan 31, 1991			37501	Teeside Steelmaster		71
Thu, Jan 31, 1991			37502	British Steel Teeside		70
Fri, Feb 1, 1991			37418	An Comunn Gaidhealach		69
Fri, Feb 1, 1991			37009	Typhoon		
Fri, Feb 1, 1991			37238	Spitfire Mk II		
Wed, Feb 27, 1991			37096	Spitfire		
Sun, Mar 31, 1991	37239	Coal Merchants' Association of Scotland				70 renumbered 37332
Sun, Mar 31, 1991	37418	Pectinidae				71
Sun, Mar 31, 1991	37421	Strombidae				72
Sun, Mar 31, 1991			37235	Coal Merchants' Association of Scotland		71
Tue, Apr 30, 1991	37706	Conidae				72
Tue, Apr 30, 1991			37426	Y Lein Fach/Vale of Rheidol		71
Tue, Apr 30, 1991			37505	British Steel Workington		70
Wed, May 1, 1991	37899	Sir Gorllewin Morgannwg / County of West Glamorgan				71
Wed, May 1, 1991			37431	Sir Powys / County of Powys		70
Fri, May 10, 1991			37298	Victor		
Fri, May 31, 1991	37431	Bullidae				70
Wed, Jun 5, 1991	37902	British Steel Llanwern			Llanwern	71
Mon, Jul 1, 1991			37073	Tornado		
Thu, Aug 1, 1991			37504	British Steel Corby		70
Thu, Aug 15, 1991	37073	Fort William / An Gearasdan				71
Tue, Sep 10, 1991	37684	Peak National Park				72
Tue, Sep 10, 1991			37178	Meteor		
Tue, Sep 17, 1991	37154	Sabre			Tinsley	
Thu, Oct 31, 1991	37008	Hornet			Tinsley	
Fri, Nov 1, 1991	37023	Stratford				73
Mon, Feb 24, 1992			37008	Hornet		
Sat, Feb 29, 1992			37325	Lanarkshire Steel		72
Fri, Mar 6, 1992	37216	Great Eastern				73
Wed, Mar 11, 1992	37418	Gordon Grigg				74
Fri, Apr 10, 1992			37418	Gordon Grigg		73
Sat, Apr 11, 1992	37418	Pectinidae				74
Tue, May 26, 1992			37154	Sabre		
Wed, May 27, 1992	37154	Johnson Stevens Agencies				75
Sun, May 31, 1992			37069	Thornaby TMD		74
Sun, May 31, 1992			37275	Stainless Pioneer		73
Sun, May 31, 1992			37321	Gartcosh		72
Tue, Jun 30, 1992			37507	Hartlepool Pipe Mill		71
Wed, Jul 1, 1992	37716	British Steel Corby				72
Wed, Jul 1, 1992	37718	Hartlepool Pipe Mill				73
Fri, Jul 31, 1992			37712	The Cardiff Rod Mill		72
Sat, Aug 1, 1992	37717	Stainless Pioneer				73
Sat, Aug 1, 1992	37887	Caerphilly Castle / Castell Caerffili				74
Mon, Aug 31, 1992	37713	British Steel Workington				75
Mon, Aug 31, 1992	37884	Gartcosh				76
Sun, Sep 20, 1992	37712	Teeside Steelmaster				77
Sun, Sep 20, 1992	37714	Thornaby TMD			Thornaby	78
Wed, Sep 30, 1992			37902	British Steel Llanwern		77
Sat, Oct 10, 1992	37032	Mirage			Tinsley	
Sun, Oct 11, 1992	37128	Jupiter			Tinsley	
Wed, Nov 4, 1992	37251	Northern Lights				78
Sun, Dec 6, 1992	37373	Lightning			Tinsley	
Sat, Jan 2, 1993	37715	British Steel Teeside				79
Sat, Jan 30, 1993			37711	Tremorfa Steelworks		78
Thu, Feb 4, 1993	37670	St Blazey T&RS Depot			St Blazey	79
Sun, Feb 28, 1993			37714	Thornaby TMD		78
Wed, Mar 10, 1993			37418	Pectinidae		77
Fri, Mar 12, 1993	37421	Star of the East				78
Fri, Mar 12, 1993			37421	Strombidae		77
Wed, Mar 31, 1993			37114	Dunrobin Castle		76
Wed, Mar 31, 1993			37220	Westerleigh		75
Wed, Mar 31, 1993			37698	Coedbach		74
Wed, Mar 31, 1993			37801	Aberthaw / Aberddawan		73
Tue, Apr 20, 1993	37898	Cwmbargoed DP			Cwmbargoed	74
Fri, Apr 30, 1993			37421	Star of the East		73
Fri, Apr 30, 1993			37427	Bont Y Bermo		72
Fri, Apr 30, 1993			37431	Bullidae		71



Date	Loco	Name Removal Info	Loco	Name	Where Named	Total Named
Sun, May 2, 1993	37114	City of Worcester			Worcester	72
Sun, May 2, 1993	37185	Lea & Perrins			Worcester	73
Mon, May 3, 1993	37422	Robert F. Fairlie Locomotive Engineer 1831 - 1885				74
Mon, May 3, 1993	37415	Mt. Etna			Tinsley	
Tue, May 4, 1993	37416	Mt. Fuji			Tinsley	
Mon, May 17, 1993	37427	Highland Enterprise				75
Thu, Jul 8, 1993	37419	Mt. Pinatubo			Tinsley	
Thu, Jul 8, 1993	37426	Mt. Vesuvius			Tinsley	
Fri, Jul 16, 1993			37314	Dalzell		74
Fri, Jul 30, 1993			37419	Mt. Pinatubo		
Sat, Jul 31, 1993			37418	Pectinidae		73
Sat, Jul 31, 1993			37503	British Steel Shelton		72
Sat, Jul 31, 1993			37693	Sir William Arrol		71
Sat, Jul 31, 1993			37694	The Lass O' Ballochmyle		70
Sun, Aug 1, 1993			37715	British Steel Teeside		69
Wed, Sep 1, 1993	37715	British Petroleum				70
Wed, Sep 1, 1993			37402	Oor Wullie		69
Wed, Sep 1, 1993			37404	Ben Cruachan		68
Thu, Sep 2, 1993	37692	The Lass O' Ballochmyle				69
Fri, Oct 15, 1993	37275	Oor Wullie				70
Tue, Nov 9, 1993	37421	The Kingsman				71
Tue, Nov 16, 1993	37201	Saint Margaret				72
Wed, Dec 1, 1993			37154	Johnson Stevens Agencies		71
Mon, Dec 13, 1993			37373	Lightning		
Sat, Jan 1, 1994	37414	Cathays C&W Works 1846 - 1993				72
Mon, Jan 31, 1994			37023	Stratford		71
Mon, Jan 31, 1994			37358	P & O Containers		70
Mon, Jan 31, 1994			37403	Glendarroch		69
Mon, Jan 31, 1994			37675	William Cookworthy		68
Tue, Feb 1, 1994	37023	Stratford TMD Quality Approved			Stratford	69
Wed, Feb 9, 1994	37379	Ipswich WRD Quality Assured			Ipswich	70
Fri, Feb 18, 1994	37890	The Railway Observer				71
Wed, Feb 23, 1994	37403	Ben Cruachan				72
Mon, Feb 28, 1994	37402	Bont Y Bermo				73
Fri, Mar 4, 1994			37032	Mirage		
Fri, Mar 18, 1994	37025	Inverness TMD Quality Approved			Inverness	74
Thu, Mar 31, 1994			37800	Glo Cymru		73
Fri, Apr 22, 1994	37418	East Lancashire Railway				74
Thu, Jun 30, 1994			37511	Stockton Haulage		73
Sun, Jul 31, 1994			37713	British Steel Workington		72
Fri, Sep 2, 1994			37239	Coal Merchants' Association of Scotland		71
Fri, Sep 2, 1994			37128	Jupiter		
Mon, Oct 31, 1994			37311	British Steel Hunterston		70
Mon, Oct 31, 1994			37424	Isle of Mull		69
Sun, Jan 1, 1995	37412	Driver John Elliot				70
Sun, Jan 1, 1995			37059	Port of Tilbury		69
Tue, Jan 31, 1995			37407	Loch Long		68
Wed, Feb 1, 1995	37404	Loch Long				69
Mon, Feb 20, 1995	37407	Blackpool Tower			Blackpool	70
Thu, Apr 20, 1995			37506	British Steel Skinningrove		69
Wed, May 31, 1995			37888	Petrolea		68
Thu, Jul 6, 1995			37512	Thornaby Demon		67
Wed, Jul 19, 1995	37517	St Aidan's CE Memorial School Harlepool Railsafe Trophy Winners 1995				68
Tue, Aug 1, 1995			37113	Radio Highland		67
Sat, Oct 14, 1995	37248	Midland Railway Centre			Midland Railway Centre	68
Wed, Nov 1, 1995			37068	Grainflow		67
Wed, Nov 15, 1995	37055	Rail Celebrity			Stewarts Lane	68
Thu, Dec 21, 1995	37674	St Blaise Church 1445 - 1995			St Blazey	69
Mon, Jan 1, 1996			37116	Comet		
Thu, Feb 1, 1996	37332	Coal Merchants' Association of Scotland				70
Sun, Feb 25, 1996	37116	Sister Dora			Bescot	71
Sat, Feb 10, 1996			37057	Viking		
Thu, Apr 25, 1996	37057	Viking			Toton	72
Fri, Jun 14, 1996	37051	Merehead			Toton	73
Fri, Jun 14, 1996			37137	Clyde Iron		72
Mon, Jul 2, 1996			37517	St Aidan's CE Memorial School Harlepool Railsafe Trophy Winners 1995		71
Mon, Jul 8, 1996			37717	Stainless Pioneer		70
Mon, Jul 15, 1996	37717	Maltby Lilly Hall Junior School Rotherham Railsafe Trophy Winners 1996				71

# PASSENGER DIARY

## THE 'NON-E's

8/5/96 37071  
37254

17/5/96 37254

✓ 24/5/96 37107

25/5/96 37107

26/5/96 37107

27/5/96 37107

2/6/96 37154

5/6/96 37258

6/6/96 37521

37258

7/6/96 37258

8/6/96 37258

✓ 9/6/96 37116

9/6/96 37258

10/6/96 37258

11/6/96 37222

14/6/96 37701

15/6/96 37670

19/6/96 37197

20/6/96 37046

21/6/96 37051 & 37057

23/6/96 37116

24/6/96 37116

25/6/96 37116

26/6/96 37116

✓ 27/6/96 37351

30/6/96 37042

✓ 37141

2/7/96 37197

3/7/96 37141

4/7/96 37141

37108

5/7/96 37141

37158

6/7/96 37695

8/7/96 37685

9/7/96 37254

11/7/96 37116

✓ 13/7/96 37601 & 37603

18/7/96 37262

20/7/96 37051 & 37057

37058 & 37059

37142

✓ 22/7/96 37055

31/7/96 37240

2/8/96 37025

6/8/96 37294

26 7/8/96 37294

10/8/96 37071

13:40 Euston - Preston from Brinklow - Nuneaton.

12:17 Manchester - Plymouth from Bristol.

08:50 Edinburgh - Penzance from Exeter.

Southampton - Bristol & return.

Southampton - Bristol & return.

Southampton - Bristol & return.

Southampton - Bristol & return.

Barry - Cardiff specials, top & tail with 47712.

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

Exeter - Leeds throughout with HST dead-in-tow.

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

11:30 Bristol - Cardiff.

09:00 Bristol - Weymouth & 16:55 return

12:28 Crewe - Holyhead & 14:53 return, then 18:18 Crewe - Bangor & rtn.

16:10 Cardiff - Birmingham & 19:00 return.

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

09:00 Poole - York as far as Reading.

16:45 Cardiff - Manchester & 21:38 Crewe - Cardiff.

06:05 Leeds - Newquay HST from Par. Propelled 14:08 to Leeds to Par.

Assisted Waterloo - Penzance sleeper from Bridgwater - Plymouth.

Reading - Liverpool from Oxford to Birmingham N.S.

Euston - Cranmore private charter.

19:00 Birmingham - Cardiff with 37411.

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

09:00 Bristol - Weymouth & 16:55 return.

06:59 Westbury - Weymouth & 08:40 return to Bristol.

Fort William - Edinburgh sleeper from Dumbarton. 37423 low on coolant.

14:20 Brighton - Glasgow as far as Reading.

16:10 Cardiff - Birmingham & 19:00 return.

05:55 Plymouth - Paddington from Exeter to Paddington.

16:33 Bristol - Weymouth & 19:38 return to Westbury.

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

09:05 Birmingham - Glasgow between Shap - Carlisle.

11:30 Bristol - Cardiff.

16:45 Cardiff - Manchester from Newport & 21:38 Crewe - Cardiff.

09:20 Brighton - Edinburgh from Wolverhampton - Preston.

21:10 Aberdeen - Edinburgh from Ladybank.

Newcastle - Plymouth HST from Exeter.

Birmingham - Glasgow from Tebay to Carlisle

'Yorkshire Doodle Dandy' railtour from Bristol - Crewe and return.

12:30 Glasgow - Poole propelling 86204 from Glasgow to ???

'Settle Syphons' railtour Kings Cross - Doncaster & York - Kings Cross.

'Settle Syphons' railtour Doncaster - York via Settle, Carlisle and Hexham.

09:57 Stockport - Holyhead & 13:26 return.

16:48 Reading - Liverpool. Train started at Oxford. 37055 worked as far as Birmingham.

Liverpool - Warrington 'drag'.

'Road to the Isles' railtour.

'Royal Scotsman' Inverness - Kyle.

'Royal Scotsman' Kyle - Inverness.

Warrington - Preston 'drag'.

# PASSENGER DIARY

## THE 'E' FLEET

**37401 Mary Queen of Scots LGHM (ML)**

Last recorded working 10/8/96.

**37402 Bont Y Bermo LWMC (CD)**

Last reported working - North Wales 10/8/96.

**37403 Ben Cruachan LGHM (ML)**

Last recorded working - Fort William sleeper 7/8/96.

**37404 Loch Long LGHM (ML)**

Last recorded working 22/5/96.

**37405 Strathclyde Region LWCW (SP)**

Last recorded working North Wales 10/5/96.

**37406 The Saltaire Society LGHM (ML)**

Last recorded working - Fort William sleeper 29/6/96.

**37407 Blackpool Tower LWCW (SP)**

Last reported working - North Wales 12/7/96.

**37408 Loch Rannoch LWMC (CD)**

Last reported working - North Wales 4/8/96.

**37409 Loch Awe LGHM (ML)**

Last recorded working - Fort William sleeper 12/7/96.

**37410 Aluminium 100 LGHM (ML)**

Last recorded working - Fort William sleeper 23/5/96.

**37411 LNDK (CF)**

Last reported working - Weymouth 13/7/96.

**37412 Driver John Elliot LNDK (CF)**

Last recorded working - Weymouth 8/7/96.

**37413 Loch Eil Outward Bound LWCW (SP)**

Managed to get a run on the Coast on 31 July. On loan whilst 37425 is in Works.

Last reported working - North Wales 10/8/96.

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

Last reported working - North Wales 10/8/96.

**37415 LWCW (SP)**

Last reported working - North Wales 6/4/96.

**37416 LWCW (SP)**

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

**37417 Highland Region LWMC (CD)**

Last reported working - North Wales 10/8/96.

**37418 East Lancashire Railway LWMC (CD)**

Last reported working - North Wales 10/8/96.

**37419 LWCW (SP)**

First and only run since returning from Doncaster in EW&SR colours was on 20 July.

Last reported working - North Wales 20/7/96.

**37420 The Scottish Hosteller LWMC (CD)**

Last reported working - North Wales 12/7/96.

**37421 The Kingsman LWMC (CD)**

Last reported working - North Wales 12/7/96.

**37422 Robert F. Fairlie LWMC (CD)**

Last reported working - North Wales 4/8/96.

**37423 Sir Murray Morrison LGHM (ML)**

Last recorded working - Fort William sleeper 27/6/96.

**37424 LGHM (ML)**

Last recorded working - Fort William sleeper 1/8/96.

**37425 Concrete Bob LWMC (CD)**

Last reported working - North Wales 15/6/96.

**37426 LWCW (SP)**

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

**37427 LNDK (CF)**

Last recorded working - Birmingham - Cardiff 14/7/96.

**37428 David Lloyd George LGHM (ML)**

Last recorded working - Fort William sleeper 9/8/96.

**37429 Eisteddfod Genedlaethol LWMC (CD)**

Last reported working - North Wales 10/8/96.

**37430 Cwmbran LGHM (ML)**

Last recorded working - 'Royal Scotsman' 12/7/96.

**37431 LCXX**

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

**DEADLINE FOR  
NEXT ISSUE  
26 SEPTEMBER '96**

*Snap!*

