

The Magazine of the Class 37 Group

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SYPHON!



Gen File
March
Memories
News

£1.25

Mar/Apr
1997

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Thanks

Thankyou to the following, who have contributed to this issue of **SYPHON!**
Daniel Hitchens, Mike Broom, Andrew Fuller, Derek Riley, D.L. Jennings, David Prior, Ken Short, Transport Topics, Ian Dobson, Alan Hawkins, The North Wales Crew, Peter Alderson, Rob Morel, T. Dawe, John Gothard, Alan Vacani, K. Palmer, Jasper, Peter Hall, Keith Fransham, Michael Gibson, Adrian Cox, Paul Furtek and anyone else I may have missed.

Cover Pic: A blast from the past. D6721 nears Knebworth on the East Coast Main Line back in 1964.
 Photo: DAVID PERCIVAL.

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, 22 The Chase, Boreham, Chelmsford, Essex CM3 3DY. 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.

OPENING SHOT



A scene which will soon pass into history, two Load Haul liveried machines, 37517 & 37710 face up to each other at Warrington. **Photo: DAVE BALL**

From the Engine Room

Apologies for the delay of this issue. Sadly many personal commitments have not given me time to get the mag rolling. Just like everyone within the Group, family has to come first and that has had to be the case, with moving house, changing my work pattern and a new business venture, things have been chaotic.

There is a lot to catch up on and within the coming pages I hope I have covered all the major news, changes, etc.

Our attempts to buy 37003 have been ongoing for nearly a year, so we were surprised to learn that the locomotive has blue asbestos in the bulkhead. This poses a few problems!

We have also obtained a list which provisionally details all the Class 37s which will be put out to tender in the very near future. Full details, can be found on page 4. This will probably be the last chance to buy a Class 37 for a few years as the

purpose of the exercise is to rid EWS of unwanted/unrepairable/surplus locomotives. The remainder will go into strategic store or service.

We have withdrawn our initial bid for 37003 and fully intend to re-submit a much lower bid, which takes into account the costs and hassle of removing the asbestos. We are also considering bidding for a second locomotive. However, the loco's identity is being kept under-wraps for the time being.

Obviously any donations will be gratefully received and rest assured you will be the first to know if and when we are successful in either one or both bids.

Until then enjoy this rather belated issue, if any of you fancy helping out with the mag please, please give me a call.

Ken Carr
Editor

GROUP NEWSDESK

Membership Matters

The latest membership update is as follows:

Renewals

37001 - Andy Garten	37002 - Jane Garten	37004 - Andrew Donald	37005 - Keith Fransham
37007 - Melvyn Glaves	37015 - P.J. Nolan	37016 - M.E. Broom	37019 - Paul Bramwell
37027 - Michael Stock	37028 - Ken Stort	37030 - J. King	37031 - Brian Faulks
37039 - S. Woodhouse	37041 - David Bratt	37053 - Matthew King	37058 - S. Maloney
37064 - Liam Burke	37065 - Mary Burke	37061 - Roderick King	37062 - Stuart King
37066 - D. Donlan	37075 - Alan Timperley	37083 - A. Wilson	37109 - Al Pullford
37112 - John Lisle	37115 - Mike Millward	37116 - Steve Potter	37128 - Mark Mee
37131 - David Hamilton	37133 - Roger Parr	37172 - Leslie Hurn	37180 - David Wood
37244 - J.R. Dewing	37245 - Davis Haywood	37247 - Olive Wood	37262 - S. MacKay
37286 - J. Thompson	37370 - Robin Fransham	37412 - John Langton	37420 - S. Riley
37696 - Marcus Stent	37701 - K.W. Palmer	37892 - Martin Ransom	

New Members

37022 - Kenneth Jones	37044 - Joy Jones	37089 - Gareth Jones	37149 - Hady Jones
37303 - Sally-Anne Young	37304 - Matthew Cooper	37306 - David Patten	37307 - S. Shaw

Total Membership 12/3/97: 309

Graham Potts
Membership Secretary

THE GREAT EWS 'SYPHON' SALE BEGINS BUT 37003 BID IN DOUBT AS BLUE ASBESTOS FOUND

Freight operator EWS continue to prune their motive power fleet as part of the company's restructuring. Already surplus Class 31s and 33s have been sold off to scrap dealers and preservationists. Now it's the turn of the Class 37s, we have been given sight of a provisional disposal list which also details the reason for the loco being sold off.

The biggest shock is the discovery of blue asbestos in 37003's bulkhead. Therefore the Group's bid for this locomotive has been withdrawn. However, we are considering submitting a much lower bid and quotes have already been received for the removal of the asbestos. Any new bid will take into account the extra movement costs and of course the asbestos removal fees.

As this will probably be the last chance to buy a Class 37 for some time, the committee feel we should bid for at least one locomotive and inspections are currently being undertaken on the available 'Syphons'. The provisional list is as follows:

FOR DISPOSAL

37003 Immingham	Blue Asbestos
37045 Cardiff	Scrap Bogies
37066 Crewe	Major Component Recovery
37075 Thornaby	Engine Unserviceable
37078 Motherwell	Major Component Recovery
37139 Thornaby	Major Component Recovery
37209 Doncaster	Generator
37218 Immingham	Scrap Bogies
37278 Toton	Major Component Recovery

37298 Immingham	Scrap Bogies
37333 Crewe	Major Component Recovery
37381 Frodingham	Major Component Recovery
37382 Immingham	Major Component Recovery
37699 Crewe	Beyond Economic Repair

RESERVE LIST

37110 Immingham	Electrics Robbed
37217 Immingham	High Engine Hours
37431 Motherwell	Beyond Economic Repair
37905 Cardiff	Beyond Economic Repair
37906 Cardiff	?

TO BE ASSESSED

37019
37035
37063
37099
37144
37213

We understand that there are possible buyers for 37209 and 37906. And no doubt once the official list is published, probably by the time you read this, interest will be high and a number could be saved.

We need as much money as possible to ensure we secure at least one of the above, so if you can spare any cash please send it in as soon as possible.

'SYPHON' STONE



37379 and 37137 were the unexpected traction for this heavy ARC stone train from Tytherington Quarry on 1 April '97. The 'Syphons' are seen during loading of 1576 tons of Gloucestershire stone. **Photo: K.T. Goodchild**

HEAVY DUTY DUTIES

PAIRS of Class 37s are now being used on all sorts of heavyweight trains. Apart from 37379 & 137 pictured above, other notable workings include a new weekly flow of steel from Allied Steel & Wire in Cardiff to Purfleet. The first train was powered by 37897 & 37898 on 14 January, and 'heavyweight' pairs have been noted every week since. The exception was on 22 March when 37230 & 37254 provided the traction. The train is over 1400 tonnes and tends to be very noisy.

The Hull - Rylestone Tilcon train on 3 March saw 37 697 & 37711 deputise for a Class 60. The Acton - Purfleet stone saw 37042 & 37697 deputise for a Class 59 on 2 April. A week earlier 37892 deputised for a Class 58 on the Bardon - Angerstein stone.

The Tunstead - Northwich hoppers is another heavyweight train which continues to be a regular diagram for the class. EWS liveried 37051 & 37707 were regular performers during February & March.

'SURFING' THE NET 2

FOLLOWING on from the last issue, member MIKE BROOM has informed me of his excellent Class 37 web site on the internet. Mike wants to establish this as the official Class 37 Group site, which should happen, all being well, by the time you read this. You can find the site by keying the following:

http://members.tripod.com/~Mike_Broom/index.html

37606 BREAKS ITS DUCK FOR THE DECADE

ONE of only three Class 37s that hadn't worked a passenger train this decade, 37606, finally broke its duck on 24 February, a mere 7 years, six months and four days after its previous passenger outing.

The EPS owned 'Syphon' was pressed into action after 90011 failed at Hanslope Junction on the West Coast Main Line. 606 was summoned to haul the stricken train as far as Rugby.

BUS STOP MILEAGE

RECENT months have seen some incredible short haulages for Class 37s rescuing service trains.

On 14 March, 37883 was called out to rescue a Class 86 on the 07:50 Harwich Parkstone Quay - Liverpool Street. The 'Can' had expired just 1 mile short of its destination!

Another short run saw 37141 used to drag a failed Class 86 on the 08:05 Euston - Liverpool from outside Rugby into the station on 13 February.

The most remarkable though was the 1 inch achieved by 37254. The loco was sent to rescue 37416 which had failed at Bruton with the 06:59 Westbury - Weymouth on 2 January. However, after coupling up it was unable to provide any air braking for the stock and was eventually despatched back to Exeter. The 1 inch was actually pushage when the loco coupled-up.

CONTINUED HELP FOR LINERS



37225 & 37516 head through Woodlesford with the Saturday Leeds to Southampton freightliner. The return of this service to Class 47 haulage means that there are no booked freightliner duties for the Class 37s. However 'Syphons' are still making occasional appearances on freightliner trains, due to failure and non availability of booked motive power. **Photo: Simon Jowett.**

37515 & 37717 may have been the last pair of Class 37s to work the Leeds - Southampton freightliner on 23 November, however, there are still plenty of occasions when 'Syphons' are deputising for Class 47s.
18/12/96 - 37800 Felixstowe branch shuttles.
21/12/96 - 37803 Crewe - Southampton from Oxford.
7/1/97 - 37010 & 37023 Felixstowe branch shuttles.

8/1/97 - 37010 & 37023 Felixstowe branch shuttles.
10/1/97 - 37010 & 37244 Felixstowe branch shuttles.
5/2/97 - 37715 Lynemouth - Crewe from Healey Mills.
27/2/97 - 37890 22:51 Southampton - Ripple Lane.
28/2/97 - 37376 20:38 Southampton - Lawley Street.
1/3/97 - 37800 03:45 Southampton - Ripple Lane.
26/3/97 - 37707 20:38 Southampton - Lawley Street.

CLOCKING UP THE MILES

ALREADY this year there have been a couple of tours offering some decent Class 37 mileage. And there could be more to come.

On 1 March, Mercia Charter's 'Maiden Voyager' utilised 37220 & 37222 from Ealing Broadway - Coventry and return. On the final day of the month 37248 & 37332 made an epic journey from Reading to Scarborough on Pathfinder's 'Scarborough Maid'. The train was then headed by a Class 56 to York with the 37s giving a bit of assistance at the rear. Then the 'Syphons' took over for the run back to Reading.

There is a rumour that pairs of Class 37s might be used on some of Pathfinder's 'Cumbrian Mountain Expresses' from Reading during May.

LONDON 'FOURS'

ST PANCRAS and Bounds Green have had extremely rare visits by 37/4s. On 2 December 37419 was exhibited at St Pancras with the prototype Thrall EuroSpine wagon.

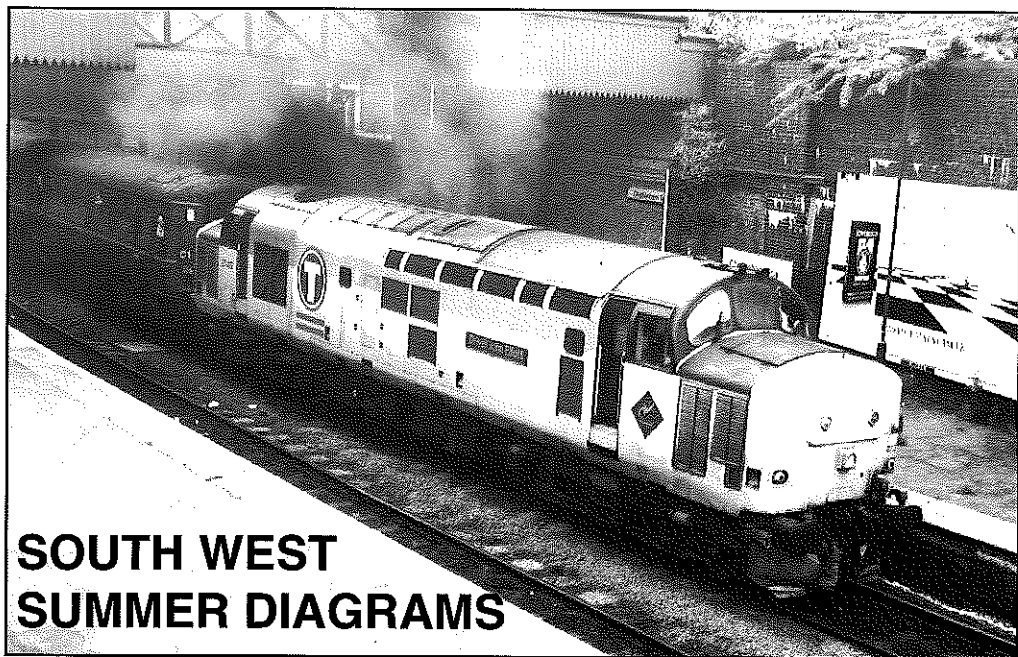
On 14 February 37427 tripped four coaches to the Nene Valley Railway from Bounds Green.

PARIS 'SYPHONS'

Passengers on board the 16:48 Waterloo - Paris Eurostar got an unexpected treat on 13 March. Due to a third rail power failure at Waterloo 37603 & 37611 hauled the train as far as Bromley South.



Following its successful return to traffic last year, 37032 will be one of the star attractions at the North Norfolk Railway's Diesel Gala on 14/15 June, by which time it could be all over green. **Photo: D.L. JENNINGS.**



SOUTH WEST SUMMER DIAGRAMS

MONDAY - FRIDAY (School Holidays Only)

07:14 Westbury - Bristol T.M.
08:30 Bristol T.M. - Weymouth
11:03 Weymouth - Bristol T.M.
14:33 Bristol T.M. - Weymouth
17:26 Weymouth - Bristol T.M.

MONDAY - THURSDAY (School Term Time)

06:59 Westbury - Weymouth
08:40 Weymouth - Bristol T.M.
11:30 Bristol T.M. - Cardiff Central
14:05 Cardiff Central - Bristol T.M.
16:33 Bristol T.M. - Weymouth
19:38 Weymouth - Westbury

FRIDAY (School Term Time)

06:59 Westbury - Weymouth
08:40 Weymouth - Bristol T.M.
11:30 Bristol T.M. - Cardiff Central
16:45 Cardiff Central - Manchester Piccadilly
21:38 Crewe - Cardiff Central

'SYPHONS' TO MINEHEAD

On 24 March, 37711 returned freight traffic to the preserved West Somerset Railway. 8Z90 the 13:15 Merehead to Minehead conveyed stone to the seaside town for use in a sea wall scheme. EWS has signed a two year contract which will see an average of two trains a week heading for Minehead. The stone is unloaded in the loco yard adjacent to the station.

37412 departs Cheltenham, this is one of the locos which will be used on this Summer's South West diagrams. Photos: Alan Hawkins

SATURDAY

09:00 Bristol T.M. - Weymouth
11:55 Weymouth - Bristol T.M.
14:33 Bristol T.M. - Weymouth
17:26 Weymouth - Bristol T.M.

SUNDAY

07:45 Cardiff Central - Weymouth
16:30 Weymouth - Bristol T.M.

FREIGHT TO KYLE

AFTER a gap of some fifteen years, freight traffic returned to Kyle on 29 January when 37170 and 37410 headed a train of empty timber wagons to the Scottish port. After loading the train left in mid-afternoon en-route for Inverness. The wagons were sent forward to their destination at Workington via the 'Enterprise' service.

On 17 March, 37165 & 37221 headed a train of vans to Kyle, this shouldn't be the last either as we gather a regular working is due to be started in the near future.

37s TO WORK RHYMNEY'S

THE Cardiff - Rhymney valley commuter service which has been worked by a Class 47 and stock is expected to go over to Class 37 any day now.

THE CHANGES KEEP ON COMING

A slightly clearer picture is beginning to appear with EWS's fleet restructuring. Bescot has lost most of its allocation to Crewe, retaining only five 'Sandite Syphons'. Crewe's allocation has increased to 32 members of the class.

Nine more have been put into store and one, 37133, has moved from the stored pool to Stewarts Lane. This activity has reduced the operational fleet to 223 locomotives.

Other changes have been made moving locos around as traffic dictates. The good news is that the common-user policy of EWS, means that the class can be found on virtually any kind of train, anywhere.

With more and more freight traffic being won over from road hauliers, the remaining 'Syphons' should have a relatively secure future at least until 2000.

LIVERY MATTERS

EWS maroon now covers a fifth of the operational fleet with 46 'Syphons' painted in the freight operators colours. A change of typeface for numbering and lettering has also taken place and the company logo is also being added underneath the secondman's window.

There are now more EWS liveried Class 37s than any other colour scheme, having recently overtaken those painted in Dutch (45). Next up are the 42 painted in Transrail livery.

Interestingly 37408 still retains Large Logo Blue and 37275 is still in rail blue.

NEWS IN BRIEF

21/12/96 - 37426 worked 12:17 Manchester - Plymouth to Birmingham New Street.

37377 worked ECS Old Oak - Paddington for steam charter.

23/12/96 - 37895 worked the Plymouth - Willesden Railnet service from Ivybridge.

27/12/96 - 37430 worked 07:50 Inverness - Kings Cross HST as far as Perth.

31/12/96 - 47004 & 37707 worked Avon Binliner as far as Swindon 707 was being moved within train.

2/1/97 - 37421 worked 09:50 Euston - Holyhead HST from Prestatyn

10/1/97 - Cardiff to Phillips Marsh ECS HST failed, 37903 assisted throughout.

22/1/97 - 37521 piloted 47565 on the Crewe Works test train to Holyhead and back.

27/1/97 - 37057 worked the Longport - Harwich tanks.

8/2/97 - 37245 & 37332 worked a Tees Yard - Clitheroe coal service.

20/2/97 - 37114 deputised for a 31 on the Sellafeld - Southminster flasks.

10/3/97 - 37262 & 33046 worked Sheerness - Snailwell scrap in place of Class 58.

13/3/97 - 37416 worked Swansea - Willesden Railnet as far as Bristol T.M.

Ch. Ch. Ch. Changes

English Welsh & Scottish

Pool / Depot Changes

37012	ENTN TO - ENXX
37025	LBLB BS - LWCW CD
37071	LBLB BS - LWCW CD
	LWCW CD - ENTN TO
37073	LBLB BS - LWCW CD
37087	LBLB BS - LWCW CD
	LWCW CD - LCWX
37095	LBLB BS - LWCW CD
37108	LBLB BS - LWCX
37116	LBLB BS - LWCW CD
37133	LCWX - EWDB SL
37141	LBLB BS - LWCW CD
37142	LBLB BS - LWCW CD
37146	LBLB BS - LWCW CD
37158	LBLB BS - LWCW CD
37191	LBSB BS - LWCW CD
37211	LBLB BS - LWCW CD
37212	LBLB BS - LWCW CD

37214	LBLB BS - LWCW CD	37411	TR - WC
	LWCW CD - LCWX	37416	ML - WC
37240	LBLB BS - LWCW CD	37418	RR - WC
	LWCW CD - LCWX	37426	ML - WC
37262	LBSB BS - EWDB SL	37503	FM - WC
37330	LBSB BS - FDRI IM	37667	FU - WC
	FDRI IM - FDYX	37668	TR - WC
37334	LBSB BS - LCWX	37682	GP - WC
37358	FDRI IM - FDYX	37694	FC - WC
37503	FDRI IM - FDCI IM	37703	MF - WC
37505	LBLB BS - LWCW CD	37704	FC - WC
37695	LBLB BS - LWCW CD	37706	FP - WC
37711	FDCI IM - EWDB SL	37712	FP - WC
37888	FDCI IM - LNCK CF	37714	FM - WC
37906	LNCK CF - LCWX	37716	FM - WC
		37718	FM - WC
		37895	FC - WC
		37899	FC - WC

LIVERY CHANGES

37109	MB - WC
37174	GX - WC
37405	ML - WC

CURRENT POOL ALLOCATIONS

ENGLISH WELSH & SCOTTISH RAILWAY

OPERATIONAL POOLS

ENTN - Toton

37010	37013	37038	37042	37046	37051
37055	37057	37065	37071	37072	37079
37097	37098	37114	37137	37162	37185
37222	37227	37238	37244	37248	37264
37376	37715	37798			

EWDB - Stratford

37023	37047	37106	37140	37216	37242
37379	37667	37676	37678	37679	

EWDB - Stewarts Lane

37037	37054	37074	37077	37109	37133
37167	37198	37203	37219	37262	37274
37371	37375	37377	37703	37705	37709
37711	37800	37803	37890	37891	37892

EWBR - Stewarts Lane - Restricted Use

37040	37174	37194	37220	37245	37293
37370	37372	37380			

FDCI - Immingham

37503	37513	37515	37516	37517	37519
37677	37680	37682	37684	37686	37688
37689	37694	37697	37698	37706	37707
37708	37710	37713	37716	37717	37718
37719	37883	37884	37885	37886	

FDRI - Immingham - Restricted Use

37131	37225	37332	37350		
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LBSB - Bescot - Sandite

37154	37178	37196	37255	37258	
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LGBM - Motherwell

37043	37069	37100	37152	37153	37165
37170	37175	37221	37250	37261	37294
37351	37510	37675	37683	37685	37692
37693	37702	37712	37714	37796	37797
37799	37801	37802	37893		

LGHM - Motherwell - West Highland

37401	37403	37404	37406	37409	37410
37424	37428	37430			

LNCK - Cardiff Canton - South Wales

37411	37412	37416	37427	37701	37704
37887	37888	37889	37894	37895	37896
37897	37898	37899	37901	37902	37903

LNLC - Cardiff Canton - Cornwall

37521	37668	37669	37670	37671	37672
37673	37674	37696			

LNSK - Cardiff Canton - Sandite Fitted

37197	37229	37230	37254	37263	37275
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LWCW - Crewe Diesel

37025	37073	37095	37116	37141	37142
37146	37158	37191	37211	37212	37405
37407	37413	37415	37419	37426	37505
37509	37518	37520	37695		

LWMC - Crewe Diesel - North Wales Passenger

37402	37408	37414	37417	37418	37420
37421	37422	37425	37429		

Total: 211

STORED POOLS

ENXX - Former Mainline Stored Locos

37012	37035	37048	37092	37241	37278
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FDYX - Former Load Haul Stored Locos

37003	37019	37045	37058	37059	37063
37068	37075	37083	37104	37110	37139
37144	37209	37217	37218	37223	37235
37298	37330	37331	37333	37335	37340
37341	37343	37344	37345	37358	37359
37381	37382	37699			

LCWX - Former Transrail Strategic Reserve

37026	37066	37087	37088	37099	37107
37108	37111	37156	37184	37188	37201
37207	37213	37214	37232	37240	37251
37334	37423	37431	37904	37905	37906

LCXX - Former Transrail Stored For Spares

37008	37031	37078	37080		
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Total: 67

EUROPEAN PASSENGER SERVICES

GPSV - Old Oak Common - Sleepers

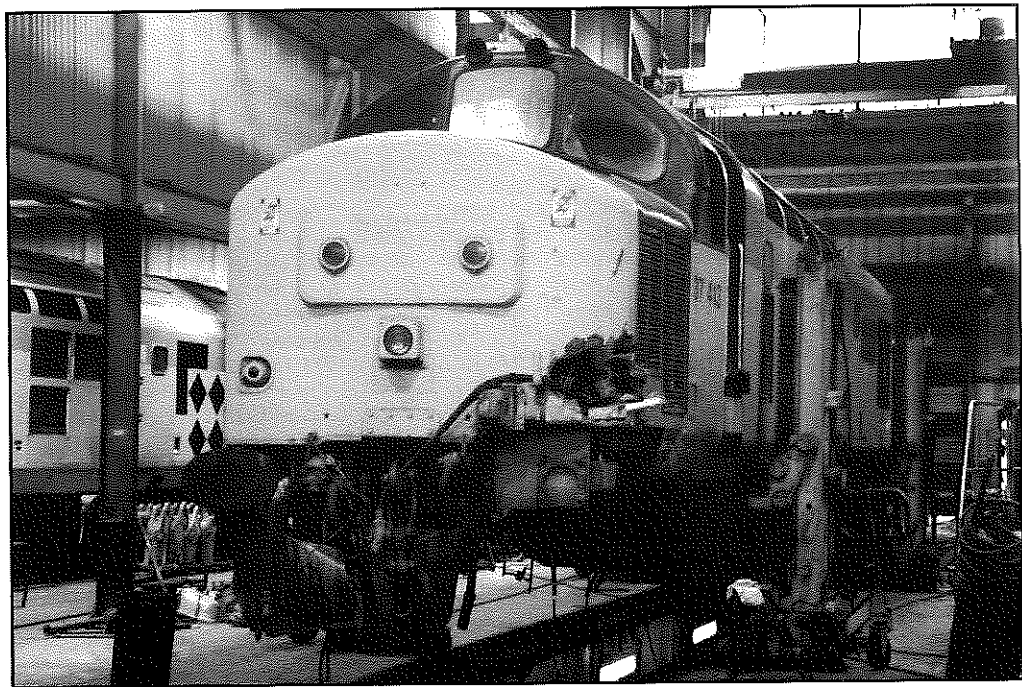
37601	37602	37603	37604	37605	37606	37607	37608	37609	37610	37611	37612
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Total: 12

OOPS!



ABOVE: 37273 formerly 37306 & D6606 sits at Cardiff after withdrawal as a result of a prang.
BELOW: 37413 receives attention inside Eastfield. **Photos: DAVE BALL**



SYPHONS TO YARMOUTH

by Peter Hall

Although passengers travelling from Sheffield Division stations to Great Yarmouth were likely to find a Class 37 on their train for part of the journey, this was invariably on a leg of the journey away from the Sheffield area. However over the years Class 37s did make a number of appearances on Yarmouth trains at Sheffield, particularly in the 1979-1982 period when a couple of rostered workings existed.

The traditional Sheffield Division train of the 1970s was the 07xx Chesterfield-Yarmouth which was routed by way of Sheffield, Worksop, Lincoln, Spalding, Grassmoor Junction, March and Thetford. The corresponding return working being the 1159 Yarmouth-Sheffield similarly routed. These trains were the domain of Tinsley based Class 31s, the locomotive working from Chesterfield in the morning being detached at Grassmoor Junction from where it returned on the balancing working. Class 37s did very occasionally creep on to this turn over the years, the only locomotive however that I have recorded is 37097 (TE) on 0720 Chesterfield-Yarmouth on 24th May 1975, on this date no balancing train ran. In 1976 the working was reorganised to become an out and back stock working with the return train leaving Yarmouth at 1514. Class 31s continued to dominate over the following years, however Class 37s did very occasionally make appearances. Those recorded being 37039 (MR) on 0715 Chesterfield-Yarmouth 21st August 1976, 37050 (MR) on 1522 Yarmouth-Sheffield 23rd June 1979, 37209 (TI) on 0708 Chesterfield-Yarmouth and 1522 Yarmouth-Sheffield 1st September 1979, 37037 (MR) on 1522 Yarmouth-Sheffield on 5th July 1980, 37117 (TE) on the same working on 9th August 1980, 37035 (HM) on 1523 Yarmouth-Sheffield 23rd May 1981 and 37075 (MR) on 1431 Yarmouth-Sheffield 3rd July 1982.

In 1983 this working was withdrawn in this form as part of a rationalisation of Yarmouth Summer Saturday trains following the closure of the joint line between Spalding and March the previous autumn. Alternative provision was however made for Chesterfield which at last got a return train from Yarmouth, this era being considered later.

A significant increase in Class 37 activity on Yarmouth trains serving Sheffield occurred in 1979. Prior to this year the 0919 Manchester Piccadilly-Yarmouth had a locomotive change at Lincoln, the locomotive(s) which had worked through from Manchester to Lincoln returning on 0915 Yarmouth-Manchester Piccadilly from Lincoln. An interesting feature however was that on the last day of the trains season each summer there was no Manchester-Yarmouth to work a locomotive(s) to Lincoln. Thus a locomotive had to be provided to work through to Manchester. Unfortunately this locomotive was rarely recorded, however in 1978 37118 (SF) had been provided on 9th September.

In 1979 these locomotive changes were switched to Sheffield with a March Class 37 booked to take the 0919 Manchester Piccadilly-Yarmouth forward from Sheffield to Norwich and a March Class 37 booked to work the retimed 0940 Yarmouth-Manchester Piccadilly from Norwich through to Sheffield. Although March allocated Class 37s were normally in charge other Classes of

locomotive did appear in addition to guest Class 37s. In 1979 guest Class 37s on the 0919 Manchester Piccadilly-Yarmouth forward from Sheffield were Western Region 37180 (LE) 4th August, 37022 (SF) 11th August, 37283 (IM) 18th August whilst guest Class 37s on the 0940 Yarmouth-Manchester Piccadilly were 37079 (TE) 4th August and 37077 (TE) 1st September. The following week saw 37051 (MR) working through to Manchester Piccadilly, a slight variation to the final week tradition which then became the norm.

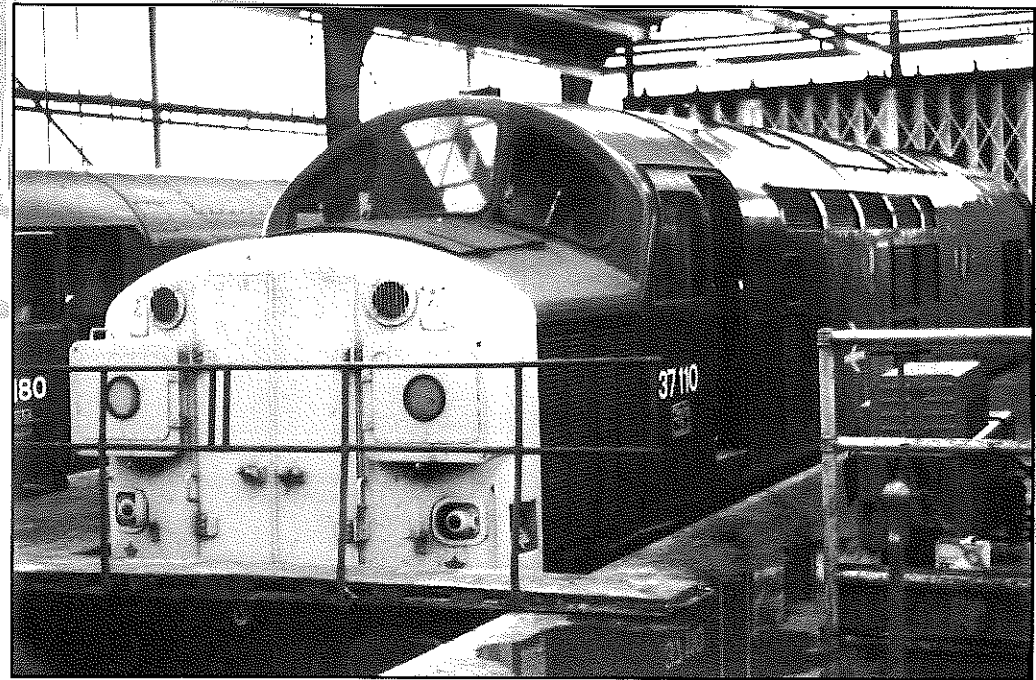
In 1980 Class 37s guesting on the 0919 Manchester Piccadilly-Yarmouth were 37018 (IM) 14th June and on the 0940 Yarmouth-Manchester Piccadilly were 37071 (GD) 2nd August and 37143 (IM) 6th September which being the final run of the season saw the locomotive working through to Manchester.

The 1981 season started off with Stratford Class 37s on the 0919 Manchester Piccadilly-Yarmouth with 37264 (SF) 23rd May and 37023 (SF) 30th May after which the train was retimed to depart at 0915 for the remainder of the summer with 37128 (TI) 1st August and 37105 (TI) 5th September the only other guest Class 37s. The only guest Class 37 on the 0957 Yarmouth-Manchester Piccadilly was 37052 (SF) 4th July.

1982 was the final summer of locomotive changes at Sheffield and although March Class 37s remained rostered the summer was notable for the few occasions that the rostered locomotive ever appeared. Guest Class 37s on 0912 Manchester Piccadilly-Yarmouth being 37238 (HM) 5th June & 24th July, 37106 (GD) 12th June, 37252 (IM) 19th June, 37128 (TI) 26th June, 37094 (SF) 3rd July and 37216 (TE) 28th August. Similarly guesting on the 1018 Yarmouth-Manchester Piccadilly were 37094 (SF) 26th June, 37099 (SF) 14th August and 37062 (TE) 11th September which being the last day of operation worked through to Manchester.

Subsequently, as a result of the joint line closure, the train became an out and back stock working and was re-routed. The outward train now ran from Retford via the East Coast Main Line and Peterborough to March, whilst the return working was diverted to run via Peterborough between March and Spalding. In addition the locomotive working became an out and back turn from Manchester to Norwich. Although rostered for a Class 47 this did not however stop Class 37s making the trip. In 1983 37249 (HM) 4th June, 37065 (HM) 23rd July and 37082 (HM) 20th August made a round trip on the 0815 Manchester Piccadilly-Yarmouth and 1434 return. Of particular interest however on this later date was the running of a relief to the outward train in the form of a 0925 Sheffield-Yarmouth headed by 37024 (TI). Running of such a relief from Sheffield was unprecedented, however it had been brought about due to considerable overcrowding of the 0815 Manchester Piccadilly-Yarmouth on previous weeks. From my observations this overcrowding was due to the vast number of 'bashers' availing themselves to the English Electric traction which dominated the train that summer. Not only did Class 37s deputise for Class 47s but Class 40s did also, making several round trips to Norwich.

MIKE MILLWARD'S MARCH MEMORIES



The Syphon Gen File

Compiled by Ken Carr & Mike Broom

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
D6700 37119 37350	FDCI IM FP 22/12/93	D6733 37033 37719	FDCI IM FP 08/01/94
D6701 37001 37707	FDCI IM WC 20/03/93	D6734 37034 37704	LNCK CF WC 02/10/93
D6702 37002 37351	LGBM ML TD 25/05/95	D6735 37035	ENXX ^U SL DC 12/08/93
D6703 37003	FDYX ^U IM DC 09/07/94	D6736 37036 37507 37605	GPSV OCEP 30/06/90
D6704 37004	Withdrawn (Cut-up)	D6737 37037 37321 37037	EWBD SL FM 12/09/96
D6705 37005 37501 37601	GPSV OCEP 13/07/96	D6738 37038	ENTN TO DC 11/11/95
D6706 37006 37798	ENTN TO MB 30/11/95	D6739 37039 37504 37603	GPSV OCEP 13/03/97
D6707 37007 37506 37604	GPSV OCEP 01/06/93	D6740 37040	EWRB SL WC 27/01/94
D6708 37008 37352 37008	Withdrawn (at Crewe)	D6741 37041 37520	LWCW CD FM 31/10/95
D6709 37009 37340	FDYX ^U IM FD 05/05/92	D6742 37042	ENTN TO WC 17/08/96
D6710 37010	ENTN TO DC 17/08/96	D6743 37043 37354 37043	LGBM ML TD 24/08/96
D6711 37011	Withdrawn (Cut-up)	D6744 37044 37710	FDCI IM LB 23/11/96
D6712 37012	ENXX ^U TO DC 19/08/95	D6745 37045 37355 37045	FDYX ^U TE FU 09/10/93
D6713 37013	ENTN TO MB 05/04/96	D6746 37046	ENTN TO DC 27/12/96
D6714 37014 37709	EWDB SL MF 28/07/90	D6747 37047	EWDB SF MB 02/11/96
D6715 37015 37341	FDYX ^U TE FU 23/07/94	D6748 37048	ENXX ^U TO MF 24/06/95
D6716 37016 37706	FDCI IM WC 22/05/93	D6749 37049 37322 ¹ 37343	FDYX ^U IM DC 27/12/91
D6717 37017 37503	FDCI IM WC 06/12/94	D6750 37050 37717	FDCI IM WC 28/11/96
D6718 37018 37517	FDCI IM LB 01/07/95	D6751 37051	ENTN TO WC 20/07/96
D6719 37019	FDYX ^U IM FD 02/05/93	D6752 37052 37713	FDCI IM LB 11/04/89
D6720 37020 37702	LGBM ML TR 30/11/96	D6753 37053 37344	FDYX ^U IM FD 23/08/92
D6721 37021 37715	ENTN TO MF 25/02/90	D6754 37054	EWDB SL DC 25/09/93
D6722 37022 37512 37608	GPSV OCEP 10/04/93	D6755 37055	ENTN TO MB 22/07/96
D6723 37023	EWDB SF MB 03/06/95	D6756 37056 37513	FDCI IM LB 20/09/92
D6724 37024 37714	LGBM ML WC 15/05/95	D6757 37057	ENTN TO WC 20/07/96
D6725 37025	LWCW CD LX 02/08/96	D6758 37058	FDYX ^U IM DC 20/07/96
D6726 37026 37320 37026	LCWX ^U SP FD 04/05/92		
D6727 37027 37519	FDCI IM FM 18/08/96		
D6728 37028 37505	LWCW CD TR 14/12/96		
D6729 37029	Withdrawn (Preserved)		
D6730 37030 37701	LNCK CF TR 14/06/96		



37031 awaits its fate at Cardiff having donated most of its internal organs to classmates. Photo: D.L. JENNINGS

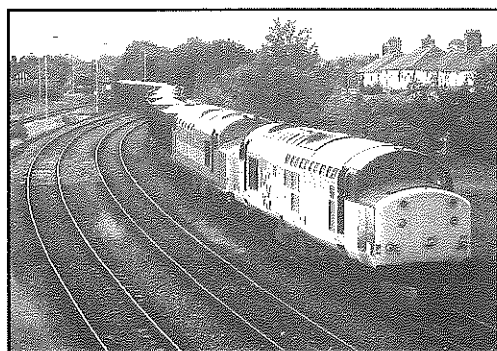


37059 leads 37058 on 'The Settle Syphons'. This proved to be the last passenger working for both locos as a couple of weeks later they were both put into store. Photo: MICHAEL GIBSON

D6731 **37031** Withdrawn (at Cardiff)
D6732 37032 37353 **37032** Withdrawn (Preserved)

D6759 **37059** FDYX^U IM FD 20/07/96
D6760 37060 **37705** EWDB SL MF 22/10/92

Numbers Carried (current/last in bold)	Current Status Last Pool Depot Liv Working
D6761 37061 37799	LGBM ML TR 07/05/94
D6762 37062	Withdrawn (Cut-up)
D6763 37063	FDYX ^U TE FD 23/07/94
D6764 37064 37515	FDCI IM LB 23/07/94
D6765 37065	ENTN TO MB 04/10/92
D6766 37066	LCWX ^U SP DC 20/04/95
D6767 37067 37703	EWDB SL WC 25/05/92
D6768 37068 37356 37068	FDYX ^U IM FD 06/05/95
D6769 37069	LGBM ML DC 24/11/96
D6770 37070	Withdrawn (Internal Use) ²
D6771 37071	ENTN TO DC 08/05/96
D6772 37072	ENTN TO DG 03/12/94
D6773 37073	LWCW CD TR 23/05/95
D6774 37074	EWDB SL MB 26/05/96
D6775 37075	FDYX ^U TE FU 07/11/93



37518 leads 37419 at Oakleigh with another load of stone from Tunstead. Photo: DANIEL HITCHENS

D6776 37076 37518	LWCW CD WC 16/09/96
D6777 37077	EWDB SL MB 16/07/94
D6778 37078	LCXX ^U CF FM 09/09/93
D6779 37079 37357 37079	ENTN TO FD 15/11/92
D6780 37080	LCYX ^U CF FP 26/08/94
D6781 37081 37797	LGBM ML FC 15/04/95
D6782 37082 37502 37602	GPSV OCEP 13/05/95
D6783 37083	FDYX ^U IM DC 27/12/91
D6784 37084 37718	FDCI IM WC 24/02/96
D6785 37085 37711	EWDB SL FM 29/09/90
D6786 37086 37516	FDCI IM LB 26/06/93
D6787 37087	LCWX ^U CD DC 21/09/96
D6788 37088 37323 37088	LCWX ^U ML TD 25/08/94
D6789 37089 37708	FDCI IM FP 19/01/97
D6790 37090 37508 37606	GPSV OCEP 24/02/97
D6791 37091 37358	FDYX ^U IM FU 20/04/94
D6792 37092	ENXX ^U TO DC 19/08/95
D6793 37093 37509	LWCW CD TR 21/11/96
D6794 37094 37716	FDCI IM WC 29/12/92
D6795 37095	LWCW CD DC 01/07/95
D6796 37096	Withdrawn (Cut-up)
D6797 37097	ENTN TO DC 27/03/94
D6798 37098	ENTN TO DC 27/02/97

Numbers Carried (current/last in bold)	Current Status Last Pool Depot Liv Working
D6799 37099 37324 37099	LCWX ^U BS DC 29/12/95
D6800 37100	LGBM ML TR 15/01/97
D6801 37101 37345	FDYX ^U IM FD 03/09/93
D6802 37102 37712	LGBM ML WC 15/05/95
D6803 37103 37511 37607	GPSV OCEP 20/09/92
D6804 37104	FDYX ^U IM DC 02/07/91
D6805 37105 37796	LGBM ML FC 02/05/94



Thirty something years ago, this is how 37106 looked. The loco takes a rest at Immingham bearing its original number and livery. Photo: TRANSPORT TOPICS

D6806 37106	EWDB SF DC 15/04/95
D6807 37107	LCWX ^U SP FD 27/05/96
D6808 37108 37325 37108	LCWX ^U BS FU 04/07/96
D6809 37109	EWDB SL WC 07/04/97
D6810 37110	FDYX ^U IM FU 31/05/93
D6811 37111 37326 37111	LCWX ^U BS TR 23/05/95
D6812 37112 37510	LGBM ML IS 27/04/95
D6813 37113	Withdrawn (Cut-up)
D6814 37114	ENTN TO WC 09/08/95
D6815 37115 37514 37609	GPSV OCEP 06/03/93
D6816 37116	LWCW CD TB 26/06/96
D6817 37117 37521	LNK CF WC 06/06/96
D6818 37118 37359	FDYX ^U TE FP 28/01/91
D6819 37283 37895	LNCK CF WC 07/04/97
D6820 37120 37887	LNCK CF TR 11/03/95
D6821 37121 37677	FDCI IM FU 17/09/88
D6822 37122 37692	LGBM ML FC 08/08/94
D6823 37123 37679	EWDB SF FU 05/08/95
D6824 37124 37894	LNCK CF FC 11/03/95
D6825 37125 37904	LCWX ^U CF FM 10/01/94
D6826 37126 37676	EWDB SF FU 12/08/95
D6827 37127 37370	EWDB SL WC 16/03/97
D6828 37128 37330	FDYX ^U IM WC 01/08/93
D6829 37129 37669	LNK CF TR 19/09/92
D6830 37130 37681	Withdrawn (Cut-up)
D6831 37131	FDRI IM FU 23/06/92
D6832 37132 37673	LNK CF TR 20/06/93
D6833 37133	EWDB SL DC 30/11/94
D6834 37134 37684	FDCI IM WC 26/07/95
D6835 37135 37888	LNCK CF FU 12/08/95
D6836 37136 37905	LCWX ^U CF FM 16/11/96
D6837 37137 37312 37137	ENTN TO MF 05/10/93

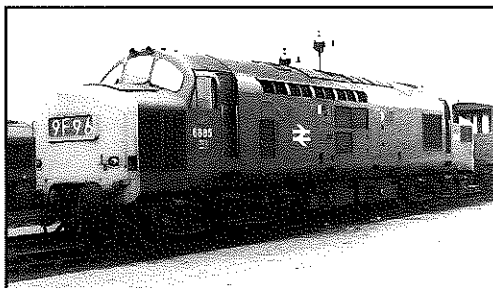
Numbers Carried (current/last in bold)	Current Status Last Pool Depot Liv Working
D6838 37138	<i>Withdrawn (Internal Use)</i> ²
D6839 37139	FDYX ^U IM FC 02/10/93
D6840 37140	EWDB SF DC 21/07/95
D6841 37141	LWCW CD DC 13/02/97
D6842 37142	LWCW CD DC 20/07/96
D6843 37143 37800	EWDB SL MF 01/07/90
D6844 37144	FDYX ^U IM FA 09/11/91
D6845 37145 37313 37382	FDYX ^U IM FP 28/12/92
D6846 37146	LWCW CD DC 30/09/95
D6847 37147 37371	EWDB SL WC 24/06/95
D6848 37148 37902	LNCK CF FM 15/03/92
D6849 37149 37892	EWDB SL MF 06/03/94
D6850 37150 37901	LNCK CF TR 08/11/92
D6851 37151 37667	EWDB SF WC 08/05/95
D6852 37152 37310 37152	LGBM ML IS 31/10/94
D6853 37153	LGBM ML TD 22/03/97
D6854 37154	LBSB BS TR 19/02/97
D6855 37155 37897	LNCK CF TR 30/05/93
D6856 37156 37311 37156	LCWX ^U ML TR 12/03/96



37695 stands at Totnes on the occasion of its last passenger working. This loco has now been repainted into EWS maroon. Photo: DAVE BALL

D6857 37157 37695	LWCW CD WC 06/07/96
D6858 37158	LWCW CD DC 05/07/96
D6859 37159 37372	EWRB SL MB 27/04/96
D6860 37160 37373	<i>Withdrawn (at Old Oak)</i>
D6861 37161 37899	LNCK CF WC 01/09/91
D6862 37162	ENTN TO DG 30/06/93
D6863 37163 37802	LGBM ML TR 30/05/93
D6864 37164 37675	LGBM ML TR 02/04/95
D6865 37165 37374 37165	LGBM ML DC 28/10/94
D6866 37166 37891	EWDB SL MF 26/04/92
D6867 37167	EWDB SL MB 13/08/94
D6868 37168 37890	EWDB SL MF 15/05/94
D6869 37169 37674	LNLK CF TR 20/02/96
D6870 37170	LGBM ML DC 31/12/95
D6871 37171 37690 37611	GPSV OCEP 13/03/97
D6872 37172 37686	FDCI IM FA 17/09/94
D6873 37173 37801	LGBM ML WC 23/05/93
D6874 37174	EWRB SL WC 27/02/97
D6875 37175	LGBM ML DC 22/10/95
D6876 37176 37883	FDCI IM WC 14/03/97

Numbers Carried (current/last in bold)	Current Status Last Pool Depot Liv Working
D6877 37177 37885	FDCI IM WC 22/03/97
D6878 37178	LBSB BS FU 21/02/96
D6879 37179 37691 37612	GPSV OCEP 20/10/90
D6880 37180 37886	FDCI IM WC 03/02/96
D6881 37181 37687 37610	GPSV OCEP 06/09/92
D6882 37182 37670	LNLK CF TR 03/10/96
D6883 37183 37884	FDCI IM LB 02/01/93
D6884 37184	LCWX ^U BS DC 12/02/95



6885 takes a breather at Swansea East Docks just prior to receiving its TOPS number 37185. Photo: TRANSPORT TOPICS

D6885 37185	ENTN TO DC 22/05/94
D6886 37186 37898	LNCK CF TR 09/05/93
D6887 37187 37683	LGBM ML TR 11/03/95
D6888 37188	LCWX ^U BS TD 17/09/94
D6889 37189 37672	LNLK CF TR 01/10/95
D6890 37190 37314 37190	<i>Withdrawn (Preserved)</i>
D6891 37191	LWCW CD DC 21/01/97
D6892 37192 37694	FDCI IM WC 10/07/94
D6893 37193 37375	EWDB SL MB 09/10/94
D6894 37194	EWRB SL MF 21/12/96
D6895 37195 37689	FDCI IM FU 24/08/90
D6896 37196	LBSB BS DC 25/05/95
D6897 37197	LNSK CF TD 02/07/96
D6898 37198	EWDB SL MB 16/09/95
D6899 37199 37376	ENTN TO FU 14/01/95
D6900 37200 37377	EWDB SL DC 02/02/94
D6901 37201	LCWX ^U BS TD 13/09/96
D6902 37202 37331	FDYX ^U IM FU 05/09/93
D6903 37203	EWDB SL MB 08/02/97
D6904 37204 37378	<i>Withdrawn (Cut-Up)</i>
D6905 37205 37688	FDCI IM WC 26/01/90
D6906 37206 37906	LCWX ^U CF TR 21/08/94
D6907 37207	LCWX ^U BS DC 24/02/96
D6908 37208 37803	EWDB SL MB 03/04/96
D6909 37209	FDYX ^U IM LL 19/06/92
D6910 37210 37693	LGBM ML TR 08/08/94
D6911 37211	LWCW CD DC 15/01/97
D6912 37212	LWCW CD TR 16/10/96
D6913 37213	LCWX ^U CF FC 25/04/96
D6914 37214	LCWX ^U CD FA 27/04/96
D6915 37215	<i>Withdrawn (Preserved)</i>

Numbers Carried (current/last in bold)	Current Status Last Pool Depot Liv Working
D6916 37216	EWDB SF MB 27/03/97
D6917 37217	FDYX ^U IM BS 14/05/92
D6918 37218	FDYX ^U IM FU 16/10/93
D6919 37219	EWDB SL MB 23/10/96
D6920 37220	EWRB SL WC 01/03/97
D6921 37221	LGBM ML TR 16/03/96
D6922 37222	ENTN TO MF 01/03/97
D6923 37223	FDYX ^U IM FC 09/07/94
D6924 37224 37680	FDCI IM FA 15/03/97
D6925 37225	FDRI IM FU 14/03/97
D6926 37226 37379	EWDB SF MB 21/05/95
D6927 37227	ENTN TO MF 02/05/94
D6928 37228 37696	LNLK CF TR 10/01/96
D6929 37229	LNSK CF FC 21/02/97
D6930 37230	LNSK CF TD 27/02/97
D6931 37231 37896	LNCK CF TR 02/05/94
D6932 37232	LCWX ^U ML TD 24/09/95
D6933 37233 37889	LNCK CF TR 02/10/93
D6934 37234 37685	LGBM ML IS 31/01/96
D6935 37235	FDYX ^U IM FU 06/08/91
D6936 37236 37682	FDCI IM WC 22/06/91
D6937 37237 37893	LGBM ML WC 22/06/91
D6938 37238	ENTN TO FU 23/11/91
D6939 37239 37332	FDRI IM FC 31/03/97



37240 arrives at Montrose, those were the days! **Photo: DAVE BALL**

D6940 37240	LCWX ^U CD DC 01/12/96
D6941 37241	ENXX ^U SF MF 03/09/94
D6942 37242	EWDB SF MB 15/03/97
D6943 37243 37697	FDCI IM WC 18/01/92
D6944 37244	ENTN TO FU 23/07/94
D6945 37245	EWRB SL DC 11/09/96
D6946 37246 37698	FDCI IM LB 28/01/97
D6947 37247 37671	LNLK CF TR 05/10/96
D6948 37248	ENTN TO MB 31/03/97
D6949 37249 37903	LNCK CF FM 21/08/94
D6950 37250	LGBM ML TR 16/03/95
D6951 37251	LCWX ^U ML IS 25/03/95
D6952 37252	<i>Withdrawn (Doncaster)</i>
D6953 37253 37699	FDYX ^U IM FC 01/11/92
D6954 37254	LNSK CF DC 15/01/97

Numbers Carried (current/last in bold)	Current Status Last Pool Depot Liv Working
D6955 37255	LBSB BS DC 17/03/97
D6956 37256 37678	EWDB SF FA 23/07/95
D6957 37257 37668	LNLK CF WC 31/12/96
D6958 37258	LBSB BS DC 12/06/96
D6959 37259 37380	EWRB SL MF 25/01/96
D6960 37260	<i>Withdrawn (Cut-up)</i>
D6961 37261	LGBM ML FD 23/03/95
D6962 37262	EWDB TO DG 26/09/94
D6963 37263	LNSK CF DC 18/08/96
D6964 37264	ENTN TO DC 03/12/94
D6965 37265 37430	LGHM ML TR *****
D6966 37266 37422	LWMC CD RR *****
D6967 37267 37421	LWMC CD RR *****
D6968 37268 37401	LGHM ML TR *****
D6969 37269 37417	LWMC CD FU *****
D6970 37270 37409	LGHM ML TR *****
D6971 37271 37418	LWMC CD WC *****
D6972 37272 37431	LCWX ^U ML ML *****
D6973 37273 37410	LGHM ML TR *****
D6974 37274 37402	LWMC CD FU *****
D6975 37275	LNSK CF BS 03/06/95
D6976 37276 37413	LWCW CD TR *****



37415 resplendent in the first version of EWS livery. **Photo: DAVE BALL**

D6977 37277 37415	LWCW CD WC *****
D6978 37278	ENXX ^U SL FC 08/11/92
D6979 37279 37424	LGHM ML TR *****
D6980 37280	<i>Withdrawn (Old Oak)</i>
D6981 37281 37428	LGHM ML TR *****
D6982 37282 37405	LWCW CD WC *****
D6983	<i>Withdrawn (Cut-up)</i>
D6984 37284 37381	FDYX ^U IM FD 31/07/91
D6985 37285 37335	FDYX ^U IM FU 09/10/93
D6986 37286 37404	LGHM ML TR *****
D6987 37287 37414	LWMC CD RR *****
D6988 37288 37427	LNCK CF WC *****
D6989 37289 37408	LWMC CD LL *****
D6990 37290 37411	LNCK CF WC *****
D6991 37291 37419	LWCW CD WC *****
D6992 37292 37425	LWMC CD RR *****

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
D6993 37293	EWRB SL MB 09/10/93	D6601 37301 37412	LNCK CF TR *****
D6994 37294	LGBM ML DC 27/08/95	D6602 37302 37416	LWCW CD WC *****
D6995 37295 37406	LGHM ML FD *****	D6603 37303 37271 37333	FDYX ^U IM FD 17/04/93
D6996 37296 37423	LCWX ^U ML TR *****	D6604 37304 37272 37334	LCWX ^U BS FU 02/10/93
D6997 37297 37420	LWMC CD RR *****	D6605 37305 37407	LWCW CD TR *****
D6998 37298	FDYX ^U IM FU 26/04/92	D6606 37306 37273	Withdrawn (Cut-up)
D6999 37299 37426	LWCW CD WC *****	D6607 37307 37403	LGHM ML GB *****
D6600 37300 37429	LWMC CD RR *****	D6608 37308 37274	EWDB SL MB 16/09/95

- 1 - The loco was renumbered back to 37049 prior to receiving the number 37343.
- 2 - Now part of the internal user fleet, totally gutted with bodysides removed and in use as engine transporter at Toton.

Livery Key:

Livery	No in livery	Livery	No in livery
BS - Corporate Blue.	2	LB - Load Haul Black & Orange.	8
DC - Departmental Dutch.	45	LL - Large Logo Blue.	2
DG - Departmental Grey.	3	LX - Large Logo Blue no arrows.	1
EP - EPS Two-Tone Grey.	12	MB - Mainline Freight Blue.	21
FA - Triple Grey Rft (Const).	4	MF - Mainline Ft Triple Grey.	14
FC - Triple Grey Rft (Coal).	11	ML - Old Intercity no logos	1
FD - Triple Grey Rft (Dist).	14	RR - Regional Railways	5
FM - Triple Grey Rft (Metals).	9	TB - Transrail Blue + Big 'T'	1
FP - Triple Grey Rft (Petroleum).	6	TD - Transrail Dutch + Big 'T'	9
FU - Triple Grey Rft (no sector).	25	TR - Transrail Triple Grey + 'T'	42
GB - BR Green.	1	WC - EWS Maroon & Yellow	46
IS - Intercity Swallow.	4		

Longest since last passenger working

37677 - 17/09/88 (FDCI)	37605 - 30/06/90 (GPSV)	37711 - 29/09/90 (FDCI)
37713 - 11/04/89 (FDCI)	37800 - 01/07/90 (EWDB)	37612 - 20/10/90 (GPSV)
37688 - 26/01/90 (FDCI)	37709 - 28/07/90 (EWDB)	
37715 - 25/02/90 (ENTN)	37689 - 24/08/90 (FDCI)	

Locos that have not worked a passenger train under their current number

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

'SYPHONS' TO YARMOUTH continued from page 11

In 1984 it was the turn of 37271 (CF) 16th June and 37008 (GD) 23rd June to make a round trip on the 0802 Manchester Piccadilly-Yarmouth and 1412 return. 1985 which was the trains final year saw 37079 (TE) 10th August heading the 0744 Manchester Piccadilly-Yarmouth, however on the return 1410 Yarmouth-Manchester Piccadilly it was replaced at Sheffield by 31234 (IM), thus bringing to an end Class 37s on not only this working but on any Yarmouth train at Sheffield.

As part of the 1983 reorganisation the Derby-Yarmouth train was altered to start back from Chesterfield whilst its balancing train from Yarmouth was extended to Chesterfield. In addition a 0935 Yarmouth-Leeds via Sheffield train was introduced replacing the former Yarmouth-Leeds via the joint line train. This train was routed by way of Peterborough, Grantham, Nottingham, Sheffield and Wakefield whilst the Chesterfield train followed the same route to Nottingham and then via Derby to and from Chesterfield. These trains were again the domain of Class 31s, however a number of Class 37s did

appear in the first couple of the three years that they ran. In 1983 these were 37075 (MR) on 0935 Yarmouth-Leeds 11th June reappearing on 0739 Chesterfield-Yarmouth the following week, 37093 (GD) on 0935 Yarmouth-Leeds 2nd July, 37253 (ED) 0739 Chesterfield-Yarmouth 13th August and 37174 (TI) the same train 27th August. 1984 saw 37122 (TI) on 0943 Yarmouth-Leeds 2nd June, 37031 (HM) on 0943 Yarmouth-Leeds 7th July and 37097 (MR) 0723 Chesterfield-Yarmouth 25th August.

Although the Sheffield Division was served by Summer Saturday locomotive hauled Yarmouth trains until 1992 none of these were to produce a Class 37, at least in the Sheffield area. Other than for the few years of March Class 37s therefore it can be seen that 'Syphons' were never well associated with Yarmouth trains. Those that did creep on however included some rather notable locomotives, probably the most notable being Scottish Region 37253 (ED) which surely must have caused some excitement when it got to Norwich, it certainly caused excitement amongst Sheffield area bashers!

CLUB TRAIN MEMORIES



ABOVE: 37358 passes through Bryn with A Blackpool - Liverpool 'Club' train on 23 June '92. BELOW: 37425 awaits to depart Wigan Wallgate with a Southport 'Club' train. **Photos: DAVE BALL**



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)

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

Road to the Isles - 37/4 cab ride - Crianlarich to Fort William	£15.95
Diesel Masterclass	£13.95
Down the Coast 37/4 (Crewe - HH cabride)	£17.95
Syphon Celebration	£17.95
D&E Journey thro' the '60s	£17.95
Video Profiles - The Class 37s	£11.95
East Coast Power	£17.95

Locomaster Profiles

Capital Syphon (New)	£15.95
Traction Review '96 Pt 1	£15.95
Traction Review '96 Pt 2	£15.95
Silver Bullet Syphons	£15.95
Class 37 Power	£13.95

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

SMALLER ITEMS

Group Mugs	£2.00
Key Fobs	50p
Ballpens (Blue Ink)	40p

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

MAG BACK ISSUES

Feb/Apr/Dec '88 - Apr/Jun/Aug/Oct/Dec '89 - Feb/Apr/Aug/Oct/Dec '90 - and all issues 1991 to Aug '95.
Price.....35p ea. Oct '95 to date£1.25 ea.

MAIL ORDERS TO:

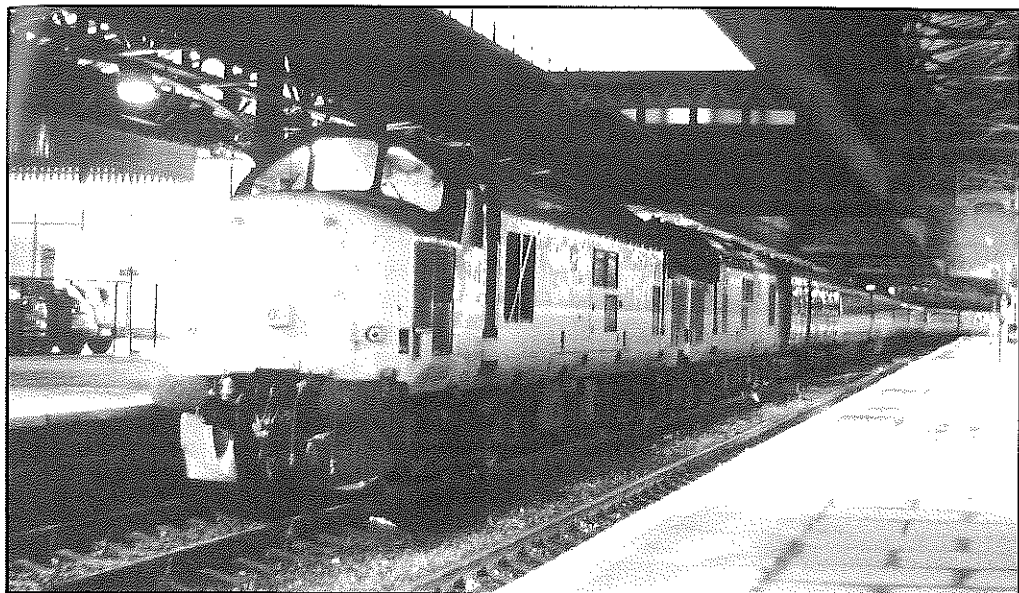
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Please add £1.00 per Sweatshirt/T-Shirt for p&p
50p for Audio Cassettes
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Cheques payable to 'THE CLASS 37 GROUP', if paying by credit card please don't forget your expiry date.

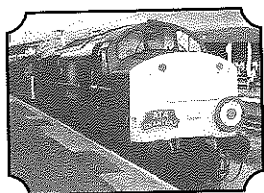


NORTH OF THE BORDER



ABOVE: 37683 & 37685 await to depart Aberdeen with an unknown railtour. BELOW: 37409 makes a fine sight at Fort William as it runs towards the station prior to hauling the overnight sleeper on 22 July '93. Photo: **SIMON JOWETT**





A1A Charters

Present Three Great Tours

(all featuring 'Syphons')

Pirates

Fri/Sat 16/17 May '97

(in conjunction with Pathfinder Tours)

featuring
3 x CLASS 37s
4 x CLASS 31s

Preston (21:40) - Bolton - Stockport (22:40) - Stoke (23:22) - Stafford (23:48) - Bushbury Junc - Bescot - Aston - Birmingham N.S. (00:45) - Bromsgrove - Worcester S.H. (01:32) - Cheltenham Spa (01:59) - Swindon (03:15 rev): **CLASS 31 & 37**

Bristol Parkway (03:54) - Bristol T.M. (04:25 rev) - Bath Spa - Westbury - Castle Cary - Taunton (06:12 for West Somerset Hydraulic Weekend) - Exeter (06:45) - Plymouth - Penzance (rev): **2 x CLASS 31**
Penzance - St Ives (rev) - Penzance (rev) - Par (photo stop): **2 x CLASS 31 & CLASS 37 TOP & TAIL**
Par - Plymouth - Exeter (17:07) - Taunton (17:36) - Weston S.M. - Bristol T.M. (18:28) - Bristol Parkway (18:47) - Cheltenham Spa (19:39) - Worcester S.H. (20:04) - Bromsgrove - Birmingham N.S. (20:57 rev): **2 x CLASS 31**

Birmingham N.S. - Stafford (21:48) - Stoke (22:03) - Stockport (22:44) - Atherton - Wigan N.W. - Preston (23:35): **CLASS 31 & 37**

Fares From: Preston & Stockport - £51.50; Stoke & Stafford - £49.50; Birm & Worc - £44.50; Chelt & Swindon - £42.50; Bristol - £38.50; Taunton - Exeter - £36.50. First Class add £14 to above prices.

The Longest Day

Saturday 21 June '97

featuring
3 x CLASS 31s
1 x Class 37, 71 & ?

Preston (04:55) - Bolton - Stockport (05:51) - Crewe (06:27) - Stafford (06:54) - Birmingham N.S. (07:33) - Rugby - Bletchley - Watford Junction - Kensington Olympia - Waterloo (rev): **2 x CLASS 31**
Waterloo - Woking - Aldershot - Alton (rev): **CLASS 71 (E5001)**

Alton - Ash - Guildford - Havant - Cosham - Eastleigh (rev): **CLASS 31 & CLASS 37/6**
Eastleigh - Cosham - Portsmouth (rev): **CLASS 31 & CLASS 37/6 plus mystery engine top & tail**
Portsmouth - Fareham - Southampton - Salisbury - Westbury - Newbury - Reading West Junc. - Didcot (19:07): **CLASS 31 & CLASS 37/6**

Didcot - Oxford - Worcester S.H. - Bromsgrove - Birmingham N.S. (21:38) - Stafford (22:27) - Crewe (23:00) - Stockport (23:35) - Bolton - Wigan N.W. - Preston (01:00): **2 x CLASS 31**

Fares From: Preston & Stockport - £47.50; Crewe & Stafford - £45.50; Birm - £43.50; 1st Class add £22

THIRTY NINE STEPS

featuring
2 x CLASS 31s
1 x Class 37, 56 & 90

Stafford to Stranraer Harbour, Ayr, Mossend and Edinburgh suburban lines. Motive power as follows:
Stafford - Preston: **CLASS 37/0**; Preston - Stranraer - Ayr: **2 x CLASS 31**; Ayr - Mossend: **CLASS 90/1**;
Mossend - Edinburgh - Glasgow Central: **CLASS 56**; Glasgow - Preston: **2 x CLASS 31**

Fares From: Stafford & Stockport - £59.50; Preston & Carlisle - £54.50; 1st Class add £20,
Compartment seat add £6.00. Compo for six - £375.00.

Bookings/further info:-

A1A Charters, 101 Harborough Road, Oadby, Leicester LE2 4LG
please include an S.A.E. Cheques payable to 'A1A Charters'

PASSENGER DIARY

THE 'NB's

28/11/96	37141	North Wales Coast, working not known.
1/12/96	37240	15:40 Euston - Glasgow from Carlisle - Lockerbie.
11/12/96	37673	00:10 Waterloo - Penzance sleeper from Par.
21/12/96	37194	'Festive Fiasco' Railtour, London Bridge to Victoria via Sutton.
27/12/96	37046 37680	08:30 Margate - Victoria from Borough Green - Grove Park <i>failed EMU</i> . 09:30 Kings Cross - Edinburgh from Colton Junction - York.
31/12/96	37668 & 37416	Newton Abbot 150 specials, 3 trips top & tail to Heathfield.
1/1/97	37254	1M56 10:44 Plymouth - Manchester Pic. from Exeter - Bristol T.M.
5/1/97	37254	1O03 21:15 Penzance - Waterloo sleepers from Exeter - Bristol T.M.
15/1/97	37100 37211 37254	21:30 Euston - Aberdeen sleeper from Dundee. 1G44 21:45 Euston - Wolverhampton from Weedon. 1C82 20:35 Paddington - Plymouth from Exeter.
19/1/97	37708	14:20 Brighton - Glasgow from Penrith - Carlisle.
21/1/97	37191	1N93 20:06 Birmingham N.S. - Preston to Crewe.
28/1/97	37698	07:00 Kings Cross - Leeds from Hemsworth.
8/2/97	37203	'North by Northwest' Railtour, Wolverhampton - Stafford with 31462.
13/2/97	37141	08:05 Euston - Liverpool from outside Rugby into station!
19/2/97	37154	1A07 13:30 Newcastle - Kings Cross from Peterborough - Huntingdon.
21/2/97	37229	1E31 08:26 Paignton - Newcastle from Torquay to Bristol East Yard.
24/2/97	37606	Dragged a failed WCML service from Hanslope Junc. - Rugby.
27/2/97	37098 & 37174 37230	1S94 18:40 Euston - Glasgow from Preston via S&C - Carlisle. 1E40 16:50 Plymouth - Sheffield from Plymouth - Bristol T.M.
1/3/97	37222 & 37220	1Z37 'Maiden Voyager' Railtour, Ealing Broadway - Coventry & return.
13/3/97	37603 & 37611	16:48 Waterloo - Paris as far as Bromley South with Eurostar <i>power off</i> .
14/3/97	37883 37225 37255	07:50 Harwich P.Q. - Liverpool Street from 1 mile out of Liv St. 1S54 05:54 Bournemouth - Edinburgh from Penrith. 1M35 17:10 Edinburgh - Birmingham New Street to Carlisle.
15/3/97	37680 37242	1Z58 'Spinning Gibbon' Railtour, Coventry - Nuneaton 1Z58 'Spinning Gibbon' Railtour, Nottingham - Nuneaton with 31405
16/3/97	37370 37255	1A68 14:35 Carlisle - Euston from Carlisle to south of Lancaster where the 'Syphon' failed. 1O90 12:38 Glasgow Central - Brighton from Didcot - Gatwick Airport.
17/3/97	37255	1S76 09:20 Brighton - Edinburgh as far as Birmingham New Street.
22/3/97	37153 37885	'Kettle Tour' from Stevenston - Ayr then to Falkland Yard. Tour loco 60532 <i>Blue Peter</i> route restricted. Llandudno Junc (?) - Crewe after 37402 failed then piloted 37429 on 18:18 Crewe - Bangor as far as Llandudno Junc.
27/3/97	37216	09:10 Edinburgh - Reading from Birmingham N.S. piloting Class 47.
31/3/97	37248 & 37332	'Scarborough Maid' Railtour, Reading - Scarborough & return from York.
7/4/97	37109 37895	23:45 (6/4) Euston - Wolverhampton from Wolves - Northampton. 00:37 Paddington - Penzance sleeper from Exeter.

DEADLINE FOR NEXT ISSUE: 1 MAY 1997

Don't Forget New Address: 22 The Chase, Boreham, Chelmsford, Essex CM3 3DY

Sole Survivor



37403 is the last 'Syphon' to retain green livery. The loco poses in Crewe Basford Hall yard. Photo: **DAVE BALL**