

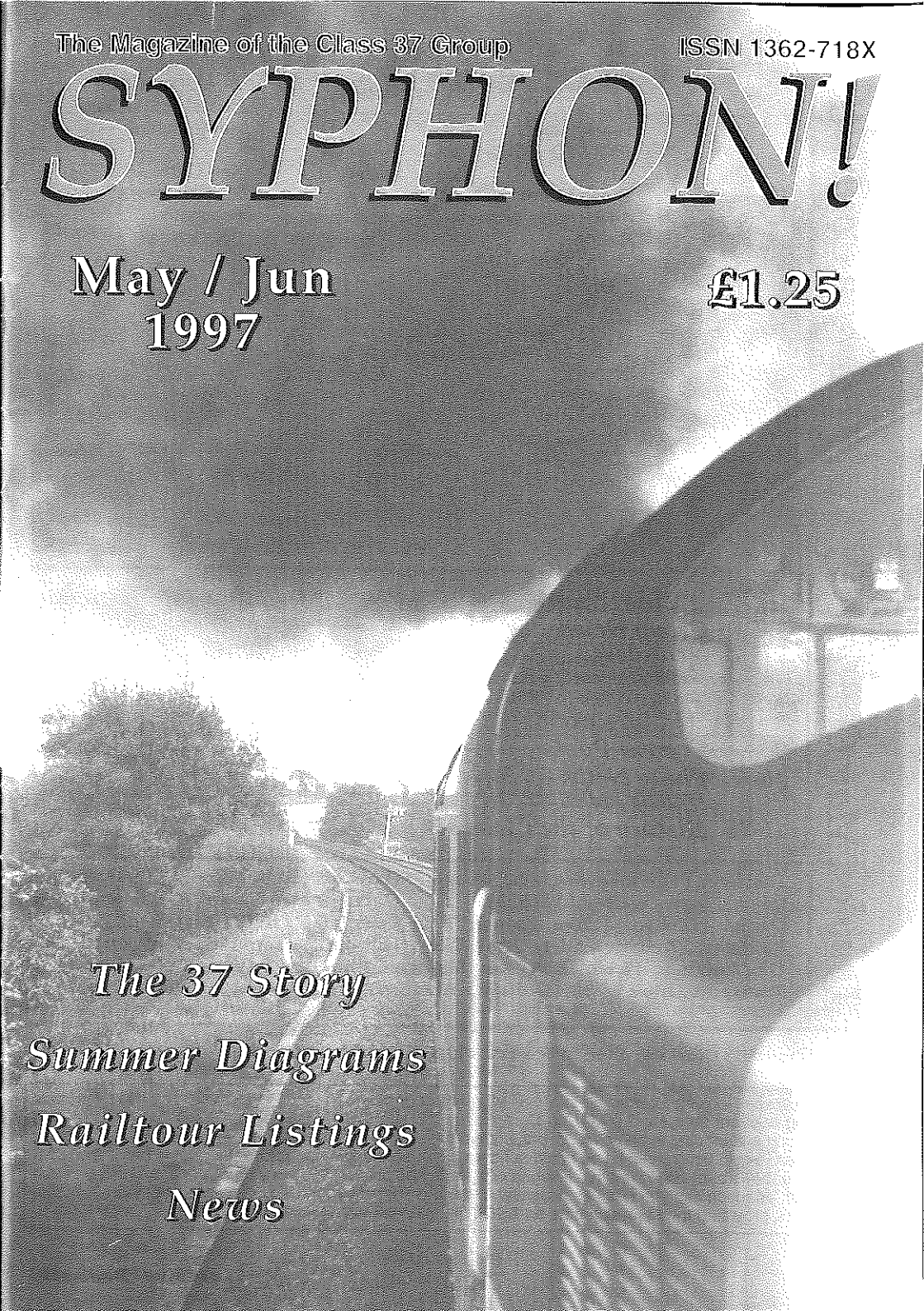
The Magazine of the Class 37 Group

ISSN 1362-718X

SYPHON!

May / Jun
1997

£1.25



The 37 Story
Summer Diagrams
Railtour Listings
News

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WE ARE ALSO ON THE INTERNET!

THE CLASS 37 GROUP WEB SITE ADDRESS:

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

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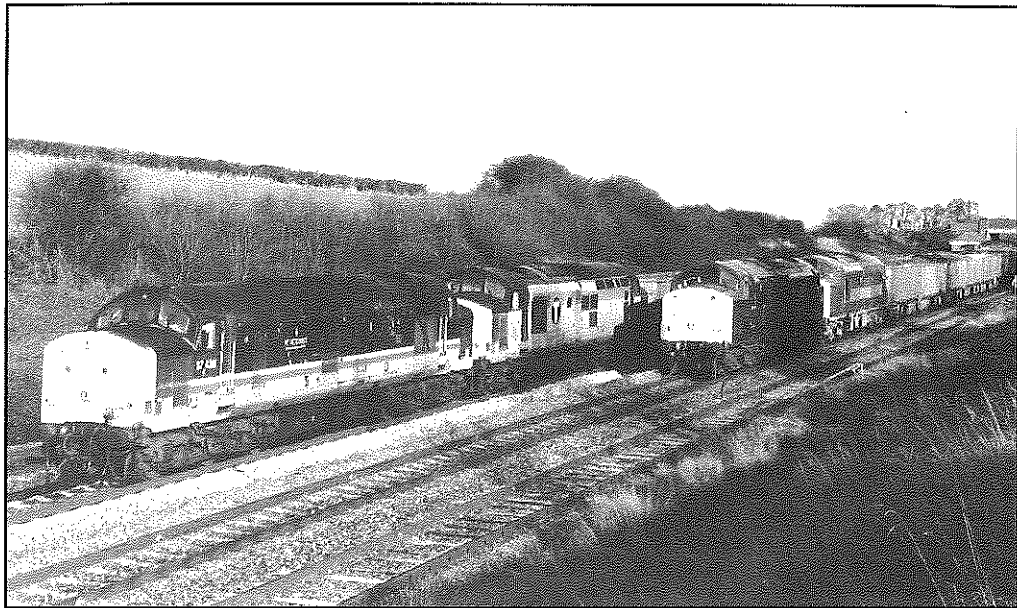
Thanks

Thankyou to the following, who have contributed to this issue of *SYPHON!*
 Daniel Hitchens, Mike Broom, Tom Rajczonek, Andrew Fuller, Derek Riley, D.L. Jennings, David Prior, Ken Short, Transport Topics, Ian Dobson, Alan Hawkins, 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: 37418 clears its bowels at Beeston. Photo: TOM RAJCZONEK

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



Since EWS took over the reigns of the former railfreight companies, they have gradually introduced a go-anywhere work anything policy for its fleet of locomotives. Providing the locomotive(s) can handle the load and have route availability, let it work. A highly sensible practice, which has led to some very interesting Class 37 duties. Even the more mundane engineering trains are becoming interesting as can be seen above. Four different liveries, three sub-classes, including a 37/4, on ballast duties on the western region! **Photo: K.T. GOODCHILD.**

From the Engine Room

Considering only a month or so has passed since the last issue, loads have been happening. Most interesting is the preservation of 37099 (see newsdesk). We were extremely surprised at this development and are now talking to EWS to see if we can get our bids sorted out.

The Group is about to go the offensive with a new membership drive (see group news) and discussions are taking place on a possible railtour.

In this issue we start a series detailing the life & times of the class in addition we have a list of all the railtours 37s are booked to appear on this Summer and there is quite a few.

We also now want to compile a list of all those members who would like to help work on our locomotive(s) when we buy it(them). We need the following details: name, address, any technical experience, how far you would be willing to travel to work on the locos and how often you would be will-

ing to help. Please send all information c/o Chairman, Tim Young, at the address on the facing page.

Finally, thanks to Mike Broom who has created a Web Site on the internet for the Group. Details of the Group, latest news and pictures can be found therein. Looking through the 'guestbook' it was interesting to see enthusiasts from all over the World have visited the site and are obviously whipped up by 'Syphons'.

Now if we can just persuade these people to join up we will be laughing.

The Web site address is listed opposite, it's well worth a visit.

Bye for now!

Ken Carr
Editor

GROUP NEWSDESK

Membership Matters

The latest membership update is as follows:

Renewals

37003 - Michael Rouse
37035 - John Leeman
37078 - John Putman
37140 - Darren Jennings
37216 - Stephen Simister
37251 - Mark Hodgson
37409 - John Radcliffe

37014 - Kelron Lewis
37057 - David Burdass
37079 - Philip J White
37167 - Peter G Davies
37217 - Alan Slater
37287 - Mr R Thompson
37421 - Ian Vandervell

37021 - Peter J Tripp
37071 - Derek Richardson
37130 - Mr M Reynolds
37176 - Stephen Rooke
37219 - Mr A Baldwin
37305 - Alun Williams
37431 - David Wilson

37023 - Peter King
37072 - Martin Bone
37138 - Mr M F Collins
37201 - Mr R Page
37230 - Stephen Millington
37403 - Adrian Walby
37710 - Graham Latimer

New Members

37668 - Michael Bentley

Total Membership 12/5/97: 308

The number of members has taken a small dip down one since last time! However the late appearance of last time's mag has meant a delay in receiving renewals, so there is no need to panic just yet.

During the Summer we are embarking on a membership recruitment campaign. We are having a batch of glossy colour postcards produced (at an incredibly low price) with the Group's details on the reverse. These will be distributed on railtours and through other societies.

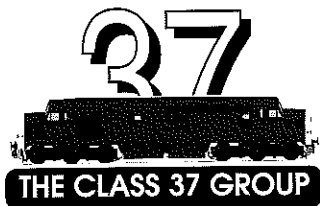
The cards featuring 37057 look highly professional and one will be sent out **free to all members with the next issue of SYPHONI**, plus additional cards for you to pass onto anyone who may be interested.

We are also going to start issuing colour membership cards, which feature 37051 & 37057 on 'The Settle Syphons'. We intend to issue all members with the new cards with the next mag.

Graham Potts
Membership Secretary

GROUP'S LOGO GETS A MAKEOVER

IN preparation for our new membership drive (see above) the Group's logo has been slightly modified. The new amended logo is shown below.



37003 SAGA CONTINUES

DESPITE constant approaches to First Direct, we are still awaiting to find out if our bid for 37003 has been accepted and for the Class 37 tender list.

The fact that 37099 has been preserved (see story opposite) indirectly has just fuelled the frustration. The latest date we've been given for the tender list is June, but don't hold your breath.

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*

MILLIONS WASTED ON 'EURO-SYPHONS'



37602 & 37612, complete with Eurostar sleeper wagons, stand at Manchester on 29 March '97. Photo: DANIEL HITCHENS

AFTER much recent speculation, it now looks definite that the proposed overnight 'Euro-Sleeper' service which would have utilised the Class 37/6s have been scrapped.

Despite millions of pounds of investment in new coaching stock and the converting of the Class 37/6s and their associated generator coaches. It appears that someone somewhere got their sums completely wrong and that the service would not be economically viable. Shame someone didn't realise this before the orders for traction & rolling stock was made.

Ironically, if there hadn't been so many problems with the highly-complex 'Nightstock' coaches, the service might have already been up & running and more than likely to have continued.

EPS are likely to keep hold of the twelve 37/6s for transfer moves of 'Eurostars'. It now seems that apart from the odd railtour, your best chance for 37/6 haulage will be when the power goes down or engineering works means the closure of normal 'Eurostar' routes, in otherwords not very often.

37099 PRESERVED

IN a surprise move 37099 has been preserved by a private individual and moved to the Mid-Norfolk Railway.

The locomotive left Cardiff Canton on 19 May and was transported by low loader to Norfolk arriving on 22 May. We understand that the loco was bought from scrap merchant MRJ Phillips. The loco had been sold off locally by Canton instead of going through First Direct which usually deals with the disposal of locomotives.

37190 TO RUN THIS YEAR?

THE Midland Railway Centre based 37190 could make its preservation debut later this year. Work is currently being undertaken on the loco's generator.

The loco has made a couple of test runs since arriving at Butterley. However, a fault is causing a problem at speeds over 15 mph and the loco's owners think it is something to do with the generator.

The power unit will be lifted out of 37190 so that the state of the generator can be assessed and repaired as necessary. If all goes to plan the 37 could well be in operation at the MRC's Autumn Gala.

37/4 FLEET BACK TO FULL STRENGTH

ANOTHER surprise move has seen 37423 and more incredibly 37431 re-instated to traffic.

37423 has been re-allocated to Crewe from Motherwell and joins the LWCW pool. The loco worked south on an enterprise service on 22 May and was immediately called on to work passenger services along the 'coast'. The loco also worked coast services on 23 & 24 May. Being joined on the Saturday by 37426.

37431 has been transferred to Toton's ENTN pool. As we went to press the loco was still at Motherwell being repaired, but we understand the loco has been operating in the depot yard, so its departure south should be imminent. This will be the first time a Class 37/4 has been allocated to the Nottinghamshire depot.

To compensate for the loss of these locos 37433 has been transferred back to Motherwell. 37419 also spent the week commencing 25 May on loan to the depot to work the 'Royal Scotsman'.

Incidentally with sixteen 37/4s now based at Crewe it seems that there is little chance of NBs working coast services as there should be plenty of 37/4 capacity to cover for exams and depot failures.

SUMMER COAST DIAGRAMS

MONDAY to FRIDAY

CD300

1D60 08:17 Crewe - Bangor
1K61 10:23 Bangor - Crewe
1D71 13:18 Crewe - Bangor
1K75 17:18 Bangor - Crewe
1D83 19:22 Crewe - Chester

Total Passenger Mileage: 344.68

CD301

2D54 07:06 Chester - Bangor
1K59 09:13 Bangor - Crewe
1D69 12:19 Crewe - Bangor
1K71 15:22 Bangor - Crewe
1D81 18:17 Crewe - Bangor
2D71 20:22 Bangor - Chester

Total Passenger Mileage: 443.07

CD302

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

Total Passenger Mileage: 450.33

CD303

1G76 01:57 Holyhead - Birm Intl
1D64 08:30 Birm Intl - Bangor
1K65 12:22 Bangor - Crewe
1D75 15:17 Crewe - Holyhead
1G79 18:16 Holyhead - Birm Intl
1D99 23:12 Birm Intl - Holyhead

Total Passenger Mileage: 823.93

CD304

1K58 07:37 Holyhead - Crewe
1D67 11:17 Crewe - Holyhead
1K69 13:54 Holyhead - Crewe
1D79 17:17 Crewe - Holyhead

Total Passenger Mileage: 422.60

CD305

1K56 07:00 Holyhead - Crewe
1D65 10:17 Crewe - Bangor
1K67 13:22 Bangor - Crewe
1D77 16:17 Crewe - Bangor
1K77 18:22 Bangor - Crewe

Total Passenger Mileage: 429.20

Total Daily Diagrammed Mileage: 2913.81

SATURDAY

CD300

1D60 08:17 Crewe - Bangor
1K61 10:23 Bangor - Crewe
1D71 13:17 Crewe - Bangor
1K75 17:18 Bangor - Crewe
1D83 19:37 Crewe - Chester
2F80 20:13 Chester - Runcorn

Total Passenger Mileage: 358.49

CD301

1G76 01:57 Holyhead - Birm Intl
1D64 08:30 Birm Intl - Holyhead
1K69 13:54 Holyhead - Crewe
1D79 17:17 Crewe - Holyhead

Total Passenger Mileage: 542.38

CD302

1K58 07:37 Holyhead - Crewe
1D67 11:17 Crewe - Bangor
1K67 13:22 Bangor - Crewe
1D77 16:17 Crewe - Bangor
1K77 18:22 Bangor - Crewe

Total Passenger Mileage: 429.20

CD303

1K56 07:00 Holyhead - Crewe
1D65 10:17 Crewe - Bangor
1K65 12:22 Bangor - Crewe
1D76 15:17 Crewe - Holyhead
1K76 18:16 Holyhead - Crewe

Total Passenger Mileage: 478.73

CD304

2D54 07:06 Chester - Bangor
1K59 09:13 Bangor - Crewe
1D70 12:17 Crewe - Holyhead
1K71 14:54 Holyhead - Crewe
1D82 18:17 Crewe - Bangor
2D71 20:22 Bangor - Chester

Total Passenger Mileage: 492.59

CD305

1K54 07:41 Chester - Crewe
1D62 09:17 Crewe - Bangor
1K63 11:22 Bangor - Crewe
1D74 14:17 Crewe - Bangor
1K73 16:22 Bangor - Crewe
1D56 21:17 Crewe - Holyhead

Total Passenger Mileage: 450.33

CD306

1D37 09:57 Stockport - Holyhead
1H44 13:24 Holyhead - Stockport

Total Passenger Mileage: 258.38

Total Saturday Diagrammed Mileage: 3010.10

SUNDAY

CD300

1K51 05:35 Holyhead - Crewe
1D57 09:10 Crewe - Bangor
1K56 11:42 Bangor - Crewe
1D61 14:00 Crewe - Holyhead
1K60 16:51 Holyhead - Crewe
1D67 19:35 Crewe - Chester

Total Passenger Mileage: 499.84

CD301

1K54 08:55 Holyhead - Crewe
1D60 12:15 Crewe - Holyhead

Total Passenger Mileage: 211.30

CD302

1K52 08:30 Chester - Crewe
1D58 10:07 Crewe - Holyhead
1K58 14:12 Holyhead - Crewe
1D65 17:20 Crewe - Holyhead

Total Passenger Mileage: 338.08

CD303

1D63 15:58 Crewe - Holyhead
1G81 18:16 Holyhead - Birm Intl
1D99 23:12 Birm Intl - Holyhead

Total Passenger Mileage: 436.73

Total Sunday Diagrammed Mileage: 1512.95



37418 sits at Bangor resplendent in EWS livery and re-united with its East Lancashire Railway nameplates.
Photo: DANIEL HITCHENS

SOUTHERN STONE SUBSTITUTION



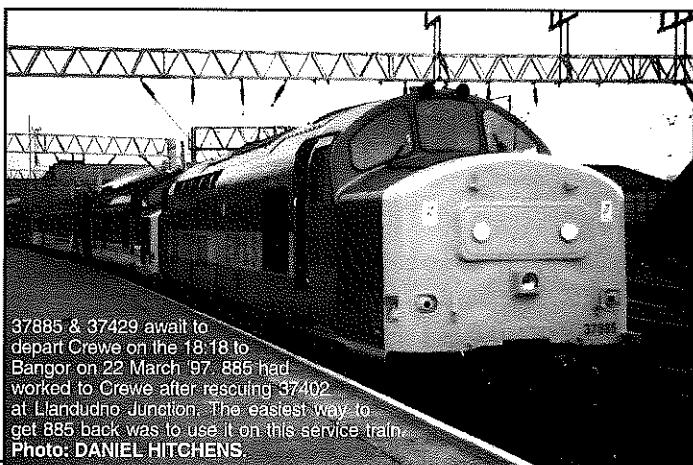
37513 & 37216 power through Redhill with the 12.21 Acton - Crawley on 22 April, substituting for a Class 59. Photos: DAVID HUGHES

37 USED ON VSOE PULLMAN

MUCH has been made of 'Deltic' D9000's appearance on the V.S.O.E. pullmans at the beginning of May. However the train received even more remarkable haulage on Friday 2 May.

A group of well known 37 bashers came to an agreement with the pullmans operators, whereby they would book a number of seats if the train was 'Syphon' hauled.

Therefore 37372 was booked on the train for a jaunt around Kent. Starting at Victoria the train headed for Margate and Ramsgate before returning to London. The cost a mere £145 per head!



37885 & 37429 await to depart Crewe on the 18.18 to Bangor on 22 March '97. 885 had worked to Crewe after rescuing 37402 at Llandudno Junction. The easiest way to get 885 back was to use it on this service train. Photo: DANIEL HITCHENS.

RAMSGATE 'SYPHONS'

VIRGIN Cross Country's 08:56 Birmingham New Street - Ramsgate and 13:48 return will be powered by a pair of Class 37s on Saturday 9 August.

RAIL magazine are offering return tickets for £35.00 if booked prior to 4 July, issue 305 carries a booking form.

Pick-ups/set-downs are Birmingham International (09:09/17:30), Coventry (09:23/17:17) and Kensington Olympia (10:52/15:38) with arrival at Ramsgate scheduled for 13:18.

WELSH RUGGEX 'SYPHONS'

AN additional locomotive hauled train from Manchester - Cardiff & its return on 26 April for the Rugby International at Cardiff Arms Park saw the use of three 37s.

37426 left at 08:33 with the outbound leg, but failed at Cwmbran. 37696 (ex-228) was despatched from Newport to rescue the train. By a quirk of fate the return leg saw 37229 work the train back to Crewe, departing Cardiff at 17:15.



A few weeks after this photo was taken on 9 March at Old Oak Common, 37280 was reduced to a pile of scrap. Photo: ALAN R. HAWKINS

FAREWELL!

THE cutting-up of redundant Class 37s has begun. The grounded bodysell of 37280 which was at Old Oak Common (see above) was the first then 37031 and 37080 both at Canton received the attentions of the torch.

Cardiff have also despatched 37111, 37118, 37213, 37905 and 37906 to Toton for spares recovery. There is a good chance that these will be cut as soon as this is completed.

We also understand that component recovery is taking place on some of the locos stored at Immingham.

WEST COAST MISSION

TRAVELLERS on board the 09:10 Edinburgh - Reading on 22 May were treated to haulage from 37376 as far as New Street. The 'Syphon' substituted for 86224 which failed before departure. Arrival in Birmingham was 2 hours late and the train was terminated here.

'SYPHON' SHORTS

16/4/97 - 37054, 37891 & 37695 worked the Hither Green - Temple Mills engineers train.

21/4/97 - 37212 & 37709 worked the Sheerness - Snailwell scrap train.

2/5/97 - 37167 worked the stanlow - Humber LPGs.

3/5/97 - 37513 worked Quidhampton - Willesden tanks.

7/5/97 - 37694 & 37697 worked Bescot - Ironbridge MGR.

9/5/97 - 37797 & 37073 worked a Millerhill - Ravenstruther MGR.

14/5/97 - 37203 worked the Aberdeen - Mossend 'Enterprise'.

15/5/97 - 37141 & 37196 rescued 60093 on 06:05 Margam - Dee Marsh 'Coils' at Wrexham.

16/5/97 - 37116 visited Millerhill with an engineers train from Carstairs.

Ch. Ch. Ch. Changes

English Welsh & Scottish

Pool / Depot Changes

37413 LWCW CD - LGHM ML
37423 LCWX - LWCW CD
37431 LCWX - ENTN TO

Cut-Up

37031 at Cardiff Canton
37080 at Cardiff Canton
37280 at Old Oak Common

LIVERY CHANGES

37509 TR - FU
37520 FM - EW

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	37431	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

EWDB - Stewarts Lane - Restricted Use

37040	37174	37194	37220	37245	37293
37370	37372	37380			

FDCl - 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
37413	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

LNK - Cardiff Canton - Cornwall

37521	37668	37669	37670	37671	37672
37673	37674	37696			

LNCK - 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	37415	37419	37423	37426	37505
37509	37518	37520	37695		

LWMC - Crewe Diesel - North Wales Passenger

37402	37408	37414	37417	37418	37420
37421	37422	37425	37429		

Total: 213

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	37107	37108
37111	37156	37184	37188	37201	37207
37213	37214	37232	37240	37251	37334
37904	37905	37906			

LCXX - Former Transrail Stored For Spares

37008	37078				
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Total: 62

EUROPEAN PASSENGER SERVICES

GPSV - Old Oak Common - Sleepers

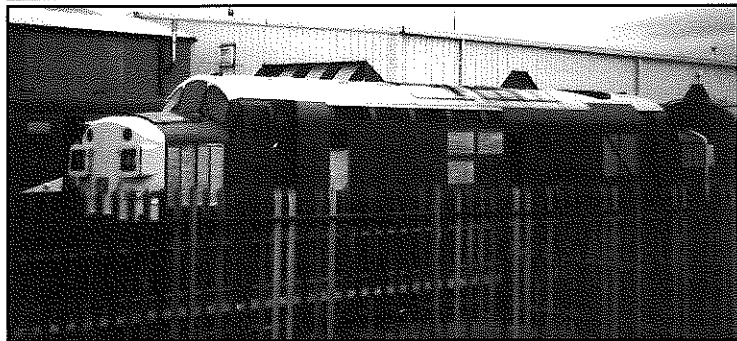
37601	37602	37603	37604	37605	37606	37607	37608	37609	37610	37611	37612
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Total: 12

PHOTO NEWS



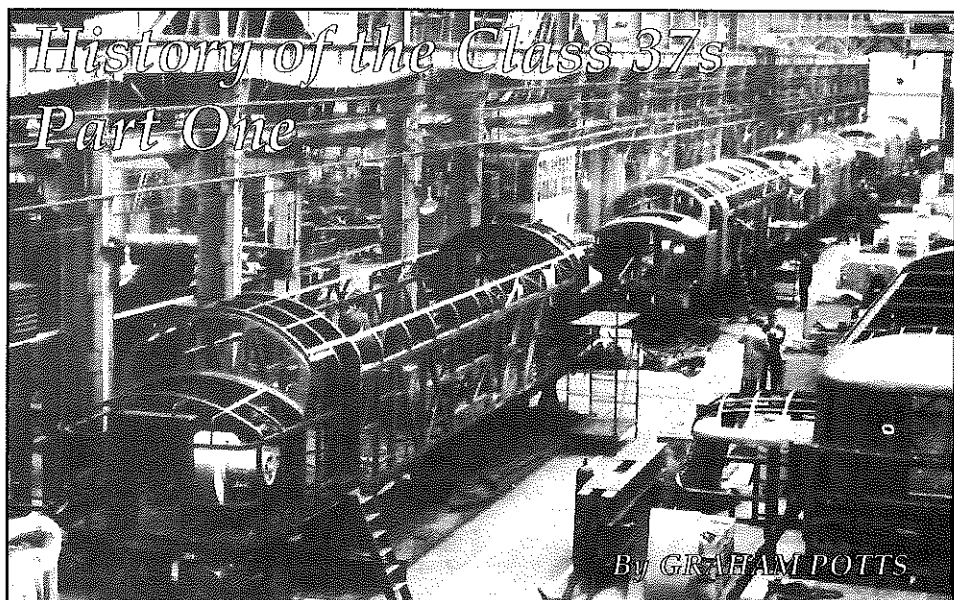
Now here's something you don't see everyday. 37415 heads the 13:37 Hoo Junction - Three Bridges 'civils' train through Redhill on 22 April '97. This is believed to be the first occasion a 37/4 has worked this train. **Photo: DAVID HUGHES.**



Pete Waterman's, 37029 is apparently nearing completion and may well make its first appearance at the June East Lancs Diesel Gala (mind you they've said that for the last two years). The loco is seen at the Crewe Heritage Centre sporting maroon undercoat during April. Incidentally, the loco is still expected to be painted Waterman black. **Photo: DANIEL HITCHENS**

37424 made an unexpected appearance at Stafford on 18 April '97 following a recent visit to Crewe Works for a bogie change. The locomotive spent most of the day in one of the bay platforms. The Motherwell based 'Syphon' headed back north the following day. The reason for its visit to Stafford unknown. **Photo: DANIEL HITCHENS**





The Fore-Runners

I suppose the story began as long ago as 1948 when the LMS built two diesel locomotives, Nos 10000 & 10001, with English Electric 16SVT engines developing 1600 bhp, at Derby Works. They were followed in 1950/1 by the SR versions 10201 & 10202, built with the same engines but delivering 1750 bhp. These were constructed at Ashford and 10203 produced at Brighton in 1954 had a 2000 bhp version of it.

All these carried the same generators and traction motors but it was body design that varied substantially. The LMS versions had nose-ends and compact six-wheel bogies like our beloved 'Syphons' but the SR carried a flat spoonish front with a heavy plate-frame axle like the class 40, with an extra unpowered axle i.e. 1CO-CO1.

They all ran with moderate success until withdrawn in the 60's and gave rise to the English Electric family as we know it. In 1955 English Electric swallowed up the locomotive builders Robert Stephenson & Hawthorn of Darlington and the Vulcan Foundry of Newton-le-Willows. In addition they also had a small firm Napier who built high speed naval engines but that's another story!

The 1955 Modernisation plan began with Class 20 (type 1) 1000 hp machines using an 8SVT engine. They were followed by the D200 Class (Type 4), Class 40, which was based on 10203 with its 2000 bhp version of the 16SVT engine and the same generators and traction motors. However they handicapped this design with the heavy plate-frame bogie which produced a 130 tonne locomotive with poor power to weight ratio and a tendency to suffer from frame cracks.

The decision to build Type 3 locomotives in

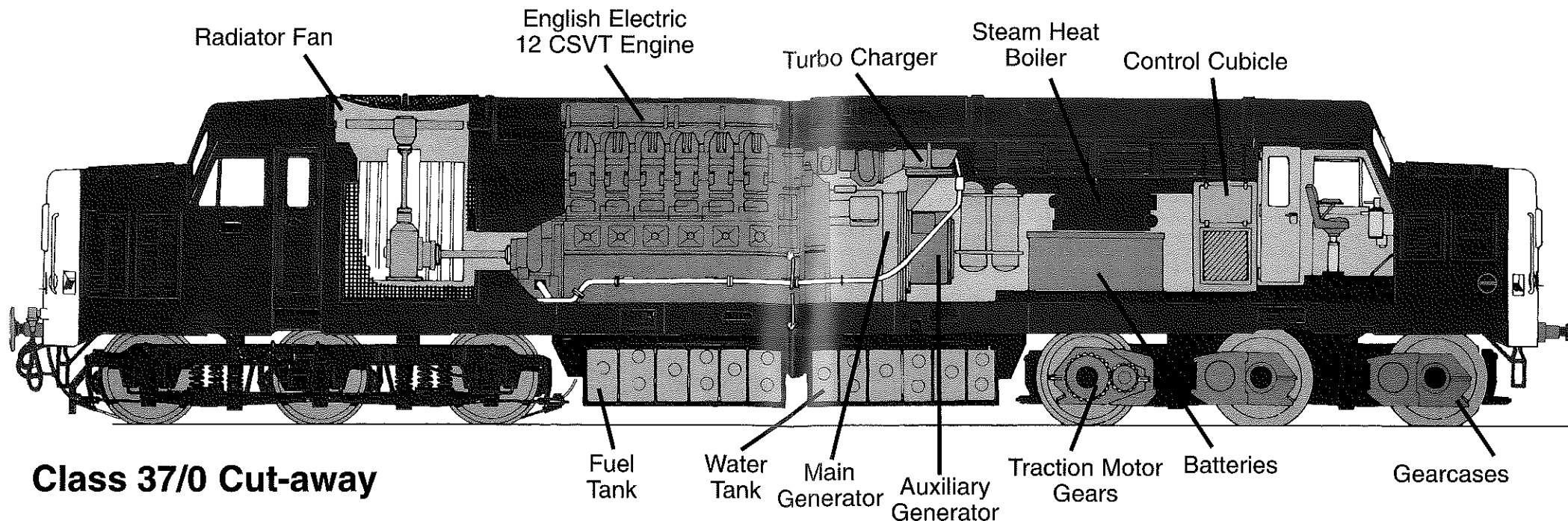
great numbers came only with hindsight and the performance of the Class 33, from BRW, with its neat little 1550 bhp engine and low weight. These were designed specifically for the Southern region and is one thing we can thank the Cromptons for. The two rival designs were the Beyer-Peacock 'Hymek' with its B-B wheel arrangement and light-weight German hydraulic equipment and English Electric's 12 cylinder version of the Class 40.

A Design To Last

The design of the D6700 series involved putting a scaled down Class 40 body onto 'Deltic' bogies with the 12CSVT engine having the benefit of charge-air cooling. Developed to deliver 2050 bhp, the engine was derated to 1750 bhp to increase reliability, a decision that probably made the 37 so universally popular and without doubt one of the major reasons for its survival into the new millennium and beyond.

Another change that bought major advantages was the move back to a compact six wheel CO-CO axle. This gave the 'Syphons' a route availability of just five, allowing them access to many poor lines and again, a major reason for its long term survival. At just 108 tonnes, the locomotives have a good power to weight ratio but the reliability factor is by far the most important given that two Class 37's can be maintained cheaper than one Class 47!

Another important decision that extended Class 37 lifespans was to mount the locomotive drawgear on the main frame rather than on the bogie. This doubtless was a benefit of hindsight gained from the class 40, where axle cracking damage was expensive and commonplace. The



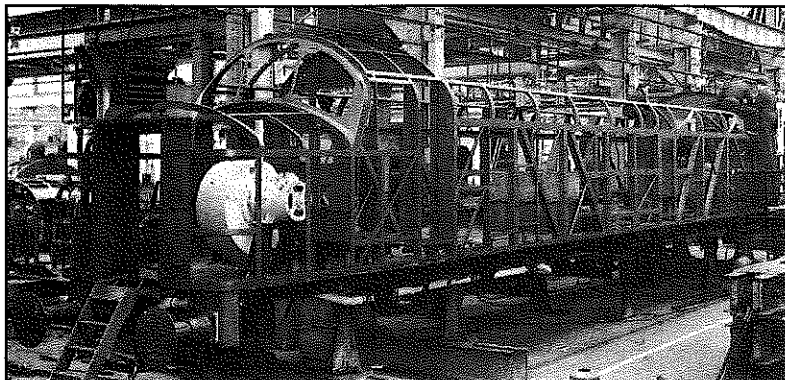
Class 37/0 Cut-away

use of 'Deltic' bogies was interesting. Initially chosen for production reasons, the identical traction motors EE598/A of 600 amps capacity were nose-suspended from the axles by single reduction gearing. It was the gearing however that made the difference, whereas the 'Deltic' was high-g geared and struggled to move away without exceeding maximum permitted current, the Class 37 was low-g geared and was able to deliver a huge output at low speeds, hence its use on Cardiff valley freight workings.

Output however in the Class 37 fell rapidly with speed, whereas the 'Deltic' was able to maintain high power up to very high speeds. This gearing was

again a lucky choice that led to 37's extended lifespan. As the introduction of HSTs in 1977 quickly eliminated the need for high-g geared locomotives and a lack of cash for new freight classes was to leave the 37 as a unique power provider.

However, to many at the time, the Class 35 'Hymek' was seen to be the better design, it had greater power, though was more costly and its gearing was far more appropriate to passenger workings. Their wholesale withdrawal was more to do with BR's decision to eliminate hydraulic transmission than to do with their reliability, though the 37 was hard to beat on this score.



This view from Mid-1960 was taken in the main erecting shop at Vulcan Foundry. The locomotive is probably D6703. The locomotive would have made the transformation from shell to complete loco in about five months. Note the Traction Motor Blower already in place in the nose section. Photo: GEC Ltd

Technical Specification

The Body:

The Class 37 is undoubtedly a cross between the best aspects of the 'Deltic' and Class 40, they wanted a heavy loco for rail adhesion reasons but wanted greater power to weight ratio and therefore used the lighter CO-CO six wheel axle instead of the heavy plate framed 1CO-CO1 of the Type 4. The shortened body, 61'-6" over the buffers, was in the same English Electric style with noses and was made up of a superstructure built on top of a rigid underframe.

This underframe had an inner section of two longitudinal joists supporting the weight of the engine and underslung fuel (920 gallons) and water tanks (800 gallons). The two outer sections at each end each consist of two members joined by welded transoms to form the pivot centres over the bogies. These two pivot centres are 37'-2" away from each other length wise. The underframe is then strengthened by additional cross-members.

The body sides are sheet steel, on a lattice of prefabricated steel members, welded onto the underframe. The lattice was formed to take account of ventilation/exhaust grills and ran from bulkhead to bulkhead with two full length cross members on each side running the full distance.

The cabs and noses were separate sections joined onto the bulkheads and in the early series contained openings for the split box headcodes

and driver access doors. There was also a small side access door provided centrally for inspection.

The Bogies:

These were the same as the ones used on 'Deltics' and Class 50's, equalised with swing bolsters each of which had four side bearers to take the load through four coiled spring sets suspended from the bogie frame itself. The load is spread evenly by means of equalising beams joined by four sets of helical springs under the Timken roller bearing axleboxes. Some of the later 37's had bogie frames of cast steel introduced.

The Engine:

A sixty degree V-form engine of 12 cylinders with charge air cooling producing 1750 brake horse power at 850 revs per minute. (Downrated from 2050 bhp). Two Napier turbo-blowers are fitted at the No2 end opposite to the main generator. The four stroke engine is fully enclosed with its own pumps for water and oil circulation which are driven by gears from the camshaft. Each cylinder has cast iron liners, aluminium-silicon alloy pistons and iron alloy cylinder heads with their own mechanical fuel injection pump.

The engine load is protected by an overspeed trip at 1000 rpm which cuts off the fuel supply and a mechanical governor using pressurised engine oil is fitted to regulate revs to between 450 and 850 rpm. A small emergency fuel tank sits

above at the No1 end of the engine, next to the radiator header tank.

The Generator & Electrical Equipment:

Bolted to the engine output shaft on the No 1 end is the d.c. main generator EE822/109, which had a continuous rating of 1107 kW at 850 rpm, now prone to flashovers and seen as the achilles heel of the class in many eyes. When the life extension programme began in the mid 1980's these were replaced with a.c. alternators. Overhung from this was the EE911/5C auxiliary generator providing a constant 110 d.c. This auxiliary powers the two Northey exhausters, the Worthington-Simpson compressor which provides the train vacuum for braking, the Westinghouse air braking system and the Keith Blackman traction motor blowers housed in the nose ends. It also provided the power for the Clayton RO2500 Mk IV train heating boiler which delivered 2,500 lbs/ hour of Mk1, window misting, train heat.

The power from both these generators passes to the main equipment frame at No2 end where field resistors are sited. From here, the output of the main generator passes to six 600 amp traction motors suspended by single reduction gearing to each axle, EE598/A, which are connected in pairs, No 1 & 6, the outer most axles, 2 & 5, and 3 & 4 the inner most to provide smooth power.

Batteries were sited on the left hand side of No 2 end (looking to No1 end), with an auxiliary equipment frame sited above them. The

Worthington-Simpson compressor was housed in the noses next to the main reservoirs as were the traction motor blowers, exhausters and air filters. Also crammed into that small space were sand-box fillers, no wonder nobody ever used the flexible walkway between locomotives, space was very tight.

Cooling:

Twin radiators are mounted on each side in pairs, the outer ones supplied cooled water to the charge air and engine oil cooling. The inner radiators cooling the engine and turbo-blowers. The air is drawn across them using a roof mounted fan passing through oil wetted filters on the bodyside before being exhausted out vertically by the fan. The fan is driven via a clutch off the engine output shaft. Nowadays predominantly electrical these clutches were originally all mechanical.

Control gear:

Those of us fortunate enough to witness the inside of a Class 40 would be struck with the degree of similarity, the dials arranged vertically in front of the driving position on the left hand side (facing out) of each cab. To the drivers left are his brake handles, the master control and power regulator are on the right. The Westinghouse equipment sits outside the door into the engine compartment next to the batteries and the large electrical control equipment cubicle at the No2 end. The driver has warning lights for wheelslip,



The first member of the Class, D6700, left Vulcan Foundry in December 1960. Still in traffic today, and likely to continue to do so into the 21st Century, the loco is a good example of how successful and reliable the design has been. Here the pioneer is seen charging along the East Coast Main Line during its early years. Photo: DAVID PERCIVAL



A British Railways publicity shot of the pioneer, D6700, at the head of the 'Ford' train, which ran from Dagenham to Halewood. Note the addition of the small yellow warning panel added towards the end of 1962 and subsequently added to all new locomotives.

engine shutdown and general fault.

The latter supplemented by lights for low oil pressure, low fuel, high water temperature and blower failure which are sited on the bulkhead cubicle.

Trials & Tribulations

The first order, for 42 locomotives, was placed in January 1959 on EE Contract number CCL1031. Work got underway swiftly and the first locomotives were ready in twenty months, a batch of four locomotives D6700 (now 37350), D6701 (now 37707), D6702 (now 37351) and D6703 (now 37003). The first of these D6700 leaving the Vulcan foundry at Newton-le-Willows for Doncaster on 2nd December 1960. It was trialled on the East Coast Mainline between Doncaster and Grantham and then underwent static tests at the works itself.

Shortly afterwards, in early January 1961, D6701 & D6702 followed her over to begin their own tests but almost immediately trouble was found with bogie frame cracks. This required the early locomotives to make a quick return to Newton-le-Willows for rectification. Meanwhile that first batch of four locomotives were allocated to Stratford and they were soon joined by the second batch of three locomotives, D6704 (now cut up, previously 37004), D6705 (now 37601) and D6706 (now 37798).

The first two joined the first batch at Stratford whilst the latter D6706 was to go to March depot, official delivery being January 1961. Crew training began at Norwich, Liverpool Street, March, Stratford

and Ipswich.

They were soon put to work out of Liverpool Street, taking over turns for Brush Type 2's (Class 31) and English Electric Type 4's (Class 40) and making forays to Norwich, Lowestoft and Great Yarmouth. It had been intended that by the commencement of the summer timetable in May 1961, at least six batches of five (ie 30 in total) would have been delivered to the Great Eastern. Though February & March 1961 saw four/month delivered, there were just three in May (none in April) leaving eighteen of the class on the books at this time, thirteen at Stratford and three at March.

Hence the plan to have sixteen diagrams for Class 37s on Liverpool Street to Norwich services was to say the least ambitious. Add to this the continued cover of Brush 2 diagrams because of their engine problems (a problem that led to all of them being re-engined with English Electric 12SVT engines similar to the 37's) and the loss of D6701 which required a replacement engine and D6706 which was out of traffic for major attention, led to the diagrams being somewhat hit & miss to begin with. D6702 was notably allocated to Norwich from May 1961 to join D6706 transferred in February for crew training, but by July they were both back at Stratford.

Deliveries continued apace with three more arriving in both June & July (D6718 to D6723) of these the first three went to Stratford, the next two to Norwich, (to replace D6702 & 6) and the latter to March. August produced just two, D6724 to March and D6725 to Stratford, and September three, D6726-8 all to Stratford. Therefore it was

October when the initial batch of thirty locomotives for the Great Eastern was complete, D6729 the last one also going to the Stratford pool. Next on the list from the initial order was the North East, with Hull Dairycoats being the lucky recipient of D6730 (now 37701) and later the same month D6731 (now cut up at Cardiff, was 37031). Crew training began on the line to Scarborough on 3rd November 1961 but no further deliveries took place that year.

D6718 (now 37517) took to the air on 22nd December 1961 after derailing at Walthamstow on an early morning parcels train. It was rescued by D208 a Class 40, which is now a load of paper clips or safety pins whereas the 37 is currently in Load-Haul livery floating around the Immingham area, almost thirty-six years later!

The English Electric Type 3 section of Ian Allen's locoshed spotting book at the end of December 1961 would have been dull reading as September 1961 saw all Great Eastern 37's transferred to depot 30A Stratford, leaving just the two at Hull Dairycoats (50B) for a bit of variety.

The problems with D6701 and D6706 notwithstanding, 1961 was a successful debut year, lucky really as by then BR had placed an order (as early as February 1960 when none had yet been delivered!) for a further 37 locomotives, which were built at both Robert Stephenson & Hawthorn in Darlington (10) and the Vulcan foundry between June and October 1962. The delivery of the first batch had slowed up at the end of 1961 and it wasn't until March 1962 that things got moving again.

Spreading Their Wings

At about the same time as I pushed my unwilling head out through my mother's womb to greet a world in the throws of one of the coldest winters ever and soon to have the Cuba crisis, the next mini-batch of tractors were released from Newton-le-Willows. D6732 (now preserved as such on the North Norfolk Railway), D6733 (now 37719) and D6734 (now 37704), all sent to Hull, unlike me who was dispatched to Shrewsbury.

This year 1962 was one when 37's really spread their wings, as early as 6th January 1962, the FA Cup 3rd round tie between Birmingham and Tottenham Hotspur saw two specials heading up with D6706 and D6712 to New Street. Regular

work included the Liverpool Street to Norwich services, Great Yarmouth and Lowestoft services, the Yorkshire Pullman from Hull to Doncaster and back and summer services to Clacton!

June 1962 saw the Hull batch complete with the arrival of D6741, the first contract was therefore also complete and the next batch was to consist of thirteen locos for Sheffield Darnall (41A) and twenty-four for Thornaby (51L) with ten appropriately made nearby at Darlington.

As such the 4th August 1962 witnessed D6743 (now 37043 after a brief spell as 37354) taking the 07.05 Sheffield - St Pancras (& 15.15 return) and soon took over the Master Cutler service from Sheffield to St Pancras until 1964 and the arrival of 'Peaks' & 'Spoons' on the Midland route.

The Great Central line was to witness 'Tractors' on the daily Swindon (from Leicester Central) to Sheffield parcels which returned on the 17.55 Sheffield Victoria to Leicester Central via Staveley, Nottingham & Loughborough.

June 1962 saw 'Syphons' take over on the Liverpool Street - Cambridge & Kings Lynn services from Brush 2 (Class 31). This was the beginning of a twenty year association with the line and it is with great sadness that I remember the invasion of 47's and electric multiple units that bought that era to an end.

August 1962 D6731 worked a Hull to Southport excursion throughout via the Calder valley and not to be outdone, Blackpool got its first working the following month when D6740 worked through from Goole on a special. By the end of the year, Scotland experienced its first throaty growls when D6758 (now 37058 of 'Settle Syphons' fame) worked from Newcastle to Edinburgh for two days on 19th & 20th of December.

Cardiff was to have D6742 & D6743 down for trials in September 1962 and they must have been impressed, their order for Class 37s was to run into hundreds.

Yet 1962 was not all smiles for the class. With 93 of the class accepted, and delivery reaching six a month, including in July 1962 the arrival of D6769 (now 37069) as the first from Robert Stephenson & Hawthorn in Darlington, it was looking good. Yet serious bogie defects discovered that year sent 24 of the class to Doncaster works for rectification. This included D6701 & D6706 again as the bad boys of those early years.

The story continues in the next issue, when Graham continues to look at the early days, detailing 1963 with the Woodhead route though to 1966 when the Welsh Valleys took their toll on D6983, the first 'Syphon' to be withdrawn.

LIFT-OFF AT INTERNATIONAL



37429 departs Birmingham International with the 08:10 to Bangor on 24 June '95.
Photo: TOM RAJCZONEK.



Not one for the environmentalists! 37420 is seen on the same service (date unknown).
Photo: TOM RAJCZONEK.

'SYPHONS' TO SKEGGY

by Peter Hall

Throughout the 1960s and early 1970s the use of Class 37s on Summer Saturday trains to Skegness from the Sheffield Division was almost unknown. From the dawning of the diesel era Class 31s and their predecessor Class 30s had been the dominant motive power.

However in the mid 1970s for three summers, 1976-1978, Class 37s were regularly used on the two 'Sheffield Starters' (a bashing term used at the time to refer to Summer Saturday trains originating in the Sheffield Division) to Skegness trains. These two trains being discussed separately below:-

0855 Chesterfield-Skegness 1254 Skegness-Sheffield

This was the longest established of the two trains, it having run since 1966. In earlier years its return working had run through to Chesterfield but was by 1976 curtailed to terminate at Sheffield. The train was routed from Chesterfield via Sheffield, Worksop, Lincoln and by 1976, Sleaford and Boston, the return working being via the outward route.

Prior to 1976 Class 37s had very occasionally appeared on the working. In 1974 37089 (TI) on 25th May and 37094 (IM) on 3rd August were utilised on the then 0900 Chesterfield-Skegness and 1402 Skegness-Sheffield whilst in 1975 37088 (TI) was used on both 7th June and 9th August to head the then 0852 Chesterfield-Skegness and 1400 Skegness-Chesterfield. 1975 being the last year that the return working ran through to Chesterfield, surprisingly however it had terminated at Sheffield for the previous few summers.

In 1976 the turn was rostered for a Tinsley Class 37 and with the exception of 37026 (MR) on 29th May, 37050 (MR) on 19th June and 37102 (MR) on 4th September the booked traction appeared on all dates without mishap.

The following summer again saw the train rostered for a Tinsley Class 37, however again a few guest locomotives appeared with 37070 (TE) on 11th June, 37041 (MR) on 18th June and again on 13th August and former Tinsley locomotive 37091 (SF) on July 2nd. 1978 again saw several visiting Class 37s on the train with 37026 (MR) 10th June, 37029 (MR) 17th June, 37053 (TE) 24th June and 37092 (MR) 29th July heading the 0835 Chesterfield-Skegness and 1250 Skegness-Sheffield.

One mishap did occur this year when 37042 (TI) was replaced on 1250 Skegness-Sheffield at Lincoln by 31284 (TE) on 8th July. This however was the last year in which the train was rostered for a Class 37, however several appearances were made during the trains remaining four years of operation when it was rostered for a Class 31. On 7th July 1979 37135 (TI) was used on the 0838 Chesterfield-Skegness and 1250 Skegness-Sheffield with 37122 (TI) doing likewise the following week and a few weeks later on 4th August 37211 (IM) appeared.

It was 1981 before another Class 37 was recorded on the working, in fact this summer saw the train rostered for a Class 47 in high season so the appearance of 37295 (BR) on 1st August heading the 0840 Chesterfield-Skegness and 1248 Skegness-Sheffield was particularly notable. This was most certainly the 'biggest' Class 37 ever on the working. This also proved to be the last Class 37 to head this particular train, it being withdrawn after the 1982 season.

0718 Sheffield-Skegness 1105 Skegness-Nottingham

This train routed outward from Sheffield via Chesterfield, Nottingham, Sleaford and Boston was introduced in 1974, replacing a train previously routed via Worksop and Lincoln. When introduced in 1974 the return train ran through to Sheffield, however in 1976 and 1977 this was truncated at Nottingham (1976) and Alfreton & Mansfield Parkway (1977) although it was extended through to Chesterfield or Sheffield on a few peak Saturdays.

In its first couple of years the turn was infamous for its use of single Class 25/0s on load ten in high summer! As with the 0855 Chesterfield-Skegness this train was rostered for a Tinsley Class 37 from 1976-1978. In 1976 the rostered pedigree was only broken on the trains first day of operation, 29th May, when 37054 (MR) was used.

Similarly the first day of operation in 1977, 4th June, saw 31173 (FP) on the working, this however was followed by three weeks of March substitutions with 37012 (MR) 11th June, 37011 (MR) 18th June and former Tinsley allocated 37107 (MR) on 25th June. The following week saw 37111 (TI) in charge after which the working was suddenly taken over by pairs of Class 20s for the remainder of the summer. It is understood that this change was made as a result of train crew difficulties at Nottingham although this has never been verified.

Tinsley based Class 37s were again in charge in 1978 by which time the return working was now returning to Sheffield again. Visiting Class 37s this year were 37006 (TE) 24th June and 37084 (MR) 8th July both heading 0747 Sheffield-Skegness and 1138 Skegness-Sheffield. In addition Class 31s deputised on two occasions with 31303 (TI) 10th June, however this was replaced en route by 47024 (LA) and 31309 (MR) 15th July.

These trains continued to run until 1991, however Class 37 appearances were infrequent after 1978 with only eight being recorded. On 8th August 1981 37226 (TI) headed 0735 Sheffield-Skegness and 1107 Skegness-Sheffield. In 1983 37093 (GD) appeared on 13th August heading 0732 Sheffield-Skegness and 1105 Skegness-Sheffield.

The infamous year of 1984 not surprisingly produced three Class 37s starting with Western Region visitor 37259 (CF) 16th June, followed by 37263 (MR) 23rd June and 37065 (HM) 25th August all of which headed

0710 Sheffield-Skegness and 1041 Skegness-Sheffield. 20th July 1985 saw 37042 (TE) heading 0710 Sheffield-Skegness, however on the return 1043 Skegness-Sheffield it failed at Heckington with 31439 (IM) being summoned to assist forward to Sheffield.

In 1986 37030 (TI) was used on 31st May, this proving to be the penultimate use of a Class 37 on the working and the last occasion on which a Class 37 made a round trip from Sheffield to Skegness. The final appearance was made on 6th October 1990. On this date the 1038 Skegness-Sheffield headed by 31215 (IM) failed at Morton. After considerable delay the rescue locomotive appeared in the form of 37212 (CF) which worked the ensemble forward to Sheffield.

The predominance of guest Class 37s on the above two turns being March allocated is explained by the fact that at the time there was still a considerable number of freight trains running between Whitmoor Yard and Tinsley Yard/Rotherwood Sidings. As many of these trains were rostered for March Class 37s it was not surprising to find these stabled at Tinsley TMD at weekends, consequently they were put to good use on Summer Saturday passenger turns!

There was however another opportunity to experience Class 37 haulage between Sheffield and Skegness on Summer Saturdays. This being on the:-

**0804 Manchester Piccadilly-Skegness
1320 Skegness-Manchester Piccadilly**

Although this well remembered Summer Saturday Manchester Piccadilly to Skegness working is always

associated with Class 40s, such locomotives did not always dominate the working.

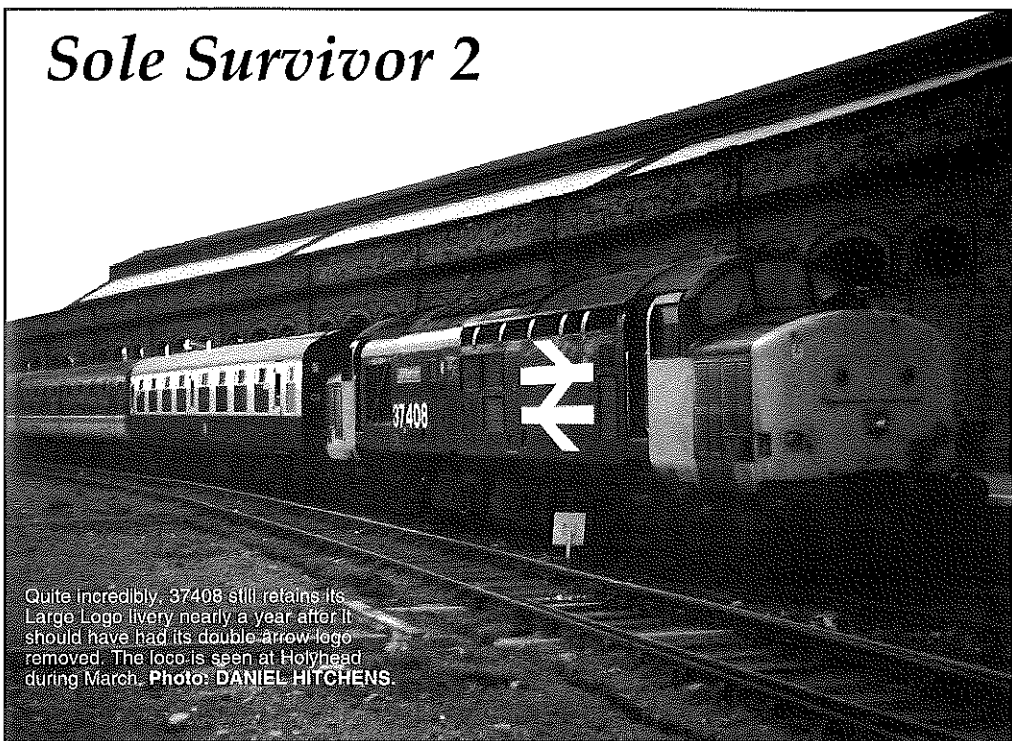
This particular train was first a through diesel from Manchester Piccadilly when it was diverted to run via the Hope Valley route in 1970. It had previously been routed via the Woodhead route, changing from electric to diesel traction at either Sheffield Victoria or Rotherwood Sidings. It continued from Sheffield to Skegness via Worksop, Lincoln and Sleaford. For this year and the following three years a Class 47 was the normal motive power before Class 40s took over, predominating on the working until 1984, the last year in which the train was locomotive hauled.

Class 37s did however appear in the last two years, deputising for the dwindling number of Class 40s, some particularly notable locomotives being used. In 1983 37078 (TE) 2nd July, 37196 (ED) 16th July, 37259 (HM) 23rd July, 37072 (TE) 20th August and 37290 (CF) 10th September made appearances. The trains final year of locomotive haulage saw 37030 (HM) 7th July and 37216 (TE) 18th August both heading the 0815 Manchester Piccadilly-Skegness and 1310 Skegness-Manchester Piccadilly.

Opportunities therefore to travel behind Class 37s between Sheffield and Skegness on Summer Saturdays were, other than for the three years of 1976, 1977 and 1978 rather limited.

However locomotives used were generally of good quality especially when substitutions from 'foreign' depots occurred.

Sole Survivor 2



Quite incredibly, 37408 still retains its Large Logo livery nearly a year after it should have had its double arrow logo removed. The loco is seen at Holyhead during March. **Photo: DANIEL HITCHENS.**

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.

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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
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East Coast Power	£17.95

Locomaster Profiles

Capital Syphon (New)	£15.95
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Syphons	£3.50
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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.

T-SHIRTS

With a drawing of two Class 37s on the front, available in either black or white in sizes S, M & L - Please state preferences.....£5.00 ea.

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Group Mugs	£2.00
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Royal Scot Pt 2	£18.95
Diesel & Electrics on 35mm	£18.95
Diesel & Electrics on 35mm 2	£18.95

Telerail

Loco-Hauled Class 37s	£18.95
New Horizons - Belgium	£18.95
East Coast Memories	£18.95

Train Crazy

North Wales Coast.....	£17.95
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37s on the Grade (Alan Vitty) (New)	£3.60

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SUMMER 'SYPHON' TOURS

If you fancy a bit of Class 37 haulage during the Summer, you can visit the North Wales Coast or try out one of the following railtours, all of which are scheduled to have Class 37 haulage.

SATURDAY 7 JUNE '97

Mallaig Explorer (SRPS)

Edinburgh/Hellensburgh to Mallaig

37/4 throughout

Price: £39.00

SATURDAY 14 JUNE '97

Lakeland Excursioner (Pathfinder)

Cardiff/Birmingham N.S. to Carlisle

2 x Class 37 throughout

Price: £27.50

Kyle Explorer (SRPS)

Dumbarton/Perth to Kyle of Lochalsh

2 x Class 37 throughout

Price: £39.00

SATURDAY 21 JUNE '97

The Longest Day (A1A Charters)

Preston, Stockport, Crewe, Stafford & Birmingham N.S. to Waterloo, Alton, Eastleigh and Portsmouth.

2 x 31 Preston - Waterloo, E5001 Waterloo -

Alton, 37/6 + 31 Alton - Eastleigh then top & tail

with ? to Portsmouth then back to Didcot, 2 x

31 Didcot - Preston.

Prices: £43.50 - £47.50

The Inverness Explorer (RT Railtours)

Leeds, Shipley, Keighley, Skipton to Perth & Inverness

2 x Class 37 /4 throughout

Price: £45.00

SATURDAY 28 JUNE '97

The Minehead Mariner (Pathfinder)

York/Bristol Parkway to West Somerset Railway

37 York - Derby, 2 x 31 Derby - West Somerset

Price: £39.50

SATURDAY 12 JULY '97

The Fenland Excursioner (Pathfinder)

Cardiff to Cambridge

2 x37 throughout

Price: £27.50

FRIDAY/SATURDAY 18/19 JULY '97

Deltic Scot (Rail Rider Tours)

Euston to Glasgow Central (out via WCML, return via GSW & S&C)

D9000 Euston - Glasgow, 2 x Class 37 Glasgow

- Preston, 87101 Preston - Euston.

Price: £45.00

SATURDAY 26 JULY '97

Settle Excursioner (Pathfinder)

Exeter/Bristol to Settle & Carlisle

2 x Class 37 throughout

Price: £29.50

FRIDAY/SATURDAY 8/9 AUGUST '97

Thirty Nine Steps (A1A Charters)

Stafford, Crewe, Stockport, Preston & Carlisle to Stranraer Harbour, Ayr, Mossend, Edinburgh suburban lines, Glasgow Central.

37 Stafford - Preston, 2 x 31 Preston - Ayr, 90/1

Ayr - Mossend, 56 Mossend - Glasgow, 2 x 31

Glasgow - Preston

Prices: £54.50 - £59.50

SATURDAY 9 AUGUST '97

Edinburgh Excursioner (Pathfinder)

Swindon to Edinburgh (out via WCML, return ECML).

2 x Class 37 throughout

Price: £35.00

SATURDAY 30 AUGUST '97

The York Cross (Pathfinder)

Reading, Bristol to York & Kings Cross rtn to Worcester.

D9000 Bristol - Kings Cross, 2 x Class 37 Ferme

Park- Worcester

Price: £42.50

Operators

For further details of the above tours contact the following:

A1A Charters: 101 Harborough Road, Oadby, Leicester LE2 4LG.

Pathfinder Tours: Tel: 01453 835414.

Rail Rider Tours: Tel: 01765 604046 (pm)

RT Railtours: Tel: 01729 825400

SRPS Tours: Tel: 01768 341664 (19:00 - 21:00).

TUNSTEAD 'TRACTORS'



The multiple is obviously working as 37513 & 37413 depart Peak Forest en route to pick-up their train from Tunstead on 6 January '97. Photo: TOM RAJCZONEK.



37097 & 37051 pass to the west of Northwich station with a train of empties for Tunstead on Monday 31 March '97. Photo: DANIEL HITCHENS.

PASSENGER DIARY

THE 'NB's

19/4/97	37230 & 37254	'Welsh Wizard' railtour Newport - Dock Street branch & return.
26/4/97	37696	08:33 Manchester Piccadilly - Cardiff Additional from Cwmbran after 37426 failed.
	37229	17:15 Cardiff - Crewe Additional (37426 unavailable, see above)
	37669	Cardiff - Hooton charter.
2/5/97	37372	VSOE Pullman (Kent circular). Victoria - Margate - Victoria.
10/5/97	37370	16:30 Euston - Carlisle from Penrith.
11/5/97	37370	14:35 Carlisle - Euston as far as Preston d/h with 31166.
14/5/97	37116	14:18 Paddington - Edinburgh from Penrith.
17/5/97	37375	'Pirates' railtour with 31450 from Preston - Swindon.
	37674	'Pirates' railtour top & tail with 31407 & 31466 from Penzance to St Ives and Par. Then with 31407 double headed back to Birmingham New Street.
	37375	Wembley - Middlesbrough 'footex' from Rugby - Crewe with 31450.
22/5/97	37376	09:10 Edinburgh - Reading as far as Birmingham New Street.

YOUR HELP IS REQUIRED

Member Mike Broom has asked me to put out an appeal for details of the actual trains worked by the locos on their last appearance on passenger trains., most of which can probably be gleaned from back issues of *SYPHON!* (unfortunately I've lost mine). If you can help please send details c/o me at 22 The Chase, Boreham, Chelmsford, Essex CM3 3DY. Many Thanks.

<u>Loco</u>	<u>Date Last Worked</u>	<u>Loco</u>	<u>Date Last Worked</u>	<u>Loco</u>	<u>Date Last Worked</u>
37009	5/5/92	37217	14/5/92	37691	20/10/90
37035	12/8/93	37238	23/11/91	37703	25/5/92
37053	23/8/92	37252	28/8/92	37705	22/10/92
37063	23/7/94	37278	8/11/92	37706	22/5/93
37075	7/11/93	37359	28/1/94	37709	28/7/90
37077	16/7/94	37382	28/12/92	37713	11/4/89
37078	4/9/93	37431	19/7/94	37715	25/2/90
37079	15/11/92	37507	30/06/90	37716	29/12/92
37088	25/08/94	37511	20/09/92	37884	2/1/91
37104	2/7/91	37514	6/3/93	37890	15/5/94
37131	23/6/92	37516	26/6/93	37892	6/3/94
37144	9/11/91	37687	6/9/92	37902	15/3/92
37185	22/5/94	37688	26/1/90	37904	10/1/94
37209	19/6/92	37689	24/8/90		

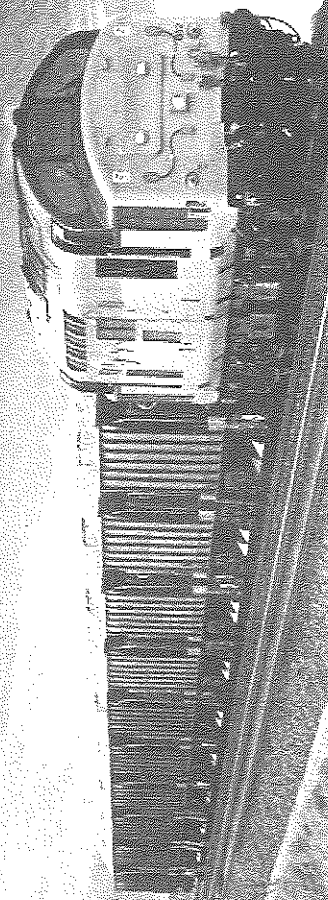
DEADLINE FOR NEXT ISSUE: 5 JULY 1997

Articles, Photos, Tour Reports, News always required.

Don't Forget New Address:

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

The Future?



With the indefinite postponement of the 'Euro-Sleeper' services, this may be what's in store for the 37/6s. 37612 departs Penmaenmawr with its infamous ballast trip during February '96. Photo: TOM RAUCZONEK.