

The Magazine of The Class 37 Group

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SYPHON!

SUMMER '98

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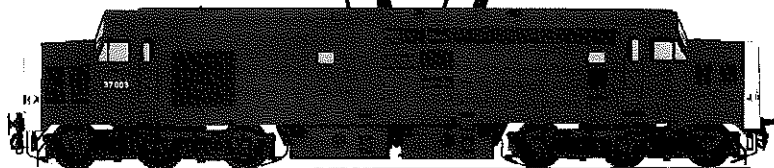


37003

TO THE CLASS 37 GROUP

FULL STORY INSIDE

37



THE CLASS 37 GROUP

Owners of 37003

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We are always looking for articles, information, TOPS reports, news, workings and photographs. If you have anything relevant please forward to: The Class 37 Group, P.O. Box 37, Lowestoft, Suffolk, NR33 0FJ. Comments made within this magazine do not necessarily reflect the views of The Class 37 Group.

WELCOME

We're back. Thankyou for bearing with us over the last few months.

It certainly is exciting times, the purchase of 37003 has meant we have achieved our first goal, the next is to restore our locomotive to full working order. This will take time and money but it will be achieved with your help.

Not surprisingly a large part of this issue is devoted to 37003. However, I stress that we will continue to report and carry features on the rest of the Class 37 fleet in this and forthcoming issues of *SYPHONI*!

After all we are The Class 37 Group and we will not fall into the trap of being insular. We intend to work with other Class 37 owners, not against them, after all we all have a common interest.

December 2000 marks the 40th anniversary of the Class 37s entering traffic, wouldn't it be great if we could all get together to mark the occasion and even better if we can get 37003 running by this date.

Treasurer, Steve Potter has launched an appeal for funds and ways that you can help the Group are listed below. We also need volunteers preferably with a technical background to help us begin the long road of breathing life into 37003.

Finally, on behalf of the Group's officers I would like to thank and congratulate you all for your past support because without you 37003 would now be scrap!

Ken Carr
Editor

37003 RESTORATION APPEAL

We urgently need funds to enable us to begin the restoration of 37003. You can help in many ways and remember every little helps.

1. Renew your membership quickly.
2. Encourage friends and fellow enthusiasts to join the Group.
3. Make a donation.
4. Set up a regular standing order (A pound a week from each member would ensure we

easily meet our December 2000 target date).
Form included with this issue

5. Buy one of our 37003 T-shirts (see page 4 for details).
6. Organise a sponsored event.

Thanking you in anticipation of your help.

Steve Potter
Treasurer

MEMBERSHIP MATTERS

**Many Thanks To Everyone Who Renewed
Their Membership So Quickly
and For Your Very Generous Donations.**

37003 - THE FULL STORY



During March 1963, D6703 was fitted with its *1st East Anglian Regiment* nameplates. However, they were never unveiled and the locomotive ran in service with them boarded over. We are not entirely sure how long the plates remained on the locomotive but it seems they stayed on for at least six weeks, maybe even longer. With the boarded plates clearly showing, D6703 departs Guide Bridge with a boat train for Harwich Parkeston Quay. **Photo: JOHN HILLIER (courtesy of Oxford Publishing Company).**

Over the following pages we will tell the story of how a locomotive which began life known as EE2866/D562 ended up as The Class 37 Group's first locomotive.

The Group first became interested in 37003 during June 1996. At the time it looked likely that we would be able to buy the locomotive direct from Load Haul (at the time the locomotive's owners). A number of the committee made the trek to Immingham depot to inspect the loco and all were agreed that it was in a pretty good condition.

A bid was immediately sent and then we waited and waited. It transpired that Load Haul had decided it might be prudent to see if their new bosses (EWS) would sanction the sale. Once EWS had taken

over we confirmed our bid and once again sat back and waited.

A tender list was issued in December 1996, 37003 didn't appear on this but we were informed they would look at our bid during January 1997.

Then disaster, 37003 was found to have blue asbestos in the bulkhead. Our bid was immediately withdrawn whilst we considered the options. A new tender list was also promised, but was not forthcoming and despite a revised offer for 37003 all was very quiet.

Eventually we received a letter stating that our bid couldn't be accepted and we would have to tender for the loco when it appeared on a tender list at the end of 1997. This duly appeared, we bid and we didn't get it, mind you neither did anyone else. One of the reasons for this was that EWS was running short of motive power and it was found that a number of stored Class 37s could be resurrected by combining the bits from two or three examples.

The End Is Nigh

37003 was then prepared for its final journey. On 13 February 1998, 37158 towed it from Immingham to Adtranz Crewe where 003 would surrender a number of internal & external organs before being scrapped.

Everyone thought that this was the end of the story, but a chance phone call on 21 April 1998 changed all

FACTFILE No. 1

Works No:	EE2866/D562
Built At:	English Electric's Vulcan Foundry
Completed:	December 1960
Original BR No.:	D6703 (Dec '60 - Jan '74)
TOPS BR No.:	37003 (From Jan '74)
Stored:	22 May 1994
Sold:	May 1998

this. Mike Millward recounts the events which followed:

It was one of those days when the clock seems to go backwards. I was on early shift, looking at a twelve hour day. When the news came that I was not required to stay, I phoned my wife to tell her the good news and so began the saga of the saving of 37003.

"Some bloke has phoned about 37003, can you ring him as soon as possible?" I took the number and within minutes was talking to EWS Procurement, who wondered if we would be interested in tendering again for 37003, minus one or two bits of course. "Which bits?" "Well it has got scrap bogies, a duff power unit (no, not a Class 47) which may have been robbed and a few bits are missing".

Seriously under-whelmed, I called Steve Potter and Ken Carr. Neither seemed too keen, so I phoned EWS and asked if we could have the weekend to mull it over.

Maybe We Should Bid

Over the weekend, our attitude towards the idea began to change. Maybe we should bid, it is an historic locomotive being a 1960 delivery and it was an original namer and we had made all the running on it so far.

On the Monday, I contacted EWS requesting more information, they were understandably, reluctant to commit to anything. They then informed me that a deadline of 10:00 on Friday 28 April '98 was set for all bids.

It was now time to start digging, and also to find out who else would be bidding against us. Ken spoke to a number of people including Adtranz to try and ascertain the true state of the loco. None of us had time to be able to get to Crewe to see the loco for ourselves, which made things doubly frustrating. However we got all the

FACTFILE No. 2

Depot Allocations:	30A Stratford - December 1960
	31B March - May 1961
	30A Stratford - July 1961
	41C Wath - September 1967
	41A Tinsley- November 1967
	51L Thornaby - May 1970
	GD Gateshead - September 1979
	TE Thornaby - January 1982
	HM Healey Mills - February 1982
	TE Thornaby - May 1982
	GD Gateshead - October 1982
	TI Tinsley - July 1987
	IM Immingham - January 1990

answers we needed. The power unit had gone and a complete knacker was in its place. The scrap bogies however did contain a full complement of traction motors. A couple of windows were noted as missing. The loco was in reasonably good external condition. Most importantly those we talked to reckoned that with a bit of effort and money the loco could be restored to working order.

Now we had to come up with a bid, the phone lines buzzed as a figure was worked out. Still hanging over us was the spectre of alleged blue asbestos contamination. 37003 would have to go to MC Metals in Glasgow for investigation and the additional cost of this pushed our bid down appreciatively. We also had to look at transport costs from Glasgow to the locos new base and work this into our equation.

During January, 1974, D6703 became 37003 under the TOPS renumbering scheme. By this time the locomotive carried the new corporate BR blue. The loco is seen in this livery at Beighton Yard on 3 September 1991. Note also the unofficial *Tiger Moth* name painted on the bodyside. This was applied by Tinsley depot staff during October 1989 **Photo: GARY SANSOM**



FACTFILE No. 3

Names: *1st East Anglian Regiment*
(Fitted March 1963 - never unveiled)

Tiger Moth
(Painted on by Tinsley Depot - 2/10/89)

With about twelve hours to go before the deadline we agreed a figure taking into account EWS's figures for transport/asbestos removal.

An Unfolding Drama

My wife faxed through our bid at 09:30 on 28 April, we would find out in a matter of hours whether we had been successful. Having been on night shift I was fast asleep by this time and needless to say I didn't get to the ringing phone which rang off just as I got to

THE 1st.

EAST ANGLIAN REGIMENT

How the original plates looked.

it at 09:32. I dialled 1471, but no return number, so I went back to bed, not knowing the drama which was unfolding.

The movement/asbestos figures supplied to us were a bit ambiguous and had misled us by a few thousand pounds so EWS tried to contact me, having failed they called Ken at 09:50 and told him. Ken immediately tried to contact me to no avail and after also failing to get hold of Steve, he called EWS back five minutes later and negotiated a three hour extension of the deadline.

Ken then started throwing figures into the equation

and came up with a revised bid which was duly submitted. A further call to EWS threw up another slight problem, so after speaking to Adtranz Crewe, Ken then submitted our third bid of the day, which was accepted immediately subject to us having the state of 37003 clarified. At 16:20 everything was confirmed and 37003 was finally ours.

The next move was to get a crew to Crewe to inspect what we'd got. The earliest we could get a team together was Tuesday 5 May. In the meantime the paperwork was being prepared by EWS. In the end only three of us could make it, Ken, Daniel Hitchens and myself. Sadly, Steve had to wait anxiously in Suffolk as he couldn't find anyone to cover for him at work.

Ken and I met up with Daniel at Crewe station at 12:00, we had time for a chippy move before proceeding

to the Works for our 13:15 appointment. Our Guide John Turnock took us to the loco, buried amongst other Class 37s and Class 47s alongside the famous traverser. Ken was mildly surprised to see a very intact looking loco, he had expected a gutted shell to be waiting for us (so had I). Mind you if it had been bad we could've still gotten out of the sale, so we weren't too stressed.

Inspection Time

I started the inspection - cast steel bogies with good looking tyres and all traction motors present and correct, albeit not connected. There was minor brake rig-

37003 spent all of its life based on the Eastern Region. During its life it has been shedded at all the great Eastern depots, Stratford, March, Wath, Tinsley, Thornaby, Healey Mills, Gateshead and Lillingham. As a result the loco has travelled far and wide over the BR network. During 1991, 003 takes a breather at York. At this time the loco was used for East Coast engineering work. **Photo:**
DAVID BALL





ABOVE: During 1993, Civils 'Dutch' livery was applied to 37003, resulting in the loss of its *Tiger Moth* name. **Photo: MICHAEL GIBSON.** BELOW: Just two months before being put into store, 37003 heads a freight along the East Coast Mainline at Ferryhill on 2 June 1994. A month later on 9 July, the loco worked its last passenger train, when it was paired with 37223 on Hertfordshire's 'Trans Pennine Freighter' between Bradford Interchange and Blackburn. **Photo: GARY SANSON**

ging damage at No. 1 end and the usual speedometer drive and bearing caps were missing. The fuel tanks were empty (they'd been full when we inspected them at Immingham) and body-wise nothing serious. One cab window was missing as was one on the bodyside.

Entering No. 2 cab, not much had changed from two years previously - all equipment in the nose ends was present and correct, the cab was untidy but on the whole complete and a brake standard had been fitted (both cab's brake standards had been missing at





37003 takes a breather at Warrington Bank Quay. Photo: DAVID BANE

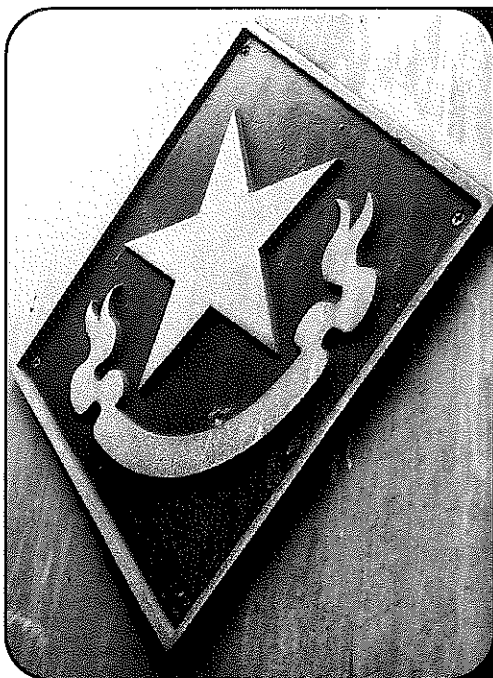
Immingham!). There was minor damage to the gauges and of course the lighting controls were missing. The radiator fan drive gearbox was in situ but the clutch was

missing and the fan tied to the cross-braces, the grille was propped up in the remaining space.

Moving into the engine room it was soon evident we



Undercover at Immingham prior to our first inspection back in 1996. Photo: MIKE MILLWARD



YOUR CHANCE TO OWN A PIECE OF 37003

To help raise funds for the locomotive's restoration we are auctioning off two Immingham depot plaques (as pictured left) and a BR cast arrow which are currently carried by 37003. Each item will come with a certificate of authenticity. If you would like to tender for any of these items please send your bid in writing to:

**PLAQUE AUCTION
THE CLASS 37 GROUP
P.O. BOX 37
LOWESTOFT
SUFFOLK
NR33 0FJ**

**BIDS TO BE RECEIVED BY
30 JULY 1998**

have a very sick power-unit indeed. The original generator was still in place and amazingly, all the brushgear was exactly where we left it two years before!

Our guide reckoned it wasn't a serious problem to get the generator sorted out and that the engine removed from 003 had started very easily! Grrrr! The 1990 battery set was still in place and thankfully the main control cubicle had not been touched. Only the Earth Fault Relay and one other minor component was missing!! No. 1 end cab drivers window was missing and rust was starting on any bare steel metal surface, so to protect the open control cubicle, I refitted the covers, duly videoed by Ken as our 'first act of preservation'.

A quick sortie around the nose found nothing untoward apart from a failed attempt at nicking a horn. Ken proceeded to video various items and I began making a photographic record of the condition of the loco.

Happy Chappies

After an hour of prodding and poking our new acquisition, we left the yard happy that the condition of 37003 was nowhere near as bad as the doom-mongers would have us believe.

A low-loader was due to pick-up the locomotive for its journey to Glasgow on Sunday 10 May. However, the move was delayed as the lorry it was needed to pick-up damaged wagons in South Wales. The low-loader eventually moved 37003 in early June.

Home Required

Thoughts then turned towards where to base our new acquisition. Considering the loco's condition we drew up a list of criteria and this is somewhat different to what it

would be if the loco was in near working condition. We need access to as much machinery/tools as possible, shed space and good working conditions.

A number of preserved sites have been contacted. Some aren't interested because of either space or they don't want a rusting hulk awaiting repair. Others we have dismissed due to politics or lack of equipment.

The Nene Valley Railway doesn't have the space.

The Mid-Norfolk Railway has been ruled out due to lack of facilities (this is why 37099 has recently moved to the North Norfolk).

The Great Central Railway hasn't returned our calls, probably due to the outrageous misquotes carried in *Rail*, made all the worse by the quotes being used in a headline.

An Offer At Last

Then out of the blue came an offer from The East Anglian Railway Museum, based at Chappel on the Marks Tey - Sudbury branch. First reactions to moving the loco there were muted. But we felt it only fair to check out the site as they had made the offer.

Quite amazingly the site met all of our initial criteria. The only major drawback is the fact that the running line is only about a quarter of a mile. Initial discussions with members of the Museum's board followed in a DMU being hauled around by the resident LNER N7.

They informed us that they are making progress in obtaining running powers over the branch and plans are well advanced to taking their running line across the impressive Chappel viaduct. Then most importantly they said that they would not object to 37003 going off on tour to other sites, providing that the Museum

became the loco's official home and that it returned their from time to time to work trains at Chappel and on the branch when possible.

Stabling costs at Chappel will be negligible and this will be repaid to the Museum by loco hire once the loco is running.

In view of the lack of options available the committee have decided to accept the East Anglian Railway Museum's kind offer and 37003 will head for Chappel as soon as the blue asbestos work at M C Metals is completed. Hopefully sometime during July.



It's future secure. 37003 sits at Crewe Works on 5-May 1998. Photo: KEN CARR

THE RESTORATION PLAN

The restoration is going to set us challenges, not least that we have a very sick power-unit to deal with. It looks like disposal after component recovery will be the best option. After all there will be plenty of 12CSVT units with life left in them around within the next two years, it is not as if they are a rarity!

It will also give us room to do a good job on the internal overhaul as the owners of 46010 found out, not having a great lump of steel in the way doesn't half help! At present, it is envisaged that the restoration will roughly follow the following plan:

1. Weatherproof bodyshell.
2. Repairs to bodyshell corrosion and mods to buffer skirts & buffers.
3. External repaint into intermediate (authentic) livery. The idea being that if the loco looks outwardly decent we get less grief off our host railway.
4. Refurbish electrical components.
5. Refurbish bogies.
6. Refurbish cabs/interior.
7. Refurbish and fit boiler/modify fuel & water tanks.
8. Full pneumatic/vacuum overhaul.
9. Locate and fit replacement engine and generator.
10. Get it fully operational.
11. Retro back to 1960 condition, get loads of publicity, then rename and re-dedicate as *1st East Anglian Regiment*, get loads more publicity, then paint blue and name *Tiger Moth*, more publicity, etc, etc.

OUR AIM IS TO ACHIEVE STEPS 1 - 10 BY DECEMBER 2000.

WITH YOUR HELP THIS IS ACHIEVABLE.

WE URGENTLY NEED TO HEAR FROM ANYONE WITH TECHNICAL SKILLS OR ANYONE WHO WISHES TO LEARN AND BE PART OF THE RESTORATION TEAM.

SUMMER CLASS 37 TOURS

THE RIBBLE NIBBLE 1 August '98 - Pathfinder

SWINDON (06:15), CHIPPENHAM, BATH, BRISTOL PARKWAY,
CHELTENHAM, WORCESTER SHRUB HILL,
BIRMINGHAM NEW STREET & CREWE to Oakleigh ,
Deepdale, St Helens Line Branch and Haydock Branch -
Swindon (22:40)

2 x Class 37/0 throughout

£45.00

Tel:01453 835414

THE SHAPESHIFTER 8 August '98 - Mercia Charters

PADDINGTON (09:00), SLOUGH, READING to Didcot, Swindon,
Chippenham, Melksham, Westbury, Salisbury, Andover,
Basingstoke - Paddington (16:00).

2 x Class 37/0 Padd - Swindon

56 Swindon - Salisbury

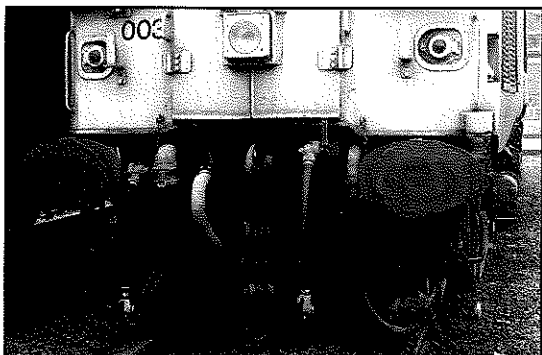
47 (Rfd) Salisbury - Reading

58 Reading - Paddington

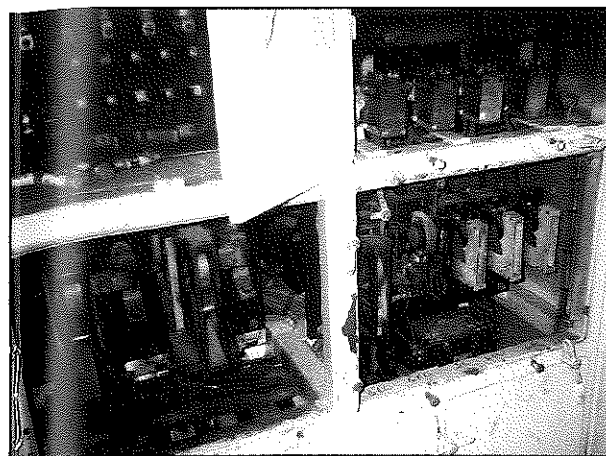
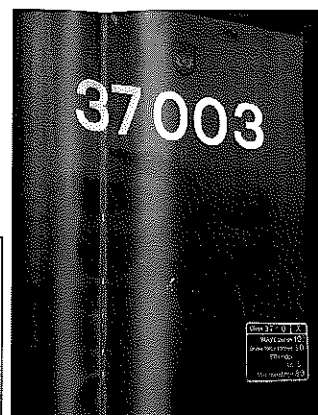
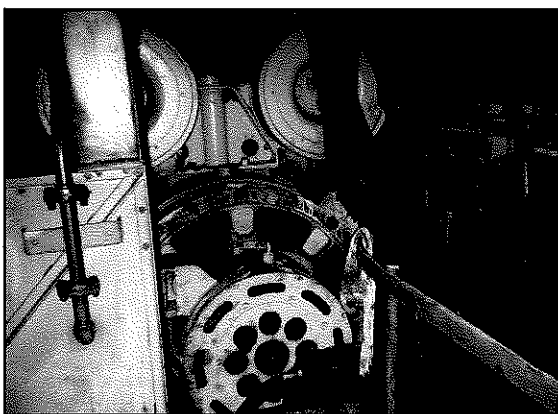
£40.00

Tel:01203 593524 (6pm - 10pm only)

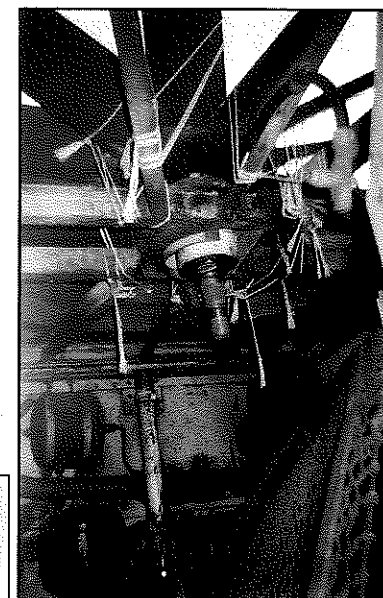
37003 IN CLOSE-UP



ABOVE: 37003 awaits inspection in the yard at Crewe Works on 5 May 1998.
LEFT: No. 2 End Bufferbeam in close-up.
BELOW LEFT: The Generator end of the Power Unit.
BELOW: No. 2 End Cab.
Photos: KEN CARR & MIKE MILLWARD



ABOVE: The Electrical Cubicle
RIGHT: Cooling Fan.
BELOW: No. 1 End, note missing driver's window.
Photos: KEN CARR & MIKE MILLWARD



LINESIDE DOWN THE COAST



ABOVE: 37413 heads for Crewe at Abergele on 15 April 1998.

BELOW: On the same day, 37680 heads east at Colwyn Bay with a ballast from Penmaenmawr.

Photos: DANIEL HITCHENS



NEWSDESK ROUND-UP

ALL CHANGE FOR THE FOURS



THE Class 37/4s continue to be moved around the network. The latest change has seen 37401 and 37403 allocated from Motherwell to Cardiff and they are making appearances on both the Weymouth trains and the Valley services. 37427 has headed in the opposite direction. shortly after it's move 37403 was in charge of a Pathfinder tour. The loco awaits departure from Wolverhampton on 24 January 1998. **Photo: DANIEL HITCHENS.**

37/6s GO OUT ON HIRE

A shortage of Class 37/4s has resulted in a DRS Class 37/6 being hired out as a standby for North Wales Coast passenger duties. It didn't take long for 37610 to be pressed into action and the loco was noted working on 6, 11 & 14 May. Then it was the turn of 37611 which worked for three consecutive days from 20 May. Sadly the contract finished at the end of May.

The other Class 37/6 operator, EPS, has signed a 12 month contract with Freightliner, to provide a single 37/6 for the daily Fort William - Coatbridge service. The first loco, 37601, arrived at Motherwell on 14 May. It is planned to rotate them every two months.

NB'S OUT IN FORCE

1998 has already seen 49 different NB's out on passenger trains. One of the most interesting workings was on 15 May when 37801, the loco with 37003's power unit, worked the 08:05 Bangor - Crewe, the 10:17 Crewe - Holyhead, the 13:40 Holyhead - Birmingham New St & the 17:21 return failing at Chester replaced by 37414. The following day it worked the 08:17 Crewe - Holyhead, the 10:48 Holyhead - Birmingham New St & 14:23 return once again failing at Chester.

Full details of all the passenger work can be found in the passenger diary.



37698 leads 31273 along the EGM with the Birmingham - Ripley - Llandane newsprint train on 17 February '98. **Photo: DAVID PERCIVAL**

NEWSDESK ROUND-UP

ONE FROM TWO



37141 awaits stripping at Crewe; its serviceable parts will be used to re-mstate 37238 as soon as the light. Photo: KEN CARR

SYPHON SHORTS

10/2/98 - 37109/505 replaced Class 58 on Furzebrook - Avonmouth LPG and the return to Eastleigh.

16/3/98 - 37798 visited Heathrow Airport station with a Heathrow Express EMU for testing.

8/4/98 - 37697/412 worked Northolt - Calvert rubbish.

18/4/98 - 37521/519/254 triple-headed a ballast from Swindon

21/4/98 - 37421 became the first 37/4 to visit Liverpool Street with an inspection saloon from Eastleigh.

23/4/98 - 37518 worked Ludgershall - Redmire MOD train.

24/4/98 - 37025 Orton Mere (Nene Valley) - Thornaby empty pipes. 37262 worked Didcot - Washwood Heath empty MGRs. 37431/402 worked Bristol - Inverness charter. 37428 worked 'Royal Scotsman' from York to Ayr via Hexham.

26/4/98 - 37403 worked 1M15 16:10 Cardiff - Birmingham

30/4/98 - 37408 worked the Washwood Heath - West Ruislip underground move.

11/5/98 - 37258/262 worked Newport - Wembley.

12/5/98 - 37702 rescued 56063 on an MGR at Inverkeithing.

13/5/98 - 37601 worked Southampton - Coatbridge

freightliner to Crewe. 37010/073 worked Thameshaven - Barnwell/Ipswich and return. 37040/055 worked Mountsorrel - Stevenage Redland train.

14/5/98 - 37517/114 top & tailed weedkiller at Derby.

18/5/98 - 37888/889 Newport - Wembley.

23/5/98 - 37426 worked last westbound 'Irish Mancunian'.

25/5/98 - 37402/429 worked Hull - Edinburgh charter.

29/5/98 - 37428 Paddington - Bath VSOE.

30/5/98 - 37431 worked it's first service train since being re-instated, working the Weymouth diagram. 37293 worked Eastleigh - Norwich Crown Point with Anglia liveried stock.

AND FINALLY - The First East Anglian Regiment began life in 1959 an amalgamation of the Royal Norfolk Regiment & the Suffolk Regiment. In 1964 it was amalgamated with the 2nd & 3rd East Anglian Regiments and became part of the The Royal Anglian Regiment.

****NEW** 37003 Mouse Mats**

FULL COLOUR

£4.95 + 50p P&P

Orders to:

**The Class 37 Group
P.O. Box 37, Lowestoft,
Suffolk NR33 0FJ**



NEWSDESK ROUND-UP

SAVE LOCH RANNOCH CAMPAIGN

Our website editor, Mick Parker, has started a campaign to keep 37408 in large logo blue with it's *Loch Rannoch* name retained. As part of the forthcoming Toton Open Day, which is being co-organised by *Rail* magazine, it is planned for the loco to be repainted in EWS livery and named after the magazine.

If the planned re-naming goes ahead it will be the third locomotive to be named *Rail*. Mick and many others feel that there are plenty of other locos that could be

used and that retaining both 37408's name and livery, EWS could preserve a little piece of history, after all at the same event 37350 will appear in original green livery.

The issue has led to some heated views being expressed on the website, here are a small selection.

If you would like to express your view, why not write direct to, **Nigel Harris, Editor, Rail Magazine, Apex House, Oundle Road, Peterborough PE2 9NP.**

Names are for life, not just journalists! -
ANDREW WATTS

Save the 'Rannoch/4' as the tabloid press would put it. There is no justification for a magazine to be so far up its own a**e that it has to destroy the identity of one of the enthusiast populations favourite beasts, just for some free publicity. -
MARK BRIDEL

Remember what the public say: "They all look the same to me". Loco's need individualism. Repainting a popular loco and giving it a boring name is pointless. -
DES HARRIS

Keep Loch Rannoch as it is!! EWS could rename 100's as yet unnamed loco's RAIL if they want - Why get rid of an existing popular name? -
STEPHEN PARASCANDO-LO

Why 408? There are plenty of anonymous looking locos out there, if we really must have another loco named after the magazine. This has got to be on a par with re-naming '9000' the 'Ramsgate Flyer' -
NEALE HARRISON

If your daughter had a nice name, would you re-christen her ?Bertha and dress her in dowdy clothing? -
ALAN CRAWSHAW

If rail was a true enthusiasts magazine they would be putting pressure on EWS to re-think. If Rail magazine isn't an enthusiasts magazine then why are most of the readers enthusiasts. And if most of the readers are not enthusiasts why does Rail contain so much enthusiast related stuff? They really ought to consider their readership and act accordingly. -
HOPPY

N.B. The above views do not necessarily reflect the views of the editor or The Class 37 Group.

NORMAL NEWSDESK SERVICE WILL BE RESUMED NEXT ISSUE

STAFFORD SYPHONS



ABOVE: With the extension of a number of North Wales Coast services to Birmingham New Street, there is no plenty of opportunity to ride Class 37s along the West Coast Main Line. Stafford is the southern limit for a 'Coast & Peaks' rover. 37418 departs on 12 March 1998.

BELOW: 37421 awaits departure on 24 February 1998. Photos: DANIEL HITCHENS



NB PASSENGER DIARY

There is a bit of catching up to do. The list follows on from the last issue of SYPHONI. If I have missed any, please let me know as soon as possible.

1997

17/10/97	37680	06:03 Paddington - Manchester Piccadilly from Banbury - Birmingham New St.
29/10/97	37520	06:45 Derby - Birmingham New St.
1/11/97	37079 & 37140	'Northwest Thunderbolt' railtour between Preston & Liverpool Lime Street.
2/11/97	37230 37718	10:05 Newcastle - Plymouth from Exeter to Plymouth. VSOE from Eastleigh - Portsmouth Harbour.
5/11/97	37376	'Royal Scotsman' charter from York - Cranmore.
12/11/97	37799	14:35 Euston - Glasgow from Beattock.
22/11/97	37671 & 37673 37679	09:22 Penzance - Edinburgh from Plymouth - Bristol Temple Meads. 10:55 Euston - Liverpool from Linslade Tunnel to Bletchley.
30/11/97	37178	16:10 Cardiff - Birmingham New St from Newport.
2/12/97	37372	2V70 Weymouth - Bristol Temple Meads from Yetminster - Westbury.
3/12/97	37042 37608	11:41 Glasgow - Euston from Carlisle to Oxenholme. 09:38 Glasgow - Euston from Tebay - Oxenholme, then 08:35 Euston - Glasgow from Oxenholme - Tebay.
9/12/97	37889	17:10 Edinburgh - Birmingham from Carlisle - Crewe.
16/12/97	37225	11:40 Plymouth - Manchester, assisting 47839 over Hemerdon.
17/12/97	37275	15:02 Newcastle - Plymouth from Bridgewater - Plymouth.

1998

1/1/98	37675 37678	15:38 Glasgow - Euston from Carlisle - Preston. 17:35 Euston - Glasgow from Preston - Carlisle.
3/1/98	37098 & 37114	'The Long Goodbye' railtour from Barnetby - Cleethorpes.
10/1/98	37697	VSOE Waterloo - Hastings.
15/1/98	37694	VSOE Victoria - ? - Victoria.
17/1/98	37057 & 37248	'The East Coast Diversioner' Kings Cross - York & return.
18/1/98	37040	20:00 Paddington - Swansea from Newbury - Bristol Temple Meads.
23/1/98	37109	VSOE Victoria - Bath & return.
24/1/98	37379	'Thames Valley Freighter' between Euston & Rugby
30/1/98	37375	17:04 Cardiff - Rhymney.
1/2/98	37012	16:17 Manchester - Poole from Reading.
8/2/98	37074	17:05 Poole - Liverpool from Didcot - Birmingham New St.
14/2/98	37158	09:10 Edinburgh - Reading from Birmingham New St.
16/2/98	37263	10:30 Manchester - Euston from Bradwell - Crewe.
19/2/98	37244	09:20 Brighton - Manchester to Birmingham.
19/3/98	37678	17:00 Glasgow - Euston from Carlisle - Preston.
21/3/98	37685	'Rylstone Cowboy' railtour between Skipton North Junc - Rylstone, then Skipton North Junction - Skipton.
22/3/98	37197	Waterloo - Penzance 'sleepers' between Yeovil & Exeter.
27/3/98	37897	09:10 Aberdeen - Plymouth from Starcross - Newton Abbot.
29/3/98	37513	'Steam Charter' between Bescot & Shrewsbury.
1/4/98	37896	08:39 Weymouth - Bristol Temple Meads from Westbury. 37407 failed.
4/4/98	37197	Waterloo - Penzance 'sleepers' between Exeter & Penzance.

NB PASSENGER DIARY

18/4/98	37098 & 37377	'Roman Nose' railtour between Crewe & Llandudno Junc, and Transfynydd - Llandudno.
23/4/98	37154	Euston - Wolverhampton from Nuneaton - Birmingham New St.
24/4/98	37197	08:26 Paignton - Newcastle from Exeter St Davids - Bristol Temple Meads.
1/5/98	37674	23:50 Waterloo - Penzance sleeper from Par - Penzance.
2/5/98	37220 & 37274	'Chameleon Rose' railtour between Peterborough - Spalding - Peterborough - Nuneaton.
4/5/98	37884	07:21 Rhymney - Cardiff and 16:32 return.
5/5/98	37884 37230	16:32 Cardiff - Rhymney & 17:26 return, then 19:10 Cardiff - Rhymney. 06:58 Westbury - Weymouth, 08:39 Weymouth - Bristol T.M. & 16:33 return, then 19:38 Weymouth - Westbury.
6/5/98	37610 37350 37884 37212	08:37 Holyhead - Birmingham New St from Chester and 11:58 return, then 16:50 Holyhead - Crewe. 09:20 Brighton - Edinburgh to Birmingham New St. 07:21 Rhymney - Cardiff and 16:32 return. Euston - Glasgow 'sleeper' from Milthorpe - Oxenholme.
7/5/98	37884	07:21 Rhymney - Cardiff.
10/5/98	37153	'Royal Scotsman' between Kyle of Lochalsh and Keith.
11/5/98	37610 37153	07:39 Chester - Crewe, then 17:17 Crewe - Bangor and 20:22 return. 'Royal Scotsman' between Keith and Edinburgh.
12/5/98	37262 37153	14:05 Cardiff - Bristol Temple Meads, then 16:33 to Weymouth and 19:38 Weymouth - Westbury. 'Royal Scotsman' between Edinburgh and York.
13/5/98	37262 37258 37894 37153	06:58 Westbury - Weymouth, then 08:39 Weymouth - Bristol Temple Meads, then 11:30 to Cardiff, then 19:07 Cardiff - Rhymney. 16:32 Cardiff Rhymney and 17:42 return. 09:10 Edinburgh - Reading from Birmingham New St and 16:47 Reading - Liverpool to Birmingham New St. 'Royal Scotsman' between York and Paddington.
14/5/98	37262 37610 37682 37798	07:21 Rhymney - Cardiff, then 14:05 Cardiff - Bristol Temple Meads, then 16:33 to Weymouth and 19:38 Weymouth - Westbury. 08:17 Crewe - Holyhead from Chester, then 10:48 Holyhead - Birmingham New St and 14:23 return, then 18:14 Holyhead - Birmingham International and 23:12 return as far as Chester. 'Royal Scotsman' between Paddington and York. 09:10 Edinburgh - Reading from Birmingham New St and 16:47 Reading - Liverpool to Birmingham New St.
15/5/98	37013 37262 37801 37682	07:39 Chester - Crewe, then 08:17 Crewe - Holyhead, then 10:48 Holyhead - Birmingham New St & 14:23 return, then 18:14 Holyhead - Birmingham New St to Chester. 06:58 Westbury - Weymouth, then 08:39 Weymouth - Bristol Temple Meads, then 11:30 to Cardiff. 08:05 Bangor - Crewe, then 10:17 Crewe - Holyhead, then 13:40 Holyhead - Birmingham New St & 17:21 return, failed at Chester replaced by 37414. 'Royal Scotsman' York - Edinburgh with 37428.
16/5/98	37801	08:17 Crewe - Holyhead, then 10:48 Holyhead - Birmingham New St & 14:23 return, failed at Chester replaced by 37420.
19/5/98	37057 37611	16:33 Cardiff - Rhymney & 17:42 return, then 19:07 Cardiff - Rhymney. 17:21 Birmingham New Street - Holyhead from Chester.
20/5/98	37057 37611	07:21 Rhymney - Cardiff. 01:43 Holyhead - Birmingham New St to Chester, then 10:17 Crewe - Holyhead, then 13:40 Holyhead - Birmingham New St & 17:21 return.

NB PASSENGER DIARY

21/5/98	37611	01:43 Holyhead - Birmingham New St to Chester, then 08:17 Crewe - Holyhead, then 10:48 Holyhead - Birmingham New St & 14:23 return, then 18:14 Holyhead - Birmingham International and 23:12 return.
	37069	21:30 Euston - Aberdeen sleeper from Edinburgh - Perth.
22/5/98	37611	04:15 Holyhead - Birmingham New St and 08:10 return, then 11:18 Holyhead - Crewe.
	37220	10:17 Crewe - Holyhead, then 13:40 Holyhead - Birmingham New St & 17:21 return.
23/5/98	37520 & 37712	Newcastle - Edinburgh charter.
26/5/98	37051	16:32 Cardiff - Rhymney.
	37519	09:15 Brighton - Edinburgh, as far as Birmingham New St.
27/5/98	37051	07:26 Rhymney - Cardiff and 16:32 return.
28/5/98	37051	07:26 Rhymney - Cardiff and 16:32 return.
29/5/98	37051	07:26 Rhymney - Cardiff
30/5/98	37611	10:40 Edinburgh - Brighton from Preston - Birmingham New St, then 15:30 Brighton - Glasgow from Birmingham New St - Preston.
	37191	12:20 Crewe - Holyhead & 14:36 return, then 17:17 Crewe - Bangor & 20:22 return to Chester.
31/5/98	37069	18:22 Holyhead - Birmingham International & 23:30 return.
	37191	09:13 Crewe - Bangor, 12:00 Bangor - Crewe, 13:55 Crewe - Holyhead & 16:54 return.
1/6/98	37069	04:15 Holyhead - Birmingham New St and 08:10 return, then 13:54 Holyhead - Birmingham New St & 17:21 return.
	37211	Rhymney - Cardiff & 17:04 return.
2/6/98	37047	19:20 Bournemouth - Birmingham New St from Reading
	37069	07:39 Chester - Crewe.
	37891	14:50 Holyhead - Crewe from Chester, 17:17 Crewe - Bangor and 20:22 return.
3/6/98	37051	15:55 Plymouth - Manchester Picc. to Birmingham New St.



CLASS 37/4 SUMMER '98 DIAGRAMS

1: North Wales Coast

MONDAY to FRIDAY

CD1

1D65	10:18	Crewe - Holyhead
1G11	13:54	Holyhead - Birmingham N S
1D82	17:21	Birmingham N S - Holyhead

CD2

1G76	01:43	Holyhead - Birmingham N S
1D57	05:15	Birmingham N S - Holyhead
1G96	08:36	Holyhead - Birmingham N S
1D71	11:58	Birmingham N S - Holyhead
1G86	16:50	Holyhead - Birmingham N S
1D87	20:15	Birmingham N S - Holyhead

CD3

1K57	07:41	Holyhead - Crewe
1D77	16:21	Crewe - Bangor
1K77	18:22	Bangor - Crewe

CD4

1G91	04:15	Holyhead - Birmingham N S
1D62	08:10	Birmingham N S - Holyhead
1K67	12:51	Holyhead - Crewe

CD5

1K53	07:39	Chester - Crewe
1D60	08:17	Crewe - Holyhead
1G97	10:48	Holyhead - Birmingham N S
1D75	14:23	Birmingham N S - Holyhead
1G79	18:23	Holyhead - Birmingham Int
1D99	23:12	Birmingham Int - Holyhead

CD6

1G95	06:40	Holyhead - Birmingham N S
1D67	10:07	Birmingham N S - Holyhead
1K71	14:50	Holyhead - Crewe
1D79	17:17	Crewe - Bangor
2D73	20:22	Bangor - Chester

SATURDAY

CD1

1D65	10:18	Crewe - Bangor
1K65	12:22	Bangor - Crewe
1D73	14:17	Crewe - Bangor
1K73	16:22	Bangor - Crewe
1D81	18:17	Crewe - Chester
1K82	22:48	Chester - Crewe
1D60	23:40	Crewe - Holyhead

CD2

1G76	01:43	Holyhead - Birmingham N S
1D57	05:06	Birmingham N S - Holyhead
1G96	08:36	Holyhead - Birmingham N S
1D71	12:03	Birmingham N S - Holyhead
1G86	16:50	Holyhead - Birmingham N S
1D87	20:15	Birmingham N S - Holyhead

CD3

1K57	07:41	Holyhead - Crewe
1D77	16:21	Crewe - Bangor
1K77	18:22	Bangor - Crewe

CD4

1G91	04:15	Holyhead - Birmingham N S
1D62	08:10	Birmingham N S - Bangor
1G97	11:16	Bangor - Birmingham N S
1D75	14:23	Birmingham N S - Holyhead
1G84	18:23	Holyhead - Stafford

CD5

1K53	07:39	Chester - Crewe
1D60	08:17	Crewe - Bangor
1K61	10:22	Bangor - Crewe
1D69	12:20	Crewe - Holyhead
1K71	14:36	Holyhead - Crewe
1D79	17:17	Crewe - Bangor
2D73	20:22	Bangor - Chester

CD6

1G95	06:35	Holyhead - Birmingham N S
1D67	10:07	Birmingham N S - Holyhead
1G11	13:54	Holyhead - Birmingham N S
1D82	17:21	Birmingham N S - Holyhead

CD7

1D63	09:51	Crewe - Holyhead
1K67	12:51	Holyhead - Crewe

SUNDAY

CD2

1K51	05:38	Holyhead - Crewe
1D56	09:13	Crewe - Bangor
1K55	12:00	Bangor - Crewe
1D60	13:55	Crewe - Holyhead
1K62	16:54	Holyhead - Crewe

CD6

1K53	08:50	Holyhead - Crewe
1D58	11:45	Crewe - Chester

CD3

1K57	15:03	Chester - Crewe
1D62	15:46	Crewe - Holyhead
1G81	18:22	Holyhead - Birmingham N S
1D99	23:30	Birmingham N S - Holyhead

CD4

1K52	07:38	Bangor - Crewe
1D57	11:00	Crewe - Holyhead
1K59	14:30	Holyhead - Crewe
1D64	17:27	Crewe - Holyhead

CLASS 37/4 SUMMER '98 DIAGRAMS

2: South Wales & West

MONDAY to FRIDAY
Not 13 July - 4 September

CF1

2O85	06:58	Westbury - Weymouth
2V70	08:39	Weymouth - Bristol T M
2B72	11:30	Bristol T M - Cardiff
1C96	14:05	Cardiff - Bristol T M
2O93	16:33	Bristol TM - Weymouth
2V93	19:38	Weymouth - Westbury

MONDAY to FRIDAY
13 July - 4 September

CF1

2C64	07:14	Westbury - Bristol T M
2O86	08:30	Bristol TM - Weymouth
2V74	11:03	Weymouth - Bristol T M
2O90	14:33	Bristol TM - Weymouth
2V89	17:20	Weymouth - Bristol T M

SATURDAY

CF1

2O87	09:00	Bristol TM - Weymouth
2V79	11:53	Weymouth - Bristol T M
2O90	14:33	Bristol TM - Weymouth
2V89	17:20	Weymouth - Bristol T M

SUNDAY

CF1

2O87	07:45	Cardiff - Weymouth
2V87	16:25	Weymouth - Bristol T M

3: Rhymney Commuter

MONDAY - FRIDAY

CF2

2M63	07:26	Rhymney - Radyr (via Cardiff)
2O43	17:04	Cardiff - Rhymney

MONDAY - FRIDAY
(Either Class 33 or Class 37)

CF3

2F43	07:41	Rhymney - Cardiff
2O38	16:27	Cardiff - Rhymney
2F88	17:42	Rhymney - Cardiff
2O50	19:16	Cardiff - Rhymney

4: Scotland

MONDAY - FRIDAY

ED1

21:30	Euston - Fort William (from Edinburgh)
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ED2

19:50	Fort William - Euston (to Edinburgh)
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SUNDAY

ED1

21:10	Euston - Fort William (from Edinburgh)
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ED2

19:05	Fort William - Euston (to Edinburgh)
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**NEXT
ISSUE'S
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PHOTOS ETC
15 AUGUST '98**

