

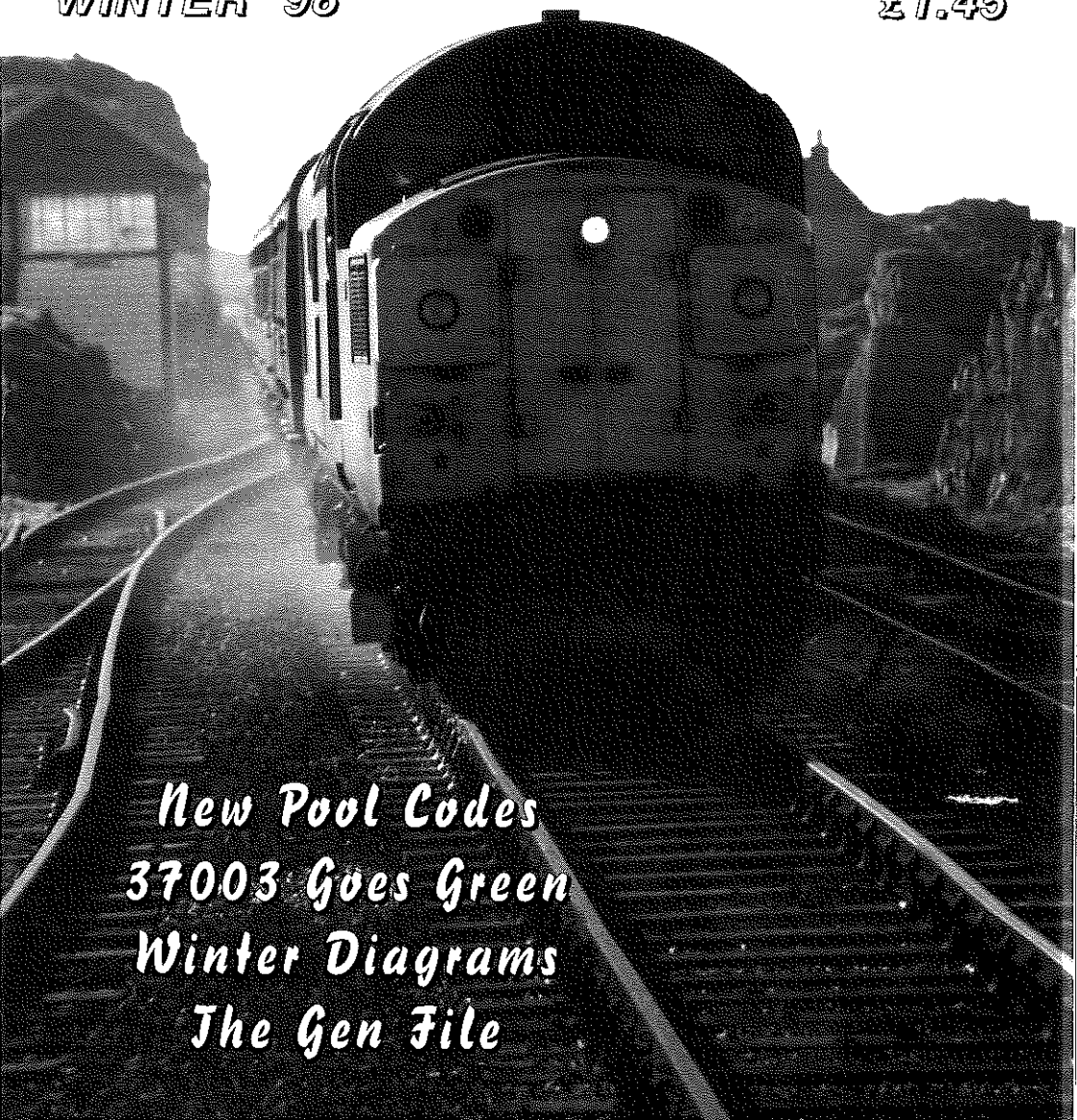
*The Magazine of The Class 37 Group*

ISSN 1362-718X

# **SYPHON!**

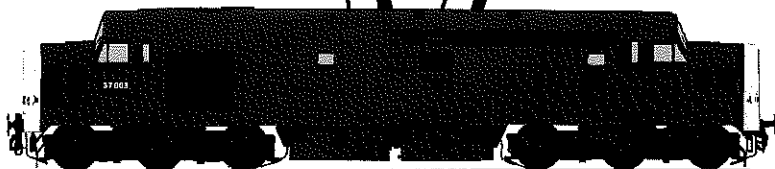
**WINTER '98**

**£1.45**



*New Pool Codes  
37003 Goes Green  
Winter Diagrams  
The Gen File*

# 37



## THE CLASS 37 GROUP

Owners of 37003

Address for all correspondence:

**THE CLASS 37 GROUP**

**P.O. BOX 37**

**LOWESTOFT**

**SUFFOLK**

**NR33 0FJ**

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**KEN CARR**

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**THE CLASS 37 GROUP WEBSITE ADDRESS:**

**<http://www.jakenet.demon.co.uk>**

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

Bob Dylan's song 'Times, they are a changing', perfectly sums up the latest events concerning the national rail network and the Class 37s.

The whole 'Syphon' fleet is currently being assigned to new general pools which is already having an effect. For instance, 37510, of InterCity livery fame, has already been noted working china clay duties. Full details of the new codes can be found elsewhere in this issue of **SYPHON!**

Class 66s are now coming on stream at a steady rate, some of the first casualties will be the Class 37/9s, catch them while you can, in addition plenty of other Class 37s will be stored/withdrawn during the coming year.

Another interesting point to note is that the traditional enthusiast railtour is virtually dead, due in part to a certain amount of apathy from potential punters. However, I feel it is worthwhile for the Group to explore the possibility of a Class 37/0 farewell or a tour utilising at least one of each sub-class. Your views would be welcome or even better if you would like to invest in this project please let me know.

Work is continuing with the restoration/preservation of 37003, the loco now appears in green livery (full story overleaf) and it is attracting a lot of welcome attention.

If you are thinking about coming down to see it why not come along to the Group's AGM which will take place on Saturday 23 January 1999. A little later than normal but it will give us a chance to make 37003 as presentable as possible. If anyone would like to stand for the committee, you need to be nominated and seconded by other members and your application must be with Mike Millward no later than 20 January 1999.

The main proposal is to increase the annual membership fee to £10, an increase necessary to ensure we meet our goals of restoring 37003 to full working order. If you can't make the meeting you can vote by writing to Mike Millward by the 20 January 1999, stating whether you are for or against the proposal.

Once again, I have included a copy of the standing order form, every little helps even £1 a month will help the cause, especially as we may be near being able to purchase a power unit.

We look forward to seeing as many of you as possible at the AGM and don't forget we are always looking for volunteers to work on the loco.

Bye for now!

**Ken Carr**  
Editor

.....  
BELOW: 37001 & 37052 running round at Malton on 'The Deltic Silver Jubilee' railtour in July 1986. One of our aims to run a tour to commemorate the Class. Lets us have your ideas. FRONT COVER: Yet more nostalgia, steam heat in the Highlands. **Both Photos: MIKE MILLWARD**



# 003 Update by Mike Millward



AFTER a few weeks of falling out of No. 3, it was suggested we fit handrails to the doors that had them missing. So, to that end, on 24 September I toddled off to Rotherham to visit C.F. Booths to see what I could get off 37035 which was still apparently on site.

I arrived about 11:00, after 4 hours on the road, and met Barry the yard foreman, who pointed me in the right direction. At the end of the yard, past 47291, 47096 and the gutted hulks of the Class 50s, stood the mortal remains of 37035.

I had been instructed not to touch the bogies as these were to go back to EWS, there wasn't much on them we needed anyway. The same could be said for the rest of it. The power unit was in place (this was also to go back) as was the boiler (we already have one of them). The rest had been either vandalised or stripped.

Everything re-usable was gone; blower motors, compressors, cab fittings, control equipment, lights, batteries, rad fan drive, AWS system, brake gear, fire bottles, SSF, radio gear, doors, seats and windows (apart from a bodyside window which is now fitted to 003). However, 37035 did still have enough handrails for our purposes and these were swiftly removed.

Fellow scavenger, Dave Thomas came and had a look and I helped him remove a couple of air reservoirs out of the Class 47s. Even though they were also heavily robbed they did have a full set of cab lights complete with opaque glass, these were quickly removed as they would fit 003 - isn't standardisation a wonderful thing!

The following day I shot down to EARM to fit the various bits

from No.2 end to No.1 end and also fitted the bogie pressure gauge properly. I also took the opportunity to swap the secondman's seat

Other work carried out in No. 1 end has seen the radio kit removed all that remains is the radio mounting bracket. This will eventually be cut out with the ceiling being reskinned.

On October 10, No. 1 end cab was painted into it's original green. It was also decided to paint the bodyside in green livery and a local paint colour managed to colour match original brunswick green scrapped from the loco.

The decision to go green for the time being was to blend the loco into it's surroundings. After all the N7 is black and the 03s & 04s are green & black.

Bodyside repairs were carried out on 23 October and we also removed No 1 end's headlight and filled the resultant hole. Then the nose was painted brunswick green.

By 16 November all of one side of 003 was back in green and what a sight it makes. The headcode panels were also painted black. Work will continue on completing painting and acquiring and fitting various spares. Anyone who wants to lend a hand please contact me via the P.O. Box.

We intend to have the loco looking very presentable by the AGM for members to inspect, I also intend to run a working party once the AGM has finished.



The remains of 37035 at C.F. Booths in Rotherham on 24 September '98. **Photo: MIKE MILLWARD.**

## D6700 CLAIMED BY THE NRM

EWS have announced that pioneer D6700/37350 will probably be presented to the National Railway Museum upon the loco's withdrawal, within a couple of years and move to York to join such illustrious exhibits as *Mallard*, *Deltic*, D200, D8000 etc.

The decision was made public by Ed Burkhardt on 13 November at the NRM, just after Thornaby Depot's Colin Austin named D6700 *NRM National Railway Museum*.

The nameplate, pictured above, is based on the style



of the original plates fitted to D6703 and are expected to be carried for at least a year.

Incidentally, Colin Austin was heavily involved in the recent restoration of the Syphon at Thornaby.

## EWS TO MAKE LOCOS AVAILABLE

WE understand from sources inside EWS that they have agreed with the Rail Regulator to make available for sale all surplus locomotives. However, these will be on offer at 'commercial prices'.

Apparently you will be able to buy anything from a complete scrapper to a full working example (providing you can afford it).

Spares will also be available, again at commercial prices although EWS are expected to look favourably on the preservation movement.

By the end of the year there will be over 50 Class 66s in Britain, with many more being prepared for shipping. This influx will quickly see a number of older locomotives being withdrawn. In fact they hope to withdraw two locos for every Class 66 delivered.

Whilst this will see a number of locos disappear from the national network it will give plenty of choice for the preservationists. We are currently preparing our wants list and this will be submitted to EWS as soon as the new arrangements are announced.

## GREAT YARMOUTH AND LOWESTOFT BACK ON FREIGHT MAP

TWO East Anglia coastal towns have seen freight services introduced. First off the mark was Lowestoft on 30 September when 37350 (D6700) trundled into town at the head of an 'Enterprise' service from Aberdeen. This was the first freight for over a decade!

After a gap of 15 years, freight returned to Great Yarmouth on 30 November. 37509 worked a trainload of fertiliser from the seaside resort to Swindon.

## NEW 'SYPHON' POOLS

EWS has introduced a new set of Pool Codes, which sees the Class 37s assigned to just eight pools with the majority of the fleet allocated to Toton.

The new codes are as follows:

<b>WKBN</b>	Class 37 systemwide
<b>WKCD</b>	Class 37/4 on hire to North West Trains
<b>WKCX</b>	Class 37/4 systemwide
<b>WKFN</b>	Class 37/5 systemwide
<b>WKGX</b>	Class 37/7 systemwide
<b>WKHN</b>	Class 37/9 systemwide
<b>WKMB</b>	Class 37 RETB fitted
<b>WKMS</b>	Class 37 sandite fitted

In addition there are four pools for stored/withdrawn locos.

<b>WNWX</b>	Main line strategic reserve
<b>WNXX</b>	Main line stored unserviceable
<b>WNYX</b>	Main Line component recovery
<b>WNZX</b>	Main line condemned.

## 37/4s OUT & ABOUT

A number of Class 37/4s have been making appearances on charters in recent months. On 29 August 37407 & 37416 worked a Wolverhampton - Edinburgh trip via the S&C. The train returned the following day. Also on 29 August, 37405 headed an Edinburgh - Mallaig charter.

Another 'Four', 37409 reached Mallaig on 16 September standing in for a failed steam loco on the 10:35 Fort William - Mallaig & 14:10 return. Three days later 37405 & 37409 worked an S.R.P.S. charter from Edinburgh - Kyle of Lochalsh. The same group used 37425 & 37428 on a Berwick - Glenfinnan trip on 3 October.

37413 & 37427 headed a Cardiff - Fort William special from Mossend on 24 October.

# NEWSDESK



ABOVE: 37065 spent a couple of days in August working 'Down the Coast, on 15 August, the loco is seen at Chester. BELOW: 37073 was called into action, on 26 September, for a run from Newport to Shrewsbury, replacing steam loco 35005 *Canadian Pacific* which had failed on a Days Out special. **Both Photos: DAVID BALL.**





## RAILTOUR ROUND-UP



Over the last few months the number of railtours featuring 'NBs' can be counted on one hand. Valiantly keeping the flag flying have been Mercia Railtours who ran 'The Shapeshifter' on 26 September. 37212 & 37238 pictured above at Paddington hauled the first leg of the tour as far as Salisbury. It was another month before the next action. On 24 October 37609 & 37610 worked Eagle Charters railtour from Worcester S.H. to Workington & return. Another month then passed before 37242 worked Pathfinder's 'Crompton Pedigree' top & tail with 33103. The 37 led for the following legs: Wisbech - March West Junc., Whitmoor Junc - Ely, Kings Lynn Yard - Middleton Towers and Kings Lynn Yard - Peterborough. **Photo: STEVE SIMISTER.**

## 37/9s BREAK OUT FROM SOUTH WALES

THE recent arrivals of the Class 66s has meant that the 37/9s are no longer essential for the heavy steel services for which they were modified. As a result they are beginning to appear well away from their traditional home, a trend which is likely to continue.

As a taster 37901 & 37903 worked the Margam - Round Oak steel trip on 5 September.

On 13 September 37902 was working out of Westbury and was noted at Eastleigh on 7W62 an infrastructure trip. The following day 37902 partnered 37505 on 7Z49 Westbury - Crawley and 7Z14 return.

A week later the loco was noted at Southampton and on 5 October it partnered 37185 on a stone train from Merehead - Exeter.

On 27 October, 37905 joined the fun when it was used to rescue 7E07 Briton Ferry - Immingham, from Swindon. The loco worked the train through to Immingham. Then instead of returning to South Wales the loco was used on a local trip working.

On the same day 37902 was in charge of 6Z83 Westbury - Acton and continued into Essex with 6L54

Acton - Harlow Mill. The loco returned the same day on stone trains to Acton and then Westbury before working an infrastructure train to Exeter.

The following day 37905 was put in charge of 6E56 Humber - Stanlow, on arrival the loco ran light to Warrington before working a trip working to Guide Bridge. From here it was put in charge of a departmental trip to Tuebrook on arrival the Syphon returned to Warrington.

On 29 October the loco worked an infrastructure trip to Workington, returning to Bescot, then another surprise the loco headed back to Warrington light engine. The following day saw the loco working local trip duties. In the early hours of the next morning, 37905 was put in charge of a Mossend - Wembley 'Enterprise' but it failed at Bescot and was retired to the depot for engine repairs.

The loco returned to traffic on 3 November and was sent back to South Wales on 6V67 Wakefield - Cardiff Tidal.

3 November also saw 37902 out and about again with another run to Harlow, this time on 7Z83 from Merehead, the loco returned light to Westbury.



37175 made a well publicised rescue of Virgin's 1030 06:20 Preston - Brighton (terminated at Gatwick) as a member of the railway press was on board the train doing a feature on the company. The loco returned on the 1M50 14:15 Brighton - Manchester, which started from Gatwick. ABOVE: 37175 awaits departure from Reading with 1M50. **Photo: STEVE SIMISTER.**

ONCE again Virgin Trains have been pressed into using hired-in locos to help out it's unreliable fleet of 'Duffs' & HSTs. Not surprisingly a number of these have been Class 37s. Here is a round-up of what's been happening since the beginning of September.

On 1 September 37679 assisted an HST over the South Devon banks with 1V65 15:50 Newcastle - Plymouth from Exeter. The following day 37611 rescued 90008, at Euxton, on 1S47 06:30 Euston - Glasgow. The DRS 'Syphon' worked forward to Carlisle where 87001 took over. The same day 37042 worked 1G57 Manchester - Birmingham Int. & 1F74 return to Liverpool.

Two days later it was the turn of 37376 hauled 1S93 15:28 Bristol T.M. - Edinburgh as far as Birmingham N.S. The same day 37605 made a surprise appearance on 1S87 14:18 Paddington - Glasgow Central as far as Birmingham N.S. The loco returned south the following day piloting 47843 on 1V97 17:10 Manchester - Paddington from Birmingham N.S.

The next action occurred on 8 September when 37894 rescued 47826 at Dronfield on 1E33 12:10 Bristol T.M. - Newcastle. The train was terminated at York, then the 37 worked 1V67 18:05 Newcastle - Bristol T.M. which started at York through to Derby.

The following day 37675 helped another ailing HST over the Devon banks on 1V49 08:14 Edinburgh - Newquay between Exeter and Plymouth. The next day 37897 worked the banks on 1V61 15:02 Newcastle - Plymouth from Exeter.

More action on the Devon banks occurred on 13 September when 37885 worked 1M80 15:50 Newcastle - Plymouth from Exeter.

There was a lull in proceedings until 29 September when 37603 was requested to work 1S76 09:15 Brighton - Edinburgh from Gatwick after 47849 suffered a flashover. However the train was terminated and the train ran ECS to Birmingham. However all was not lost as 37603 then worked 1O14 15:10 Liverpool - Poole between Birmingham N.S. and Reading.

Moving into October, 37175 worked on the 5th (see photo above). Then ten days later 37513 worked 1E36 13:00 Plymouth - Newcastle between Exeter and Bristol T.M. after the leading HST power car failed. One of the shortest runs was on 23 October when 37669 & 37672 rescued 1030 06:20 Preston - Brighton from just outside Stoke station. The same day saw 37883 on 1S76 09:15 Brighton - Edinburgh from Tebay.

The following day 37106 took over from 47851 at Aynho on 1V50 08:40 Glasgow - Penzance. Due to engineering works the train was diverted via Didcot, Swindon and Bristol T.M. where 47778 took the train forward.

November started with 37698 working 1O10 11:13 Manchester - Bournemouth from Birmingham N.S. returning on 1M90 17:17 Bournemouth - Liverpool as far as Birmingham N.S. Next outing was on 13 November with 37891 working the Devon Banks with 1E31 08:21 Paignton - Newcastle as far as Exeter.

Three days later 37684 worked 1O40 Edinburgh - Brighton to Carstairs via the Edinburgh suburban lines. It returned on 1S48 09:15 Brighton - Edinburgh from Carstairs. Another HST in trouble saw 37891 on the banks again on 22 November with 1V68 13:57 Newcastle - Plymouth from Exeter.



## STATE OF THE ART

THE Class 37s owned by EWS, EPS and DRS now appear in a total of twenty-six different liveries. The most popular is the EWS red & gold with 54 locos now in the livery. However, a number of former liveries still adorn the fleet, mainly due to the fact that so many 37s are stored. The most popular is the yellow & grey 'Dutch' which is carried by 42 'Syphons'.

Liveries from the three former freight operators, Load Haul, Mainline & Transrail are still carried by 61 locomotives. Variations of the older triple-grey livery with various squadron symbols account for 54 Class 37s.

A number of one-off liveries are carried most notably 37116's Transrail Blue and 37428's 'Royal Scotsman' maroon. Two locos, 37350 & 37403 carry green and two locos, 37217 (stored) & 37275 still wear all-over blue. Despite 37408 losing its large logo livery during the Summer, one loco, albeit stored, still wears the popular livery, 37209.

The six DRS Class 37/6s are all now painted in the company's blue livery, whilst the EPS 37/6s all retain their grey colour scheme.

Apart from those mentioned keep an eye out for 37516 in un-branded Load Haul black & orange, 37025 in large logo blue without the logo and 37431 in original mainline livery, similar to the old Inter City livery.

BELOW: 37248 is one of 21 Class 37s to still carry Mainline Freight blue. The loco passes Warrington Bank Quay with a Workington - Bescot engineers train on 27 August. **Photo: DAVID BALL**

## 'SYPHON' ROUND-UP

- 10/09/98 37069 & 37178 Grain - Ipswich aggregate train.
- 12/09/98 37040 & 37174 23:04 Tunstead - Ipswich sugar stone.
- 29/09/98 37897 hauled a refurbished Anglia DBSO from Eastleigh - Norwich Crown Point.
- 01/10/98 37106 & 37146 substituted for a Class 58 on 11:15 Doe Hill - Toton MGR.
- 12/10/98 37706 Warrington - Gobowen HEA's.
- 37902 Emsworth - Three Bridges engineers train.
- 15/10/98 37375 rescued 47 at Didcot on Washwood Heath - Brescia (Italy) cars.
- 23/10/98 37404 worked 6S62 Doncaster - Aberdeen Enterprise. 37203 & 37038 on 6M06 Roxby - Bredbury Bin-liner.
- 24/10/98 37891 rescued Class 60 at Rugby on Bletchley - Peak Forest empty stone.
- 02/11/98 37404 11:21 Oban- Mossend freight.
- 04/11/98 37116 03:58 West Ruislip - Snailwell LT stock.
- 06/11/98 37603 & 37606 hauled a 'Eurostar' between Longsight & North Pole.
- 11/11/98 37047 worked 01:21 Cardiff - Millbrook Freightliner throughout. 37216 & 37377 worked Thameshaven - Barnwell tanks.
- 18/11/98 37521 & 37696 worked 6B68 09:40 Burngullow - Irvine slurry tanks.
- 26/11/98 37377 worked Lynemouth - Wolverhampton Alcan train.



## DEPOT &amp; POOL ALLOCATIONS

## ENGLISH WELSH &amp; SCOTTISH RAILWAY

TOTON (169 locos)WKBN (Systemwide 37/0 & 37/3)

37010	37013	37025	37037	37038	37040
37042	37046	37047	37051	37054	37055
37057	37058	37059	37065	37069	37071
37073	37074	37077	37079	37097	37098
37100	37106	37109	37140	37146	37156
37158	37162	37174	37175	37185	37194
37198	37203	37211	37212	37216	37219
37225	37238	37242	37244	37245	37248
37250	37254	37261	37264	37274	37293
37298	37350	37351	37370	37371	37372
37375	37376	37377	37379	37380	37383

WKCEN (Systemwide 37/4)

37402	37407	37411	37412	37414	37416
37417	37429				

WKFN (Systemwide 37/5)

37505	37509	37510	37513	37515	37516
37518	37521	37668	37669	37670	37671
37672	37673	37674	37675	37676	37678
37679	37683	37685	37686	37688	37689
37692	37693	37694	37695	37696	37698

WKMS (Sandite Fitted)

37012	37131	37133	37154	37178	37191
37196	37197	37229	37230	37255	37262
37263	37275	37332	37384	37503	37519
37677	37680	37697			

WKGK (Systemwide 37/7)

37701	37702	37703	37704	37705	37706
37707	37708	37709	37710	37711	37712
37713	37714	37715	37716	37717	37718
37719	37796	37797	37798	37799	37800
37801	37802	37803	37883	37884	37885
37886	37887	37888	37889	37890	37891
37892	37893	37894	37895	37896	37897
37898	37899				

CARDIFF (4 locos)WKHN (South Wales 37/9)

37902	37903	37905	37906
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MOTHERWELL (31 locos)WKMB (RET B Fitted)

37023	37043	37114	37116	37152	37153
37165	37170	37220	37221	37294	37403
37404	37405	37406	37409	37410	37413
37419	37423	37424	37425	37427	37428
37430	37431	37517	37520	37667	37682
37684					

CREWE (8 locos)LWMC - North Wales Passenger on hire to NWT

37401	37408	37415	37418	37420	37421
37422	37426				

OPERATIONAL TOTAL: 212

STORED POOLSWNXX - Stored Unserviceable

37075	37087	37201	37207	37214	37217
37218	37223	37232	37240	37334	37358
37901					

WNYX - Component Recovery

37019	37026	37045	37048	37063	37068
37072	37078	37083	37088	37092	37095
37104	37107	37108	37110	37137	37139
37141	37142	37144	37184	37188	37209
37213	37222	37227	37235	37241	37251
37278	37330	37331	37335	37340	37341
37343	37344	37359	37381	37382	

WNZX - Condemned

37035	37101
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Total: 56

EUROPEAN PASSENGER SERVICESGPSV - Old Oak Common

37601	37602	37603	37604	37605	37606
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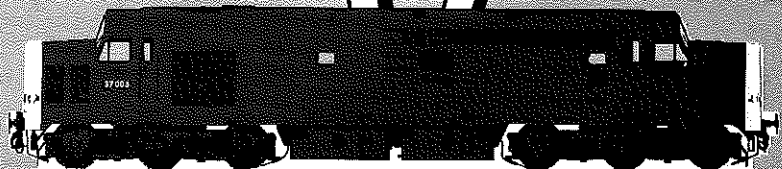
Total: 6

DIRECT RAIL SERVICESXHSD - Sellafeld

37607	37608	37609	37610	37611	37612
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Total: 6

# 37



## **THE CLASS 37 GROUP**

**Owners of 37003**

*Advance Notice*

**ANNUAL GENERAL MEETING**

**11:30am**

**SATURDAY 23 JANUARY 1999**

**at**

**The Visitor Centre**

**East Anglian Railway Museum**

**Chappel Station**

**Chappel**

**Essex**

*After the meeting*

*37003 will be available for inspection  
and posed for photos*

# STANDING ORDER FORM

Direct to Preservation Fund For 37003

**Please Forward Completed Form To Your Bank**

Your Bank & Branch:

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Please Pay:

Bank	Branch Title	Sorting Code
LLOYDS	Southend-On-Sea High Street Branch	30-97-84

For The Credit Of:

Beneficiary's Name	Account Number
The Class 37 Group	1024688

The Sum Of:

Amount in Figures	Amount in Words
£	

Commencing:

Date and Amount of First Payment	and thereafter every	Due Date and Frequency
£		Month

**Until you receive further notice from me/us in writing**

Quoting The Reference:

Membership No.

**and debit my/our account accordingly.**

**This instruction cancels any previous order in favour of the beneficiary named above, under this reference.**

Special Instructions

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Account to be Debited	Account Number

Signature(s): \_\_\_\_\_

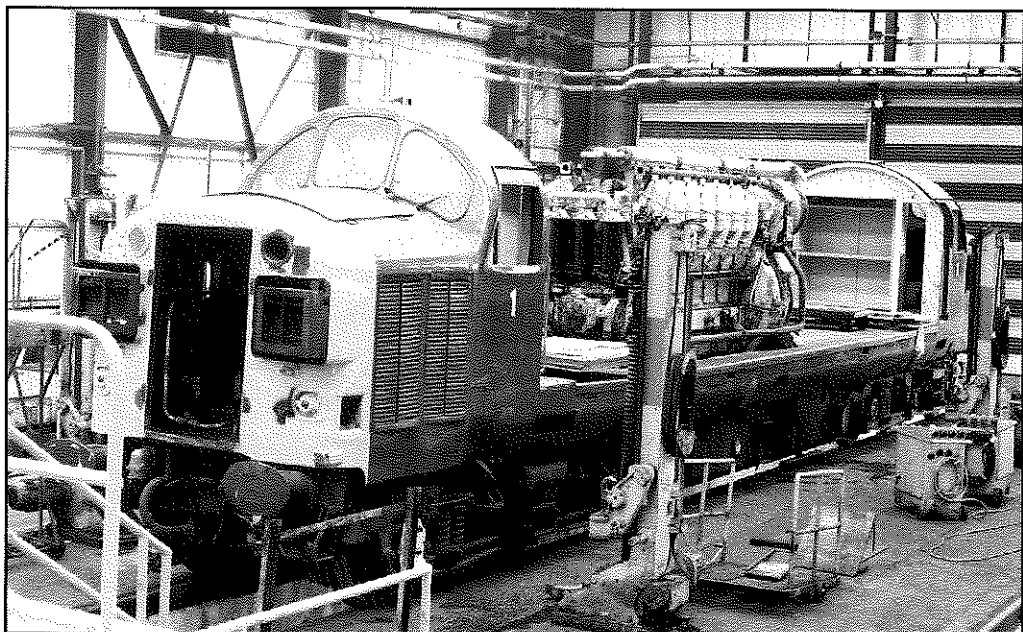
Date: \_\_\_\_\_

Note: The Bank will not undertake to:

- i) make any reference to Value Added Tax or other indeterminate element,
- ii) advise payer's address to beneficiary,
- iii) advise beneficiary of inability to pay,
- iv) request beneficiary's banker to advise beneficiary of receipt of payment.

***If you don't want to spoil your magazine a photo-copy is acceptable.***

# Toton's Engine Carriers

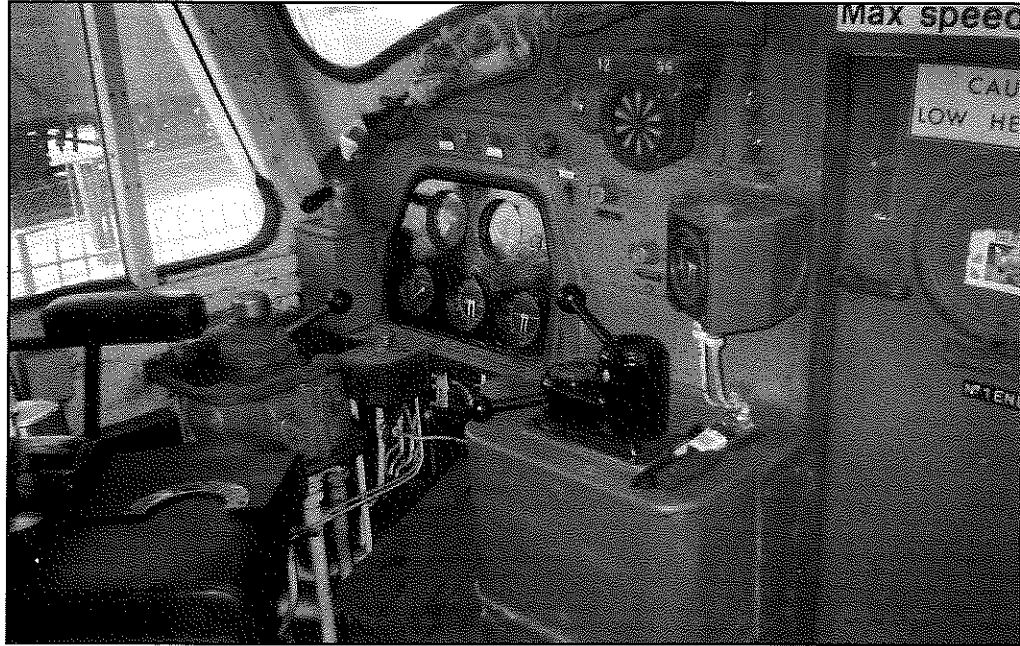


One of the disappointments at the recent Toton Open Day was that the two converted Class 37 Engine Carriers were not on public display. These unique vehicles are used for moving power units around the depot. No.1 (02503 1) pictured above was created from 37070 and No. 2 (02503 2) shown below was created from 37138.





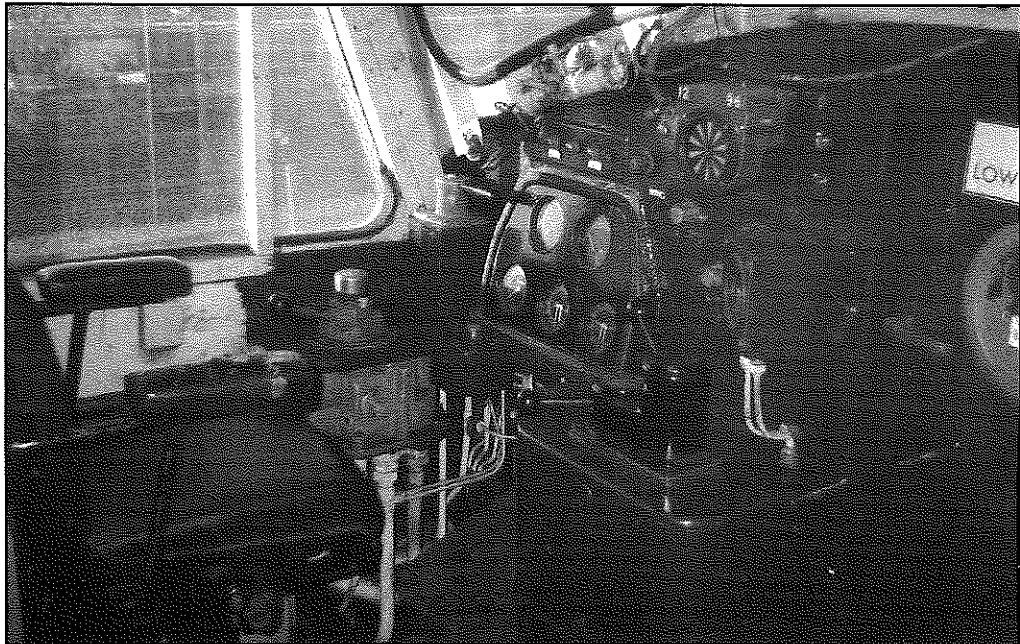
# 37003's Ch. Ch. Ch. Changes



Before



Before



After





After

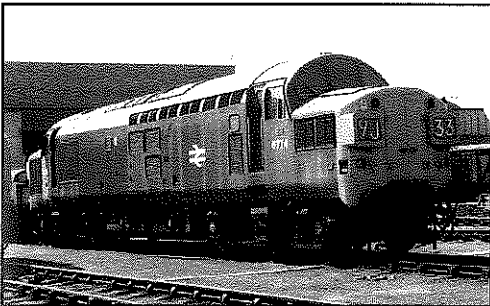


# The Syphon Gen File

by Ken Carr

Numbers Carried (current/last in bold)	Current Status Last Pool Depot Liv Working	Numbers Carried (current/last in bold)	Current Status Last Pool Depot Liv Working
D6700 37119 <b>37350</b>	WKBN TO GN 06/05/98	D6731 <b>37031</b>	Withdrawn (at Cardiff)
D6701 37001 <b>37707</b>	WKGN TO EW 30/06/97	D6732 37032 37353 <b>37032</b>	Withdrawn (Preserved)
D6702 37002 <b>37351</b>	WKBN TO TD 13/09/97	D6733 37033 <b>37719</b>	WKGN TO FU 08/01/94
<b>D6703</b> 37003	Withdrawn (Preserved)	D6734 37034 <b>37704</b>	WKGN TO EW 02/10/93
D6704 <b>37004</b>	Withdrawn (Cut-up)	D6735 <b>37035</b>	WNZX <sup>U</sup> CB DC 12/08/93
D6705 37005 37501 <b>37601</b>	GPSV OCEP 13/07/96	D6736 37036 37507 <b>37605</b>	GPSV OCEP 05/09/98
D6706 37006 <b>37798</b>	WKGN TO MB 14/05/98	D6737 37037 37321 <b>37037</b>	WKBN TO FM 12/09/96
D6707 37007 37506 <b>37604</b>	GPSV OCEP 03/10/98		
D6708 37008 37352 <b>37008</b>	Withdrawn (at Crewe)		
D6709 37009 <b>37340</b>	WNYX <sup>U</sup> IM FD 05/05/92		
D6710 <b>37010</b>	WKBN TO DC 17/08/96		
D6711 <b>37011</b>	Withdrawn (Cut-up)		
D6712 <b>37012</b>	WKMS TO DC 03/10/98		
D6713 <b>37013</b>	WKBN TO MB 15/05/98		
D6714 37014 <b>37709</b>	WKGN TO MF 28/07/90		
D6715 37015 <b>37341</b>	WNYX <sup>U</sup> TE FU 23/07/94		
D6716 37016 <b>37706</b>	WKGN TO EW 22/05/93		
			
37038 waits at DR Days Junc. with an engineers train bound for South Wales on 28/7/97. Photo: K.T. GOODCHILD			
D6738 <b>37038</b>	WKBN TO DC 27/11/98	D6739 37039 37504 <b>37603</b>	GPSV OCEP 28/09/98
D6740 <b>37040</b>	WKBN TO EW 05/11/98	D6741 37041 <b>37520</b>	WKMB ML EW 03/08/98
D6742 <b>37042</b>	WKBN TO EW 02/09/98	D6743 37043 37354 <b>37043</b>	WKMB ML TD 18/05/98
D6744 37044 <b>37710</b>	WKGN TO LB 16/09/98	D6745 37045 37355 <b>37045</b>	WNYX <sup>U</sup> TO FU 09/10/93
D6746 <b>37046</b>	WKBN TO DC 27/12/96	D6747 <b>37047</b>	WKBN TO MB 02/06/98
D6748 <b>37048</b>	WNYX <sup>U</sup> TO MF 24/06/95	D6749 37049 37322 <sup>1</sup> <b>37343</b>	WNYX <sup>U</sup> TO DC 27/12/91
D6750 37050 <b>37717</b>	WKGN TO EW 13/06/98	D6751 <b>37051</b>	WKBN TO EW 03/06/98
D6752 37052 <b>37713</b>	WKGN TO LB 21/09/97	D6753 37053 <b>37344</b>	WNYX <sup>U</sup> IM FD 23/08/92
D6754 <b>37054</b>	WKBN TO DC 13/08/97	D6755 <b>37055</b>	WKBN TO MB 02/09/98
D6756 37056 <b>37513</b>	WKFN TO LB 15/10/98	D6757 <b>37057</b>	WKBN TO EW 12/08/98
D6758 <b>37058</b>	WKBN TO DC 30/08/98	D6759 <b>37059</b>	WKBN TO FD 20/07/96
D6760 37060 <b>37705</b>	WKGN TO MF 02/07/98	D6761 37061 <b>37799</b>	WKGN TO TR 12/11/97
D6762 <b>37062</b>	Withdrawn (Cut-up)	D6763 <b>37063</b>	WNYX <sup>U</sup> TE FD 23/07/94

Numbers Carried (current/last in bold)	Current Status Last Pool Depot Liv Working
D6764 37064 <b>37515</b>	WKFN TO LB 23/07/94
D6765 <b>37065</b>	WKBN TO MB 03/11/98
D6766 <b>37066</b>	<i>Withdrawn (Cut-up)</i>
D6767 37067 <b>37703</b>	WKGN TO EW 25/05/92
D6768 37068 37356 <b>37068</b>	WNYX <sup>U</sup> IM FD 06/05/95
D6769 <b>37069</b>	WKBN TO DC 08/06/98
D6770 <b>37070</b>	<i>Withdrawn (Internal Use)<sup>2</sup></i>
D6771 <b>37071</b>	WKBN TO DC 08/05/96
D6772 <b>37072</b>	WNYX <sup>U</sup> TE DG 03/12/94
D6773 <b>37073</b>	WKBN TO TR 26/09/98



6774 stands outside the shed at Thornaby in 1971, still carrying all over blue. Photo: TRANSPORT TOPICS

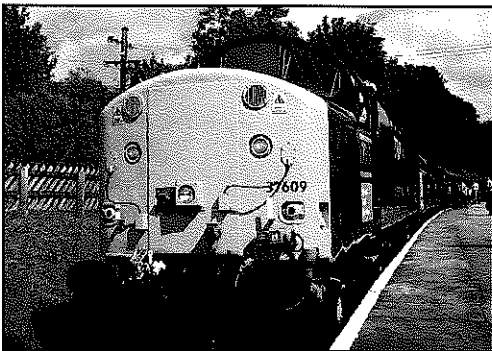
D6774 <b>37074</b>	WKBN TO MB 14/08/98
D6775 <b>37075</b>	WNXX <sup>U</sup> IM FU 07/11/93
D6776 37076 <b>37518</b>	WKFN TO FM 16/09/96
D6777 <b>37077</b>	WKBN TO MB 27/07/98
D6778 <b>37078</b>	WNYX <sup>U</sup> ML FM 09/09/93
D6779 37079 37357 <b>37079</b>	WKBN TO FD 14/06/98
D6780 <b>37080</b>	<i>Withdrawn (Cut-up)</i>
D6781 37081 <b>37797</b>	WKGN TO TR 15/04/95
D6782 37082 37502 <b>37602</b>	GPSV OCEP 13/05/95
D6783 <b>37083</b>	WNYX <sup>U</sup> DR DC 27/12/91
D6784 37084 <b>37718</b>	WKGN TO EW 02/11/97
D6785 37085 <b>37711</b>	WKGN TO FM 29/09/90
D6786 37086 <b>37516</b>	WKFN TO LU 15/06/97
D6787 <b>37087</b>	WNXX <sup>U</sup> CD DC 21/09/96
D6788 37088 37323 <b>37088</b>	WNYX <sup>U</sup> ML DC 25/08/94
D6789 37089 <b>37708</b>	WKGN TO FP 19/01/97
D6790 37090 37508 <b>37606</b>	GPSV OCEP 21/06/97
D6791 37091 <b>37358</b>	WNXX <sup>U</sup> IM FU 20/04/94
D6792 <b>37092</b>	WNYX <sup>U</sup> TO DC 19/08/95
D6793 37093 <b>37509</b>	WKFN TO FU 16/06/98
D6794 37094 <b>37716</b>	WKGN TO EW 29/12/92
D6795 <b>37095</b>	WNYX <sup>U</sup> TO DC 01/07/95
D6796 <b>37096</b>	<i>Withdrawn (Cut-up)</i>
D6797 <b>37097</b>	WKBN TO DC 27/03/94
D6798 <b>37098</b>	WKBN TO DC 18/04/98
D6799 37099 37324 <b>37099</b>	<i>Withdrawn (Preserved)</i>
D6800 <b>37100</b>	WKBN TO TR 21/09/97
D6801 37101 37345 <b>37101</b>	WNZX <sup>U</sup> IM FD 03/09/93
D6802 37102 <b>37712</b>	WKGN TO EW 23/05/98

Numbers Carried (current/last in bold)	Current Status Last Pool Depot Liv Working
D6803 37103 37511 <b>37607</b>	XHSD SD DR 02/08/98
D6804 <b>37104</b>	WNYX <sup>U</sup> IM DC 02/07/91
D6805 37105 <b>37796</b>	WKGN TO FC 02/05/94
D6806 <b>37106</b>	WKBN TO DC 24/10/98
D6807 <b>37107</b>	WNYX <sup>U</sup> SP FD 27/05/96
D6808 37108 37325 <b>37108</b>	LCWX <sup>U</sup> BS FU 04/07/96
D6809 <b>37109</b>	WKBN TO EW 03/07/98
D6810 <b>37110</b>	WNYX <sup>U</sup> IM FU 31/05/93
D6811 37111 37326 <b>37111</b>	<i>Withdrawn (Preserved)</i>
D6812 37112 <b>37510</b>	WKFN TO IS 27/04/95



37113 pulls out of Ipswich stabling point on 13/5/85. Sadly this loco is no longer with us having been withdrawn and cut-up. Photo: MIKE MILLWARD

D6813 <b>37113</b>	<i>Withdrawn (Cut-up)</i>
D6814 <b>37114</b>	WKMB MLEW 03/01/98



37609 has carried four numbers, undergone two refurbishments and had three owners. The loco is shown at The K&WVR diesel gala. Photo: DANIEL HITCHENS

D6815 37115 37514 <b>37609</b>	XHSD SD DR 24/10/98
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Numbers Carried (current/last in bold)	Current Status Last Pool Depot Liv Working
D6816 <b>37116</b>	WKMB ML TB 26/06/96
D6817 37117 <b>37521</b>	WKFN TO EW 06/06/96
D6818 37118 <b>37359</b>	WNYX <sup>U</sup> TE FP 28/01/91
D6819 37283 <b>37895</b>	WKGN TO EW 15/08/97
D6820 37120 <b>37887</b>	WKGN TO TR 29/09/97
D6821 37121 <b>37677</b>	WKMS TO FU 01/09/98
D6822 37122 <b>37692</b>	WKFN TO FC 08/08/94
D6823 37123 <b>37679</b>	WKFN TO FU 19/09/98
D6824 37124 <b>37894</b>	WKGN TO FC 08/09/98
D6825 37125 <b>37904</b>	WNYX <sup>U</sup> CF FM 10/01/94
D6826 37126 <b>37676</b>	WKFN TO FU 12/08/95
D6827 37127 <b>37370</b>	WKBN TO EW 17/07/98
D6828 37128 <b>37330</b>	WNYX <sup>U</sup> TO EW 01/08/93
D6829 37129 <b>37669</b>	WKFN TO EW 23/10/98
D6830 37130 <b>37681</b>	Withdrawn (Cut-up)
D6831 <b>37131</b>	WKMS TO FU 18/07/98
D6832 37132 <b>37673</b>	WKFN TO TR 22/11/97
D6833 <b>37133</b>	WKMS TO DC 30/11/94
D6834 37134 <b>37684</b>	WKMB ML EW 16/11/98
D6835 37135 <b>37885</b>	WKGN TO FU 12/08/95
D6836 37136 <b>37908</b>	WKHN CF FM 16/11/96
D6837 37137 37312 <b>37137</b>	WKBN TO MF 05/10/93
D6838 <b>37138</b>	Withdrawn (Internal Use) <sup>2</sup>
D6839 <b>37139</b>	WNYX <sup>U</sup> TE FC 02/10/93
D6840 <b>37140</b>	WKBN TO DC 01/11/97
D6841 <b>37141</b>	WNYX CD DC 13/02/97

Numbers Carried (current/last in bold)	Current Status Last Pool Depot Liv Working
D6846 <b>37146</b>	WKBN TO DC 30/09/95
D6847 37147 <b>37371</b>	WKBN TO MB 24/06/95
D6848 37148 <b>37902</b>	WKHN CF FM 12/09/98



37149 runs light through Hereford on 28/9/86. Only two Class 37's now carry this livery. Photo: MIKE MILLWARD

D6849 37149 <b>37892</b>	WKGN TO MF 09/07/97
D6850 37150 <b>37901</b>	WNXX <sup>U</sup> CF TR 08/11/92
D6851 37151 <b>37667</b>	WKMB ML EW 06/06/98
D6852 37152 37310 <b>37152</b>	WKMB ML IS 15/09/97
D6853 <b>37153</b>	WKMB ML TD 13/05/98



The classic series of charters operated by DC Tours produced some memorable runs. Here 37154 is seen at the head of the 'West of England Coal Power' train at Salisbury. At the time the locomotive was painted in trainload coal liver and allocated to Cardiff. Today the loco carries Transrail livery and works out of Toton.

D6842 <b>37142</b>	WNYX <sup>U</sup> CD DC 20/07/96
D6843 37143 <b>37800</b>	WKGN TO MF 01/07/90
D6844 <b>37144</b>	WNYX <sup>U</sup> IM FA 09/11/91
D6845 37145 37313 <b>37382</b>	WNYX <sup>U</sup> IM FP 28/12/92

D6854 <b>37154</b>	WKMS TO TR 23/04/98
D6855 37155 <b>37897</b>	WKGN TO TR 10/09/98
D6856 37156 37311 <b>37156</b>	WKBN TO TR 12/03/96
D6857 37157 <b>37695</b>	WKFN TO EW 13/06/98

Numbers Carried (current/last in bold)	Current Status Last Pool Depot Liv Working
D6858 <b>37158</b>	WKBN TO DC 14/02/98
D6859 37159 <b>37372</b>	WKBN TO MB 02/12/97
D6860 37160 <b>37373</b>	<i>Withdrawn (at Old Oak)</i>
D6861 37161 <b>37899</b>	WKGN TO EW 01/09/97
D6862 <b>37162</b>	WKBN TO DG 14/06/97
D6863 37163 <b>37802</b>	WKGN TO TR 30/05/93
D6864 37164 <b>37675</b>	WKFN TO TR 09/09/98
D6865 37165 37374 <b>37165</b>	WKMB ML TD 28/10/94



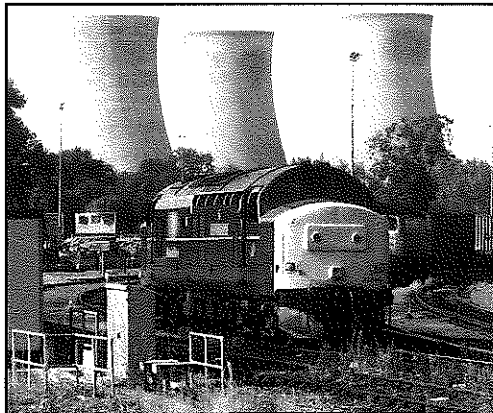
37891 heads the Hoo Junc. - Temple Meads engineers train through Wandsworth Road on 9/7/97. Photo: M. GIBSON

D6866 37166 <b>37891</b>	WKGN TO MF 21/11/98
D6867 37167 <b>37383</b>	WKBN TO MB 04/06/97
D6868 37168 <b>37890</b>	WKGN TO MF 17/07/98
D6869 37169 <b>37674</b>	WKFN TO TR 01/05/98
D6870 <b>37170</b>	WKMB ML TD 05/10/98
D6871 37171 37690 <b>37611</b>	XHSD SD DR 02/09/98
D6872 37172 <b>37686</b>	WKFN TO FA 02/08/97
D6873 37173 <b>37801</b>	WKGN TO EW 16/05/98
D6874 <b>37174</b>	WKBN TO EW 27/02/97
D6875 <b>37175</b>	WKBN TO DC 05/10/98
D6876 37176 <b>37883</b>	WKGN TO EW 23/10/98
D6877 37177 <b>37885</b>	WKGN TO EW 13/09/98
D6878 <b>37178</b>	WKMS TO FU 30/11/97
D6879 37179 37691 <b>37612</b>	XHSD SD DR 20/10/90
D6880 37180 <b>37886</b>	WKGN TO EW 19/06/97
D6881 37181 37687 <b>37610</b>	XHSD SD DR 24/10/98
D6882 37182 <b>37670</b>	WKFN TO EW 24/05/98
D6883 37183 <b>37884</b>	WKGN TO LB 07/05/98
D6884 <b>37184</b>	WNYX <sup>u</sup> BS DC 12/02/95
D6885 <b>37185</b>	WKBN TO DC 30/08/97
D6886 37186 <b>37898</b>	WKGN TO TR 09/05/93
D6887 37187 <b>37683</b>	WKFN TO TR 07/05/97
D6888 <b>37188</b>	WNYX <sup>u</sup> TO DC 17/09/94
D6889 37189 <b>37672</b>	WKFN TO TR 23/10/98
D6890 37190 37314 <b>37190</b>	<i>Withdrawn (Preserved)</i>
D6891 <b>37191</b>	WKMS TO DC 31/05/98

Numbers Carried (current/last in bold)	Current Status Last Pool Depot Liv Working
D6892 37192 <b>37694</b>	WKFN TO EW 10/07/94
D6893 37193 <b>37375</b>	WKBN TO MB 30/01/98
D6894 <b>37194</b>	WKBN TO MF 21/12/96
D6895 37195 <b>37689</b>	WKFN TO FU 24/08/90
D6896 <b>37196</b>	WKMS TO DC 13/06/98
D6897 <b>37197</b>	WKMS TO TD 24/04/98
D6898 <b>37198</b>	WKBN TO MB 18/07/98
D6899 37199 <b>37376</b>	WKBN TO FU 04/09/98
D6900 37200 <b>37377</b>	WKBN TO DC 18/04/98
D6901 <b>37201</b>	WNXX <sup>u</sup> BS TD 13/09/96
D6902 37202 <b>37331</b>	WNYX <sup>u</sup> DR FU 05/09/93
D6903 <b>37203</b>	WKBN TO MB 08/02/97
D6904 37204 <b>37378</b>	<i>Withdrawn (Cut-Up)</i>
D6905 37205 <b>37688</b>	WKFN TO EW 12/07/97
D6906 37206 <b>37906</b>	WKHN CF TR 21/08/94
D6907 <b>37207</b>	WNXX <sup>u</sup> BS DC 24/02/96
D6908 37208 <b>37803</b>	WKGN TO MB 03/04/96
D6909 <b>37209</b>	WNYX <sup>u</sup> DR LL 19/06/92
D6910 37210 <b>37693</b>	WKFN TO TR 14/09/97
D6911 <b>37211</b>	WKBN TO DC 02/06/98
D6912 <b>37212</b>	WKBN TO TR 26/09/98
D6913 <b>37213</b>	WNYX <sup>u</sup> TO FC 25/04/96
D6914 <b>37214</b>	WNXX <sup>u</sup> BS TR 27/04/96
D6915 <b>37215</b>	<i>Withdrawn (Preserved)</i>
D6916 <b>37216</b>	WKBN TO MB 27/03/97
D6917 <b>37217</b>	WNXX <sup>u</sup> ML BS 14/05/92
D6918 <b>37218</b>	WNXX <sup>u</sup> IM FU 16/10/93
D6919 <b>37219</b>	WKBN TO MB 24/09/98
D6920 <b>37220</b>	WKMB ML EW 22/05/98
D6921 <b>37221</b>	WKMB ML TR 23/10/98
D6922 <b>37222</b>	WNYX <sup>u</sup> CF MF 01/03/97
D6923 <b>37223</b>	WNXX <sup>u</sup> IM FC 09/07/94
D6924 37224 <b>37680</b>	WKMS TO FA 04/07/98
D6925 <b>37225</b>	WKBN TO FU 16/12/97
D6926 37226 <b>37379</b>	WKBN TO MB 24/01/98
D6927 <b>37227</b>	WNYX <sup>u</sup> SL MF 02/05/94
D6928 37228 <b>37696</b>	WKFN TO TR 01/08/98
D6929 <b>37229</b>	WKMS TO FC 25/07/98
D6930 <b>37230</b>	WKMS TO TD 05/05/98
D6931 37231 <b>37896</b>	WKGN TO TR 01/04/98
D6932 <b>37232</b>	WNXX <sup>u</sup> ML TD 24/09/95
D6933 37233 <b>37889</b>	WKGN TO TR 09/12/97
D6934 37234 <b>37685</b>	WKFN TO IS 21/03/98
D6935 <b>37235</b>	WNYX <sup>u</sup> DR FU 06/08/91
D6936 37236 <b>37682</b>	WKMB ML EW 15/05/98
D6937 37237 <b>37893</b>	WKGN TO EW 01/05/98
D6938 <b>37238</b>	WKBN TO FU 26/09/98
D6939 37239 <b>37332</b>	WKMS TO FC 31/03/97
D6940 <b>37240</b>	WNXX <sup>u</sup> BS DC 01/12/96
D6941 <b>37241</b>	WNYX <sup>u</sup> TO MF 03/09/94
D6942 <b>37242</b>	WKBN TO FU 12/11/98
D6943 37243 <b>37697</b>	WKMS TO EW 13/06/98
D6944 <b>37244</b>	WKBN TO FU 22/08/98
D6945 <b>37245</b>	WKBN TO DC 11/09/96
D6946 37246 <b>37698</b>	WKFN TO LB 01/11/98

Numbers Carried (current/last in bold)	Current Status Last Pool Depot Liv Working
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D6947 37247 <b>37671</b>	WKFN TO TR 14/10/98
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37248 takes a breather at Didcot on 16/9/96. Photo: M. GIBSON

D6948 <b>37248</b>	WKBN TO MB 17/01/98
D6949 37249 <b>37903</b>	WKHN CF FM 21/08/94
D6950 <b>37250</b>	WKBN TO TR 22/09/97
D6951 <b>37251</b>	WNYX <sup>U</sup> ML IS 25/03/95
D6952 <b>37252</b>	Withdrawn (Doncaster)
D6953 37253 <b>37699</b>	Withdrawn (Cut-Up)
D6954 <b>37254</b>	WKBN TO DC 27/06/97
D6955 <b>37255</b>	WKMS TO DC 19/09/98
D6956 37256 <b>37678</b>	WKFN TO FU 04/05/98
D6957 37257 <b>37668</b>	WKFN TO EW 05/06/98

Numbers Carried (current/last in bold)	Current Status Last Pool Depot Liv Working
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D6958 37258 <b>37384</b>	WKMS TO DC 13/05/98
D6959 37259 <b>37380</b>	WKBN TO MF 17/07/98
D6960 <b>37260</b>	Withdrawn (Cut-up)
D6961 <b>37261</b>	WKBN TO FD 23/03/95
D6962 <b>37262</b>	WKMS TO DG 15/05/98
D6963 <b>37263</b>	WKMS TO DC 16/02/98
D6964 <b>37264</b>	WKBN TO DC 03/12/94
D6965 37265 <b>37430</b>	WKMB ML TR *****
D6966 37266 <b>37422</b>	LWMC CD RR *****
D6967 37267 <b>37421</b>	LWMC CD EW *****
D6968 37268 <b>37401</b>	LWMC CD EW *****
D6969 37269 <b>37417</b>	WKCEN TO EW *****
D6970 37270 <b>37409</b>	WKMB ML TR *****
D6971 37271 <b>37418</b>	LWMC CD EW *****
D6972 37272 <b>37431</b>	WKMB ML ML *****
D6973 37273 <b>37410</b>	WKMB ML TR *****
D6974 37274 <b>37402</b>	WKCEN TO FU *****
D6975 <b>37275</b>	WKMS TO BS 17/12/97
D6976 37276 <b>37413</b>	WKMB ML EW *****
D6977 37277 <b>37415</b>	LWMC CD EW *****
D6978 <b>37278</b>	WNYX <sup>U</sup> TO FC 08/11/92
D6979 37279 <b>37424</b>	WKMB ML TR *****
D6980 <b>37280</b>	Withdrawn (Old Oak)
D6981 37281 <b>37428</b>	WKMB ML RS *****
D6982 37282 <b>37405</b>	WKMB ML EW *****
D6983	Withdrawn (Cut-up)
D6984 37284 <b>37381</b>	WNYX <sup>U</sup> IM FD 31/07/91
D6985 37285 <b>37335</b>	WNYX <sup>U</sup> IM FU 09/10/93
D6986 37286 <b>37404</b>	WKMB ML TR *****
D6987 37287 <b>37414</b>	WKCEN TO RR *****
D6988 37288 <b>37427</b>	WKMB ML EW *****



Numbers Carried (current/last in bold)	Current Status Last Pool Depot Liv Working	Numbers Carried (current/last in bold)	Current Status Last Pool Depot Liv Working
D6989 37289 <b>37408</b>	LWMC CDEW *****	D6999 37299 <b>37426</b>	LWMC CDEW *****
D6990 37290 <b>37411</b>	WKCN TO EW *****	D6600 37300 <b>37429</b>	WKCN TO RR *****
D6991 37291 <b>37419</b>	WKMB ML EW *****	D6601 37301 <b>37412</b>	WKCN TO TR *****
D6992 37292 <b>37425</b>	WKMB ML RR *****	D6602 37302 <b>37416</b>	WKCN TO EW *****
D6993 <b>37293</b>	WKBN TO MB 01/08/98	D6603 37303 37271	<b>37333</b> Withdrawn (Cut-up)
D6994 <b>37294</b>	WKMB ML DC 27/08/95	D6604 37304 37272	<b>37334</b> WNXX <sup>U</sup> IM FU 02/10/93
D6995 37295 <b>37406</b>	WKMB ML TR *****	D6605 37305 <b>37407</b>	WKCN TR *****
D6996 37296 <b>37423</b>	WKMB ML TR *****	D6606 37306 <b>37273</b>	Withdrawn (Cut-up)



37420 looking good at Georgemas Junction on 15 April '86. At the time, the loco was diagrammed onto Highland passenger services. Today the loco is still working passenger trains, not in Scotland but on the North Wales coast. The large logo livery has given way to Regional Railways livery and the 'Syphon' is now one of a few not allocated to Toton instead Crewe is its home.

**Photo:**  
**MIKE MILLWARD.**

D6997 37297 <b>37420</b>	LWMC CD RR *****	D6607 37307 <b>37403</b>	WKMB ML GB *****
D6998 <b>37298</b>	WKBN TO EW 12/09/98	D6608 37308 <b>37274</b>	WKBN TO MB 02/05/98

1 - The loco was renumbered back to 37049 prior to receiving the number 37343.

2 - Now part of the EWS internal user fleet, totally gutted with bodysides removed and in use as engine transporter at Toton.

#### Livery Key:

**BS** - Corporate Blue  
**DC** - Departmental Dutch  
**DG** - Departmental Grey  
**DR** - Direct Rail Services Blue  
**EP** - EPS Two-Tone Grey  
**EW** - EWS Gold & Maroon  
**FA** - Triple Grey Rft (Construction)  
**FC** - Triple Grey Rft (Coal)  
**FD** - Triple Grey Rft (Distribution)  
**FM** - Triple Grey Rft (Metals)  
**FP** - Triple Grey Rft (Petroleum)  
**FU** - Triple Grey Rft (No Sector)  
**GB** - BR Green

**IS** - Intercity Swallow  
**LB** - Load Haul Black & Orange  
**LL** - Large Logo Blue  
**LU** - Load Haul Black & Orange (no logos)  
**LX** - Large Logo Blue (minus arrows)  
**MB** - Mainline Freight Blue  
**MG** - Mainline Freight Triple Grey  
**ML** - Old Intercity (no logos)  
**RR** - Regional Railways Blue  
**RS** - Royal Scotsman Maroon  
**TB** - Transrail Blue + Big 'T'  
**TD** - Transrail Dutch + Big 'T'  
**TR** - Transrail Triple Grey + Big 'T'



# REVIEWS

## VIDEO

### MIRRLEES PIONEER UNPLUGGED (Locomaster Profiles - 75 Mins)

**T**ake one Class 37/9, remove its silencer, put it at the head of a 913 tonne train, then send it off on a 22 mile journey along a route with an average gradient of 1 in 80. The result is..... very noisy! Locomaster Profiles have captured all the above as they continue their 'wired for Sound' series

Before watching ensure the neighbours are out, wire your VCR through your hi-fi, pump-up the volume and sit back and enjoy. You will never have heard a Class 37/9 like this, in fact it just shows how effective their silencers are and how different they are from a standard Class 37. When fitted with silencers these 'heavyweights' are virtually silent, without, the thrash in awesome.

The route shown from Llanwern to Ebbw Vale isn't the most inspiring visually, but the gradients en-route provide plenty of work for 37901, with the driver leaving the power controller wide-open for most of the journey and hence the noise is tremendous. The vibrations reverberating through my telly as the train slogged away from Aberbeeg caused a number of photos to fall off the telly and onto the floor

An informative commentary is provided by David Maxey giving details of the loco and the route. Locomaster have been careful to ensure that this isn't intrusive and doesn't spoil the thrash.

The highlight was at the end of the programme when the loco has to perform a standing start on a 1 in 75 gradient

to gain entry into Ebbw Vale.

*Mirrlees Pioneer Unplugged* is highly recommended and is available for £16.95, direct from: Locomaster Profiles, 25 Beech Road, Langley, Slough, Berks SL3 7DQ.

## BOOK

### CLASS 37 PHOTO FILE by Martin Loader (Vanguard Publishing - A5 - 176 pages)

**F**or a crash course in Class 37s, get this book. It contains a good potted history of the Class in the introduction and then leads into photos of all 309 members of the fleet.

The photos are arranged rather confusingly by current running number, especially when you encounter the 37/3s. However, this does mean that the first loco shown in the photo section is our very own 37003. Also included is a photo of D6983 before the smash, a rare piece indeed.

The back pages contain listings of all locos, giving running numbers carried, dates of introduction, official and un-official names. The only thing miss-

ing is withdrawal dates for those Class members which are already gone.

It is a pity that these have been missed out in such a concise book.

Highlights include the mention of 37003's preservation and the piccy on page 28, depicting 37059 leading 37058 on our 'Settle Syphons' rail-tour.

This book is definitely worth buying and will bring hours of enjoyment. It is available from all good transport bookshops for £12.95

# Bank Quay Variety



These two photos illustrate nicely the differences between the final and original versions of the Class 37. ABOVE 37609 heads 6P31 13:30 Sandbach - Sellafield north through Warrington Bank Quay on 6 April '98. BELOW: A battered 37162 passes through with a ballast train on 16 September '97. Both Photos: M. GIBSON



# CLASS 37/4 WINTER '98 DIAGRAMS

## 1: North Wales Coast

### MONDAY to FRIDAY

#### CD1

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

#### CD2

1G91	04:15	Holyhead - Birmingham N S
1D62	08:10	Birmingham N S - Holyhead
1G11	13:54	Holyhead - Birmingham N S
1D82	17:21	Birmingham N S - Holyhead

#### CD3

2D77	00:40	Holyhead - Chester
1K53	18:22	Chester - Crewe

THEN SPARE AT CREWE

#### CD4

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

#### CD5

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

SPARE AT CREWE

#### CD2

1G91	04:22	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
1G79	18:18	Holyhead - Stafford

#### CD3

1K53	07:39	Chester - Crewe
1D60	08:19	Crewe - Bangor
1K61	10:22	Bangor - Crewe
1D69	12:20	Crewe - Holyhead
1K71	14:39	Holyhead - Crewe
1D79	17:17	Crewe - Bangor
2D73	20:22	Bangor - Chester

#### CD4

1G76	01:43	Holyhead - Birmingham N S
1D57	05:06	Birmingham N S - Holyhead
1G96	08:36	Holyhead - Birmingham N S
1D71	12:07	Birmingham N S - Holyhead
1G86	16:50	Holyhead - Birmingham N S
1D87	20:15	Birmingham N S - Holyhead

#### CD5

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

### SUNDAY

#### CD1

SPARE AT CREWE

#### CD2

SPARE AT HOLYHEAD

#### CD3

1K57	14:56	Chester - Crewe
1D62	15:43	Crewe - Holyhead
1G81	18:27	Holyhead - Birmingham Int.
1D99	23:20	Birmingham Int. - Holyhead

#### CD4

1K59	16:17	Chester - Crewe
1D64	17:27	Crewe - Holyhead

#### CD5

SPARE AT HOLYHEAD

# CLASS 37/4 WINTER '98 DIAGRAMS

## 2: South Wales & West

### MONDAY to THURSDAY

#### 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

#### CF1

2O85	06:58	Westbury - Weymouth
2V70	08:39	Weymouth - Bristol T M
2B72	11:30	Bristol T M - Cardiff
1M89	16:45	Cardiff - Manchester Oxford Rd
1V92	21:38	Crewe - Cardiff

### FRIDAY

### 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

1M15	16:10	Cardiff - Birmingham N.S.
1V19	19:40	Birmingham N.S. - Cardiff

## 3: Rhymney Commuter

### MONDAY - FRIDAY

#### CF2

2F04	07:23	Rhymney - Cardiff
2R38	16:26	Cardiff - Rhymney
2F22	17:42	Rhymney - Cardiff
2R54	19:16	Cardiff - Rhymney

## 4: Scotland

### MONDAY - FRIDAY

#### ML1

1B01	19:50	Fort William - Edinburgh
1Y11	05:05	Edinburgh - Fort William

### SATURDAY

#### ML1

1Y11	05:05	Edinburgh - Fort William
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### SUNDAY

#### ML1

1B01	19:05	Fort William - Edinburgh
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**Major Winter Engineering Works Resulting in Drags. All diagrammed for Class 47s, but you never know!**

Sundays until 03/01/99 Crewe - Liverpool Drags

Saturdays from 27/02/98 until 20/03/98 S&C Drags

Sundays from 28/03/98 ECML Drags via Eaglescliffe.

# NB PASSENGER DIARY

14/08/98	<b>37074</b>	19:15 Cardiff - Rhymney.
01/09/98	<b>37679</b>	1V65 15:50 Newcastle - Plymouth from Exeter.
02/09/98	<b>37042</b> <b>37055</b>	1G57 Manchester - Birmingham Int & 1F74 return to Liverpool. 2V89 Weymouth - Bristol T.M..
04/09/98	<b>37376</b> <b>37605</b>	1S93 15:28 Bristol T.M. - Edinburgh to Birmingham N.S. 1S87 14:18 Paddington - Glasgow Central as far as Birmingham N.S.
05/09/98	<b>37605</b>	1V97 17:10 Manchester - Paddington from Birmingham N.S.
08/09/98	<b>37894</b>	1E33 12:10 Bristol T.M. - Newcastle between south of Sheffield to York, train Caped. Then 1V67 18:05 Newcastle - Bristol T.M. from York - Derby.
09/09/98	<b>37675</b>	1V49 08:14 Edinburgh - Newquay from Exeter to Plymouth.
10/09/98	<b>37897</b>	1V61 15:02 Newcastle - Plymouth from Exeter.
12/09/98	<b>37902</b> <b>37298</b>	2O87 09:00 Bristol T.M. - Weymouth to Westbury. 2O87 09:00 Bristol T.M. - Weymouth from Westbury, then 2V79 11:53 Westbury - Bristol T.M.
13/09/98	<b>37885</b>	1M80 15:50 Newcastle - Plymouth from Exeter.
16/09/98	<b>37710</b>	1S18 10:00 Kings Cross - Edinburgh 'Flying Scotsman' between Doncaster & York.
19/09/98	<b>37255</b> <b>37679</b>	NENTA charter between Stratford & Reading, where loco failed. 1G96 08:36 Holyhead - Birmingham N.S. from north of Stafford - Stafford.
24/09/98	<b>37219</b>	1C96 14:05 Cardiff - Bristol T.M. then 2O93 16:33 Bristol T.M. - Weymouth then return to Westbury on 19:38 2V93.
25/09/98	<b>37215</b>	18:00 Toddington - Gotherington & rtn, then 20:15 & 21:10 departures. This was the loco's first runs in preservation.
26/09/98	<b>37073</b> <b>37212 &amp; 37238</b> <b>37032</b>	Newport - Shrewsbury replacing failed steam loco on Day's Out tour. Mercia Charters 'The Shapeshifter' from Paddington - Salisbury. North Norfolk Railway services.
27/09/98	<b>37215</b>	Passenger services on Glos & Warwicks Rly.
28/09/98	<b>37603</b>	1O14 15:10 Liverpool - Poole between Birmingham N.S. and Reading.
03/10/98	<b>37012</b> <b>37215</b> <b>37604</b>	1H26 10:13 Birmingham Int - Manchester Picc & 1G10 return. Passenger services on Glos & Warwicks Rly. 1Y11 05:05 Edinburgh - Fort William sleeper from Gorton.
05/10/98	<b>37175</b> <b>37170</b>	1O30 07:17 Manchester - Brighton between Reading & Gatwick (train terminated) then 1M50 14:15 Brighton - Preston from Gatwick to Reading. 1B01 19:50 Fort William - Euston 'sleeper' from Nr Crianlarich to Edinburgh.
13/10/98	<b>37671 &amp; 37416</b>	2F04 07:21 Rhymney - Cardiff, then 2R38 16:26 Cardiff - Rhymney & 2F22 return.
14/10/98	<b>37671</b>	2F04 07:23 Rhymney - Cardiff.
15/10/98	<b>37513</b>	1E36 13:00 Plymouth - Newcastle between Exeter and Bristol T.M.
17/10/98	<b>37672</b>	Bodmin Diesel Gala.
18/10/98	<b>37672</b>	Bodmin Diesel Gala.

# NR PASSENGER DIARY

23/10/98	<b>37669 &amp; 37672 37883 37221</b>	1O30 06:20 Preston - Brighton between Stoke outskirts and Stoke 1S76 09:15 Brighton - Edinburgh from Tebay. 1S25 21:30 Euston - Inverness 'sleeper' from Schlod.
24/10/98	<b>37106  37609 &amp; 37610</b>	1V50 08:40 Glasgow - Penzance between Aynho Junc - Didcot - Swindon - Bristol T.M. (diverted due to engineering work). Eagle Charters railtour from Worcester S.H. - Workington & return.
01/11/98 17:17	<b>37698</b>	1O10 11:13 Manchester - Bournemouth from Birmingham N.S. then 1M90  Bournemouth - Liverpool to Birmingham N.S.
03/11/98	<b>37065</b>	VSOE Victoria - Bath from Reading.
05/11/98	<b>37040</b>	1C08 06:30 Paddington - Plymouth from Exeter then 1A52 11:00 Plymouth - Paddington to Exeter.
13/11/98	<b>37891</b>	1E31 08:21 Paignton - Newcastle to Exeter.
16/11/98	<b>37519 37684</b>	18:30 Liverpool St - Norwich from Stowmarket 1O40 Edinburgh - Brighton to Carstairs via suburban lines. Then 1S48 09:15 Brighton - Edinburgh from Carstairs via suburban lines.
21/11/98	<b>37242</b>	'Crompton Pedigree' Railtour top & tail with 33103 from & to Peterborough.
22/11/98	<b>37891</b>	1V68 13:57 Newcastle - Plymouth from Exeter.
27/11/98	<b>37038</b>	1G97 10:48 Holyhead - Birmingham New Street between Crewe & Wolverhampton, train terminated. Then 1D75 14:23 Birmingham N.S. - Holyhead from Wolverhampton. Then 1G79 18:18 Holyhead - Birmingham N.S. to Crewe.

## Your Help Is Needed

We are trying to compile a definitive list of **Class 37 hauled railtours**. If you have any records, especially from the '60s/ '70s/ '80s they would be most gratefully received. Please include, if poss, locos involved, date, tour name and routes taken.

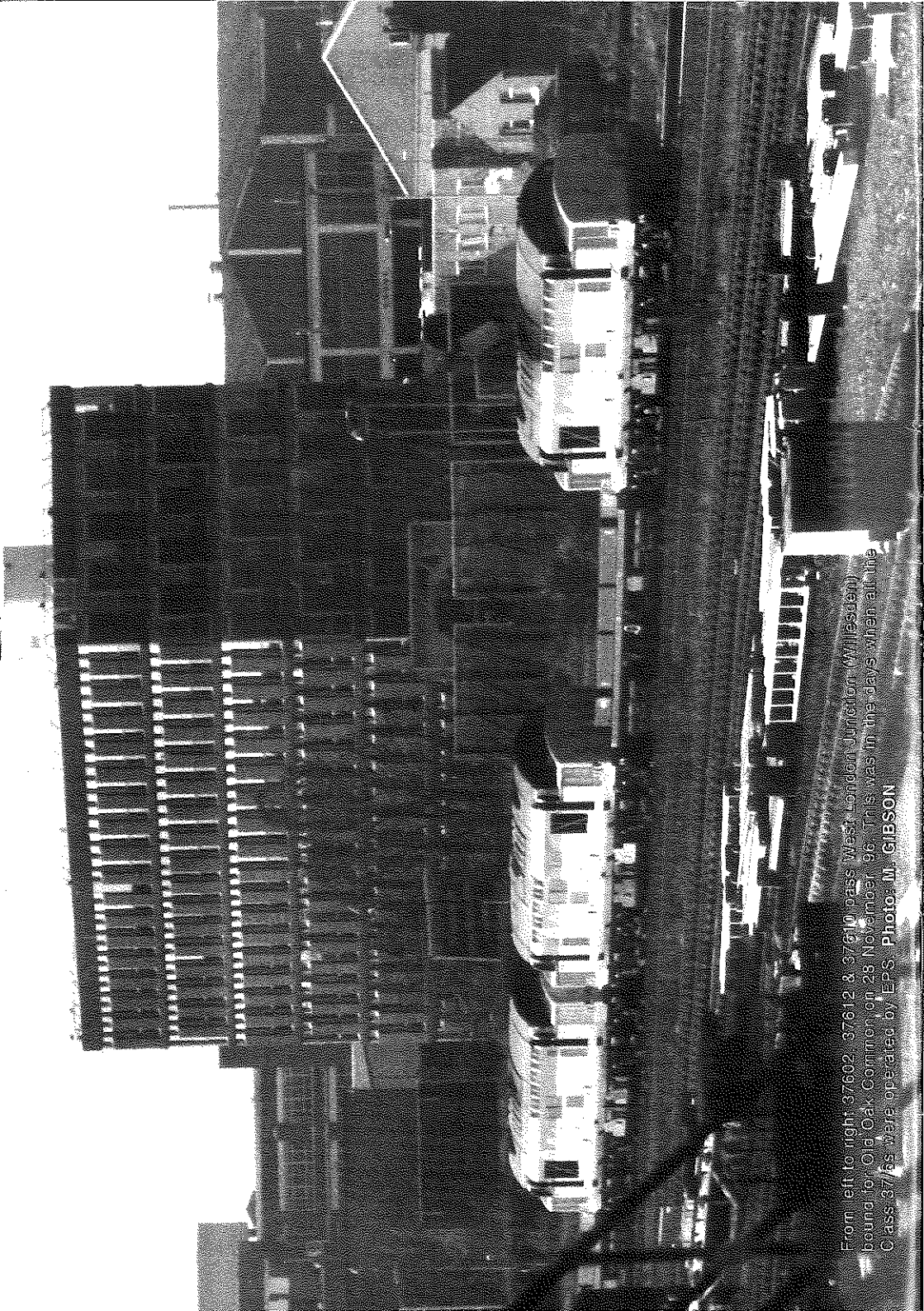
Many Thanks in anticipation of your help.

Information to be sent to :

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

**NEXT ISSUE'S  
DEADLINE FOR SIGHTINGS, WORKINGS,  
ARTICLES, PHOTOS ETC  
10 February '99**





From left to right: 37602, 37612 & 37610 pass West London Junction (Willesden) bound for Old Oak Common on 28 November 1961. This was in the days when all the Class 37/6s were operated by EPS. Photo: M. GIBSON