

1st The Magazine of The Class 37 Group

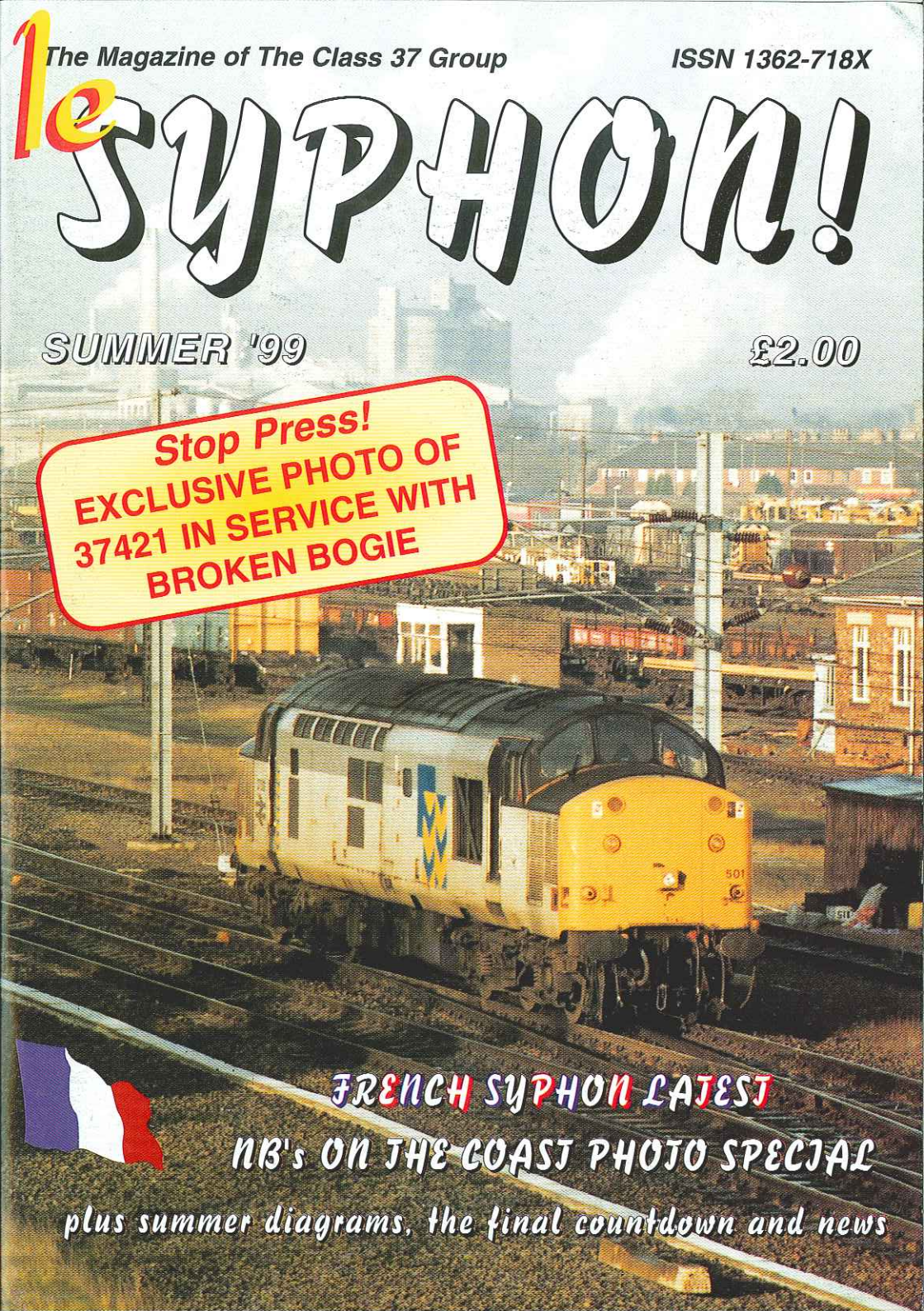
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SYPHON!

SUMMER '99

£2.00

Stop Press!
EXCLUSIVE PHOTO OF
37421 IN SERVICE WITH
BROKEN BOGIE



FRENCH SYPHON LATEST

NB's ON THE COAST PHOTO SPECIAL

plus summer diagrams, the final countdown and news



The Opening Shot

37415 departs Birmingham New Street with the 14.58, 6th November 1998.
Photo: D. LOFT

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WELCOME

A 'Peak' on a freightliner, three 'Deltics' on the East Coast Main Line, 'Cromptons' re-instated for Scotland, what is going on? Then just when you thought things couldn't get any more bizarre, EWS announce that fifty Class 37s are off to France. Who said the current railway scene was boring?

Add to all this the 'equalising beam' problem and boy do we have a peach of a *SYPHON!* for you. All the gen on the French story, a four page picture special of the NB's on the coast, summer diagrams, haulage diary, withdrawals and much more.

This summer will be the last chance (well probably) to see the class hard at work and with half the fleet now out of traffic the final countdown is well under way. With a sunny summer predicted (cue rain!) make the most of it, before it is too late.

One event, which I highly recommend that you visit, is *Traction* magazine's East Lancs gala on 10, 11 & 12 September. There is a massive surprise being planned, don't miss it!

Work on 37003's bodywork continues and we are in talks with EWS about a power-unit. At present they are looking at £25,000 for a Class 37, which makes the engine less 003 an absolute bargain. However, the asking price for a power unit is also currently quite steep, but time is on our side, and we still hope to have the loco running in time for its 40th birthday.

Whilst on the subject any donations will be gratefully received. One way you could help is buying the limited edition Lima model of D6703, we only have a few to sell and all profits will go into the power-unit appeal. Full details appear on the next page.

I hope you enjoy this issue, any comments will be welcomed and if you can't wait for the next issue keep in touch with all the latest news & events on our web-site, <http://www.jakenet.freemove.co.uk>

Ken Carr
Editor

FRONT COVER: 37501 heads away from York light engine after working in on a ballast on 17 December 1992. **Photo:** SIMON JOWETT

**PHOTO
EXCLUSIVE**

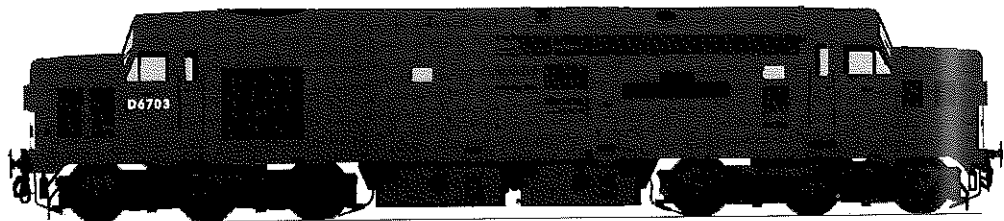
37421 IN SERVICE WITH BROKEN BOGIE!



As we closed for press we received this remarkable photo of 37421 with its bogie bolster missing. The full story of the conse-

quences of this appear on pages 11-14. The loco is seen awaiting departure from Stafford, the inset shows a close-up of the bogie. **Photo: DANIEL HITCHENS**

LIMA LIMITED EDITION MODEL OF D6703 AVAILABLE THROUGH GROUP



OUR loco is about to become immortalised in miniature thanks to model retailer MR & ME. A limited edition model of D6703 in two-tone green with small yellow panels and '1st East Anglian Regiment' nameplates is being produced by Lima for MR & ME.

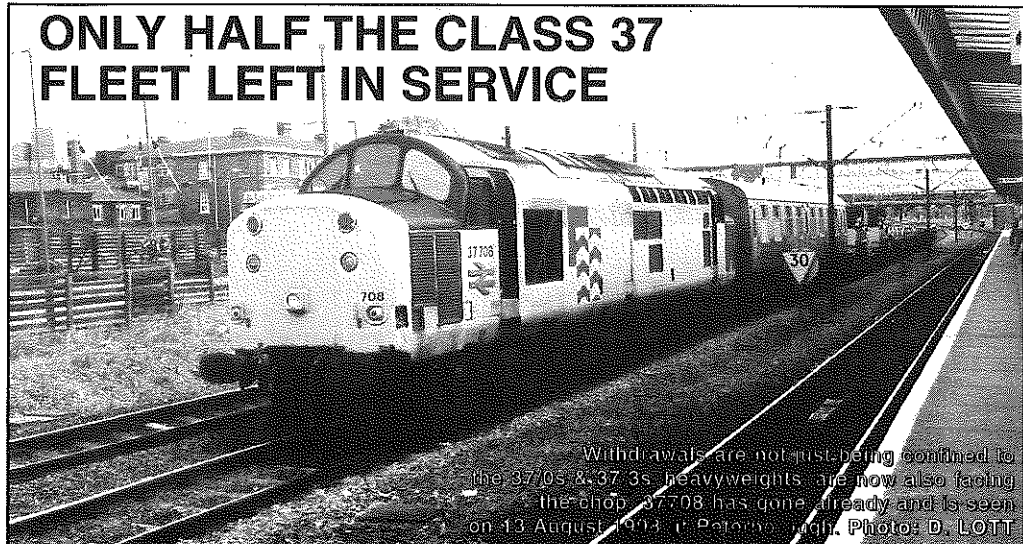
Lima special editions are becoming quite rateable collector's items (especially green liveried versions). The Class 37 Group has secured a batch of 25 certificated models and these will be available on a strict first come first served basis, to members only, as demand is

expected to be high.

If you would like to take this opportunity to have your very own 00 gauge D6703, please send a cheque for £47.94 (includes p&p and insurance) to: D6703 Model Offer, The Class 37 Group, P.O. Box 37, Lowestoft, Suffolk NR33 0FJ. All profits will go towards the power unit appeal fund.

Remember, the offer is based on a first come first served basis, so don't delay order today.

ONLY HALF THE CLASS 37 FLEET LEFT IN SERVICE



Withdrawals are not just being confined to the 3705 & 3735 heavyweights, are now also facing the chop. 3708 has gone already and is seen on 13 August 1994 at Peterborough. Photo: D. LOTT

DURING June the number of operational Class 37s was 165, just over half the number originally built. The fleet will be further reduced over the coming months as more and

more Class 66s flood into the country. The survivors as at June were as follows:

37012	37109	37216	37372	37411	37425	37518	37611	37680	37702	37718	37887
37013	37114	37219	37375	37412	37426	37519	37612	37682	37703	37719	37888
37023	37116	37220	37377	37413	37427	37520	37667	37683	37704	37796	37890
37040	37131	37230	37379	37414	37428	37521	37668	37684	37705	37797	37892
37042	37146	37238	37384	37415	37429	37601	37669	37686	37706	37798	37893
37043	37152	37248	37401	37416	37430	37602	37670	37688	37707	37799	37894
37047	37153	37250	37402	37417	37503	37603	37671	37689	37709	37800	37895
37051	37154	37264	37403	37418	37505	37604	37672	37692	37710	37801	37896
37055	37165	37274	37405	37419	37509	37605	37673	37693	37711	37802	37897
37057	37174	37298	37406	37420	37510	37606	37674	37694	37712	37803	37898
37058	37175	37350	37407	37421	37513	37607	37675	37695	37713	37883	37899
37065	37178	37351	37408	37422	37515	37608	37676	37696	37714	37884	
37069	37198	37370	37409	37423	37516	37609	37678	37698	37716	37885	
37077	37203	37371	37410	37424	37517	37610	37679	37701	37717	37886	

RHYMNEY SYPHONS

JUNE has seen a number of 'NB's out on the Rhymney commuter services. Between 1 June - 25 June fourteen different locos have been in action, 37040/042/043/178/198/350/513/669/671/678/710/797/802/899.

The situation has arisen as there have been a lack of 37/4s to cover the required diagrams. 37178 has been the most regular performer, making five appearances on 10/11/14/15/16th June.

Another notable appearance was by 37350 on 16 June heading 2R40 16:46 Cardiff - Rhymney, it returned to Cardiff the following morning on 2V07 07:23 off Rhymney.

On 7 June 2V07 07:23 Rhymney - Radyr was double-headed by 37797 & 37802. The previous day the two locos had worked some Barry specials and both ended up at Rhymney that evening.

PIONEER'S TRAVELS

IF there is one loco that suffers from Wanderlust it is 37350/D6700. A couple of years back the loco was cropping up all over the place, now it is at it again.

In April the loco was at work in Devon noted on 19 April on a Tavistock Junction - Exeter ballast. Four days later it worked 09:11 Didcot - Fenny Compton tube stock train. On 26 April it was paired with 37706 working the 00:40 Margam - Dee Marsh & 09:02 return to Llanwrn. Two days later it partnered 412 & 704 on 6V24 Washwood Hth - Cardiff.

On 5 May it was still at work in Wales heading the 6A21 03:34 Cardiff Tidal - Didcot oil and 15:33 return with 37704. Ten days later it was on tour duties (see elsewhere). 350 worked 6A21 on 25 May with 37678.

On 3 June the loco worked 10:34 Fawley - Margam fuel. The following day it was noted at Carmarthen on a fertiliser train. After a bash on the Rhymney's it was off to Scotland on 17 June with 6S79 Cardiff - Mossend. Eight days later the loco was on 6M02 14:20 Lymington - Wolverhampton.

RAILTOUR ROUND-UP

WITH the realisation that the Class 37s are on borrowed time, many railtour operators have been hastily re-writing schedules, to ensure they get their fair share of 'Syphon' haulage.

Pioneer, 37350 was in action on 14 March working from Solihull to Marylebone & return. Two weeks later, Eagle ran the *Cumbrian Mountain Explorer* from Leamington Spa - Carlisle with 37607 & 37610. One of the best tours was run by Pathfinder on 5 April,

The Syphon Symphony, which ran from Finsbury Park to the South Coast and featured four different 37/0s, 37071/154/178 and 375. Two weeks later Pathfinder followed up with *The Settle Excursioner* featuring 37152 & 37165 (pictured below at Ribbleshead).

On 24 April Railtours Northwest ran *The Southport Settle-Scot* with 37412 & 37430 (pictured above at Edinburgh), which also used 37293 top & tail between Southport & Springs Branch and return.

Moving into May, on the 1st 37146 was used on Past Times *kettlex* from Finsbury Park - Leicester. The same day saw 37402 & 37407 at the head of a Regency trip from Preston - Minehead. 37407 failed at Bolton and 37420 took over. Another pair of 37/4s, 37411 & 37419 were also in action on the SRPS Glenrothes - Mallaig train.

The following day 37250 was used on Pathfinder's *The*



Weymouth Wayfarer from Yeovil Penn Mill - Weymouth twice. The following weekend, on 8 May, 37410 & 37424 worked SRPS's Kilmarnock - Kyle of Lochalsh train.

On 15 May, 37350 worked two tours, first it helped out on *The Dorset Flyer* kettlex and then Pathfinder's *The Eastern Envoy* between Reading & Bristol T.M. The same day saw Eagle's *North Yorks Moors Explorer* between Worcester S.H. - Battersby & return headed by 37611 & 37612.

The following weekend Regency used 37416 & 37427 on a Scottish jaunt from Bristol, the 37s worked from Motherwell to Inverness, the next day saw a return trip to Wick, before returning on 24 May to Motherwell. Also on 22 May, 37515 rescued a Stockport - Bath charter at Oxford. The following weekend the SRPS ran a Dunbar - Kyle trip with 37403 & 37405.

Those on board Hertfordshire's Far North Landcruise on



4 June benefited from four days of 'Syphon' haulage. 37419 & 37684 worked from Edinburgh to Inverness, the following day they worked a return trip to Kyle of Lochalsh. On the 6th 37114 substituted for 37684 and headed for Wick & Thurso, rounding off the next day with a run back to Edinburgh.

WATERMAN'S 37029 RETURNS TO MAIN LINE

YET another privately owned loco has gained its main line ticket, Pete Waterman's, 37029. As many of its classmates are being withdrawn, '29' is embarking on a second career.

On 17 June, the 'Syphon' worked a Crewe - Bletchley test train with 10 coaches and Fragonset's 31459 & 31602 in tow. The test was a success and main line acceptance was granted.

The first duty for 37029 was 1V77

08:33 Manchester - Cardiff on 26 June. However, loss of power saw the loco taken off at Crewe to be replaced by *Ixion*. The loco will be used on a number of specials



37029 at Bury-on-the-Hill, East Lancashire, gaining its main line ticket. Photo: IAN DOBSON

for the forthcoming Rugby World Cup and there is also a possibility of it working on the Rhymney's over the summer.

OPERATIONAL FLEET'S ENGINE HOURS

LISTED below are the latest engine hours completed by each operational Class 37. This time they are listed by engine hour as opposed to loco number, this makes it eas-

ier to work out which locos are likely for the chop. Don't be surprised if the top few have gone by the time you read this!

10508 - 37693	9307 - 37294	8031 - 37422	7448 - 37407	6080 - 37897	4138 - 37051	2377 - 37520
10496 - 37672	9239 - 37069	8019 - 37043	7171 - 37513	6007 - 37370	4089 - 37109	2328 - 37712
10237 - 37696	9217 - 37692	7959 - 37013	7162 - 37406	5876 - 37198	4064 - 37047	2197 - 37669
10232 - 37686	9095 - 37178	7921 - 37709	7151 - 37888	5825 - 37896	4058 - 37040	2150 - 37796
10219 - 37680	8914 - 37683	7864 - 37012	7089 - 37413	5687 - 37428	3969 - 37065	2045 - 37797
10099 - 37175	8801 - 37131	7798 - 37230	7052 - 37517	5596 - 37673	3905 - 37886	2022 - 37604
9983 - 37153	8620 - 37165	7791 - 37424	7016 - 37274	5592 - 37419	3843 - 37684	2006 - 37519
9956 - 37263	8424 - 37384	7782 - 37713	6877 - 37420	5515 - 37077	3812 - 37421	1990 - 37250
9946 - 37196	8383 - 37417	7759 - 37351	6761 - 37509	5513 - 37415	3802 - 37174	1924 - 37711
9863 - 37510	8311 - 37423	7739 - 37414	6739 - 37516	5383 - 37425	3748 - 37668	1866 - 37679
9761 - 37518	8278 - 37676	7588 - 37023	6680 - 37377	5288 - 37429	3727 - 37114	1820 - 37401
9610 - 37146	8078 - 37402	7563 - 37430	6600 - 37412	5236 - 37893	3706 - 37801	1783 - 37154
9590 - 37152	8071 - 37409	7533 - 37403	6479 - 37371	5204 - 37884	3704 - 37688	1756 - 37610
9321 - 37678	8067 - 37505	7514 - 37705	6469 - 37675	5136 - 37682	3648 - 37042	1754 - 37611
9312 - 37238	8049 - 37410	7488 - 37264	6322 - 37689	5091 - 37418	3591 - 37503	1753 - 37670
				5002 - 37219	3572 - 37416	1749 - 37719
				4986 - 37379	3567 - 37372	1745 - 37701
				4916 - 37702	3421 - 37707	1739 - 37607
				4871 - 37710	3342 - 37220	1735 - 37803
				4869 - 37698	3313 - 37521	1577 - 37671
				4857 - 37375	3309 - 37427	1538 - 37612
				4822 - 37717	3251 - 37667	1530 - 37609
				4804 - 37674	3250 - 37695	1478 - 37606
				4797 - 37426	3234 - 37694	1361 - 37887
				4763 - 37055	3210 - 37411	1300 - 37608
				4735 - 37798	3167 - 37899	1183 - 37605
				4534 - 37895	3142 - 37216	1143 - 37603
				4521 - 37885	3132 - 37716	1127 - 37298
				4494 - 37203	3037 - 37800	1126 - 37601
				4492 - 37706	2965 - 37405	1110 - 37408
				4491 - 37116	2923 - 37703	1054 - 37802
				4349 - 37883	2741 - 37894	1002 - 37892
				4333 - 37704	2588 - 37714	1002 - 37898
				4282 - 37057	2556 - 37799	791 - 37602
				4183 - 37248	2523 - 37058	758 - 37350
				4177 - 37718	2440 - 37515	5 - 37029



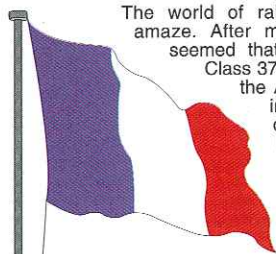
37029 is a relatively safe bet for the time being. It's seen at Motherwell with the weed-killing train on 24 May '99. Photo: DANIEL HITCHENS

NEWSDESK - FRENCH SPECIAL

50 SYPHONS OFF TO FRANCE STARTING IN JULY



The next few months will see fifty Class 37/0s heading for France to help with construction of a high speed line between Valence & Marseille. Multi-colored convoys like the one shown here will start making their way through France from September. For the record the locos are (from left) 37719/889/350/032/074. Photo: D. LOTT



The world of railways never ceases to amaze. After months of withdrawals it seemed that the chances of seeing

Class 37/0s in regular action come the Autumn would be virtually impossible. Then, EWS does a deal with the French railway company, SNCF, and hey presto we now have the mouth-watering prospect of 50 class

members at work in the South of France at least until May 2000. Rumours of a deal with a European railway company have been rife since January, initially it was thought to be the Dutch railways, N.S. (as mentioned in the last issue of SYPHON!). However, it has turned out to be the French which will benefit from the 'Syphon' growl.

The contract, signed in June following a number of meetings, involves EWS providing 50 Class 37s for use on infrastructure trains in connection with the new *Ligne a Grande Vitesse* (high speed line for the French TGV trainsets) between Valence and Marseille. EWS will also provide maintenance staff to look after the fleet.

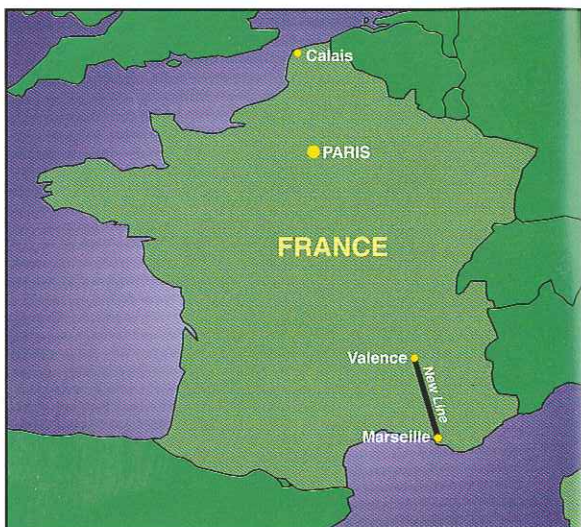
Originally SNCF wanted only 40 Class 37s, but this number has been increased because 10 locos that were to be provided from Belgium cannot now make it.

It is planned to use pairs of Class 37s on each end of semi-permanent coupled trains. The locos will be chosen from those that have been stored

and those that are due to be taken out of traffic in the immediate future.

Work will be needed to restore some of the locomotives to running order, but none are expected to receive a repaint, unless it is absolutely necessary - should be interesting!

The line that the Class will be working on is the final piece of the high speed link between Paris and the



NEWSDESK - FRENCH SPECIAL

Southern coast of France. Currently, the 186 mph TGVs run from Paris - Gare de Lyon to Valence on dedicated lines and then transfer onto conventional tracks for the run to Marseille. The new 140 mile line will cut an hour off existing schedules. The locos will be based at Cheval Blanc just to the south of Cavailon approximately 30 miles north of Marseille.

The Class 37s are expected to be towed in convoys through the Channel Tunnel and south through France, with the first batch setting off in the next few weeks, to be used for crew familiarisation. Over the next few months the rest will follow and all are expected to be in place by the end of October. They are expected to stay until May 2000, before being returned in similar convoys, if further work cannot be found.

The high speed lines are noted for severe gradients, not a problem for the TGVs, but they should provide some great audio entertainment for lineside observers of the Syphons at work. There are a number of interesting lineside features along the route. Some of the best are along the southern section including the 356m

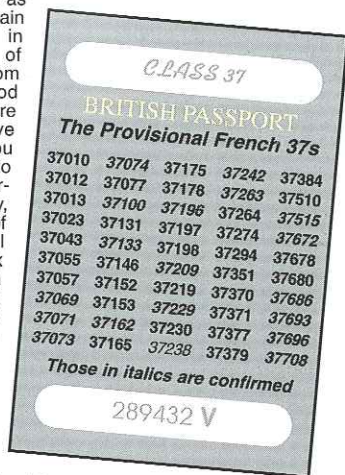
Bonpas bridge which leads into the 303m Bonpas tunnel. The largest viaduct on the line is the 1730m long Ventabren bridge just west of Aix-en-Provence, with 36 pillars it is an immense structure.

If you fancy a trip to witness this extraordinary chapter of Class 37 history here are some useful tips.

The map shows the area in detail, highlighting the route of the new line, roads and towns, hopefully this will be useful aid for those going over to France. A car is absolutely essential as you embark on your search. The bad news is that

Marseille is about as far away from Britain as is possible in France, a total of 650 miles from Calais. The good news is if you are planning to drive from Britain you can use auto routes (motorways) all the way, although some of these are toll roads (approx cost of £30 each way). You should be able to pick up a standard return ticket through the tunnel for the car and five people for approx £150. Petrol prices are about 1p per litre cheaper than in the UK, diesel is up to 30p a litre cheaper!

Alternatively you can take a Eurostar to Lille or Paris and



37069 should be one of the locos off to France. The loco is seen at Peterborough en-route to March on 26/11/98. Photo: D. LOTT

transfer to a TGV for Marseille or fly into Nice (approx £150, although check your local agent for special offers) and hire a car (approx £120 for a week).

Overnight accommodation is pretty reasonable and the Campanile chain of motels is good value at around £29 per room per night (they include French satellite TV, showers, tea & coffee). Breakfast is available for about £3.70 and evening meals are available in their restaurants from about £8 although it is probably cheaper eating elsewhere.

There are a number of Campanile's located along the route of the new line at Valence, Montelimar, Boliene, Orange, Avignon, Salon-de-Provence and Marseille. If you do decide to go please send us some piccys when you get back.

Useful Phone Numbers

Rail Europe: 0990 848848
Campanile Hotel Reservations: 0181 569 6969

604 on MAIL



37604 makes an unusual appearance on mail vans at Motherwell on 24 May '99. Photo: DANIEL HITCHENS

METALWORK READY FOR 003

WORK on 37003 continues steadily. Mike Millward has had some metal sheeting fabricated to allow us to re-fit the nose end skirts to the loco. Preparation for this task began on 27 June. Other re-plating work will take place on the bodyside over the coming months. A full report will appear in the next issue.

CHANGES

A further 23 Class 37s have been taken out of service with another 18 moving to a new pool WKMF set up as EWS special projects i.e. locos off to France. With the reduction in nth Wales Coast diagrams 37401/420/421 & 422 have moved from Crewe's WKCD pool to Toton's WKCN. 37411 has moved from Toton to Motherwell.

EWS Pool Changes

37010 WKBN - WNXX
37037 WKBN - WNYX
37038 WKBN - WNXX
37043 WKMB - WKBN
37046 WKBN - WNXX
37054 WKBN - WNXX
37069 WKBN - WKMF
37071 WKBN - WKMF
37073 WKBN - WKMF
37074 WKBN - WKMF
37100 WKBN - WKMF
37133 WKBN - WKMF
37140 WKBN - WNXX
37156 WKBN - WNXX
37162 WKBN - WKMF
37170 WKMB - WNXX

37185 WKBN - WNXX
37196 WKBN - WKMF
37197 WKBN - WNXX
37212 WKBN - WNXX
37221 WKMB - WNXX
37225 WKBN - WNXX
37229 WKBN - WKMF
37238 WKBN - WKMF
37242 WKBN - WKMF
37262 WKBN - WNXX
37263 WKBN - WKMF
37293 WKBN - WNXX
37376 WKBN - WNXX
37383 WNYX - WNXX
37401 WKCD - WKCN
37411 WKCN - WKMB
37420 WKCD - WKCN
37421 WKCD - WKCN
37422 WKCD - WKCN
37431 WKMB - WNXX
37515 WKFN - WKMF
37672 WKFN - WKMF
37674 WKFN - WKMB
37685 WKFN - WNXX
37686 WKFN - WKMF
37693 WKFN - WKMF
37696 WKFN - WKMF
37697 WKFN - WNXX
37708 WKGN - WKMF
37715 WKGN - WNXX
37889 WKGN - WNXX
37890 WKGN - WNXX
37891 WKGN - WNXX

FREIGHT WATCH

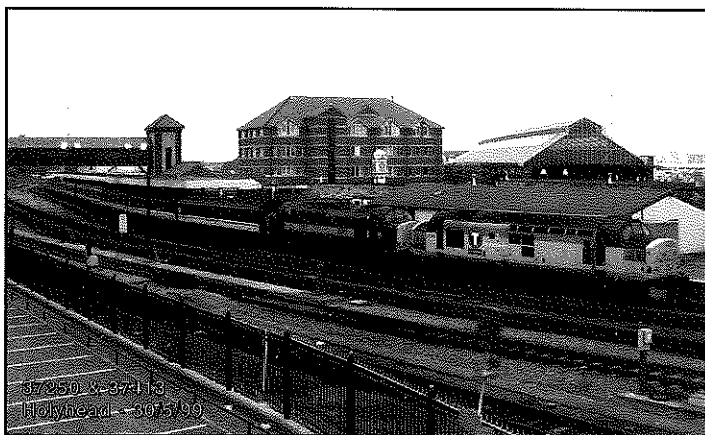
19/04/99 **37429/430** Carlisle - Fiddlers Ferry MGR.
21/04/99 **37010** 10:00 North Blyth - Fort William alumina
27/04/99 **37696/703** Longbridge - Swindon car train.
09/05/99 **37023** Georgemas Jnc - Millerhill p.w.
10/05/99 **37238/516** 16:05 Margam - Godstone slag.
11/05/99 **37706** 6V16Fareham - Westbury Stone.
25/05/99 **37695** Millerhill - Cockenzie MGR.
37710 12:50 Lostock - Thameshaven oil.
26/05/99 **37686** 10:35 Bishops Cleeve - Croft empties.
37109 St Erth - St Blazey scrap.
28/05/99 **37692** Millerhill - Cockenzie MGR.
37154 05:10 Hither Green - Marks Tey.
02/06/99 **37679/883** 19:32 Brentford - Calvert binliner.
03/06/99 **37274** 22:58 Tilbury - Leeds freightliner.
37713 10:13 Purfleet - Cardiff steel.
07/06/99 **37065** 09:45 Temple Mills - Thameshaven oil.
08/06/99 **37109/220** 17:11 Arpley - Mossend enterprise.
09/06/99 **37298/896** 08:57 Cliffe Vale - St Blazey to Bescot.
37678/513 08:57 Cliffe Vale - St Blazey from Bescot.
16/06/99 **37153/274** 14:56 Bardon Hill - Doncaster.

NEWSDESK - COAST SPECIAL

THE final couple of weeks of the Winter timetable brought some fascinating action to the North Wales Coast. On 19 May an equalising beam fell off the bogie of 37421. This resulted in all the Crewe based 37/4s (401, 408, 415, 418, 420, 421, 422, 426) being taken out of traffic for inspection. It had been anticipated that all eight locos would be back in traffic by 30 May. However, all were still stopped on 8 June.

Initially only these locos are being checked as they are involved in intensive high speed passenger work.

A makeshift pool com-



prising 37/4s from other depots and 37/0s was quickly put together to provide motive power for First North Western's North Wales Coast services.

Initially this comprised 37178, 37203, 37216, 37402, 37411, 37413 and 37429. These locos were later joined/replaced by various 'NBs' including 37058, 37250, 37298, 37371, 37377, 37517, 37675, 37698 and 37798.

On 20 May, 37216 & 37402 were noteworthy performers. The following day was 'NB' free but 413 made an appearance. This was joined by 37178 and 37203 on 22 May. The next day saw 37411 & 37429 double-heading. 37178 came out on the 24th. 37203 finished its (cont pg 14)



NEWSDESK - COAST SPECIAL



MAIN PIC: 37203 pauses at Stafford with the 17:20 Birmingham N.S. - Holyhead on 25 May 1999. LEFT: 37298 prepares to take out the 11:16 to Crewe at Bangor on 29 May 1999. FAR LEFT: In the early hours, 37216 awaits departure at Holyhead with 04:20 to Birmingham. Photos: DANIEL HITCHENS

NEWSDESK - COAST SPECIAL



four day stint the following day and was joined by 37216 which also went on to work for four days. Three 'NBs' were out on 27 May, 37216, 37250 and the rateable 37517.

The following day saw the same three being joined by 37298. On 29th, 37058 was used alongside 37250 & 37298.

The final day of May brought yet another new loco out, 37377.

The new timetable saw 37402 & 37429 in charge of diagrams for the first two days. Then 37250 put in a couple of days with 37411. Then on 5 June 37698 joined 37411 & 37413. The two 'NBs' were both out for the next two days. 698 was replaced 37371 for the next day's operations. This was in turn replaced on 9 June by 37675. The next two days saw yet another new partner for 37250, 37798.

Full details of the services worked can be found at the back of this issue in 'Passenger Diary'.

Days worked on Coast services 20 May - 11 June '99

'NBs'	37/4s
37058 - 1	37401 - 2
37178 - 3	37402 - 7
37203 - 4	37408 - 1
37216 - 5	37411 - 8
37250 - 13	37413 - 11
37298 - 2	37418 - 1
37371 - 1	37426 - 1
37377 - 1	37429 - 8
37675 - 1	
37517 - 2	
37698 - 3	
37798 - 2	



DEPOT & POOL ALLOCATIONS

ENGLISH WELSH & SCOTTISH RAILWAY

TOTON (113 locos)

WKBN (Systemwide 37/0 & 37/3)

37012	37013	37040	37042	37043	37047
37051	37055	37057	37058	37065	37077
37109	37131	37146	37154	37174	37175
37178	37198	37203	37216	37219	37230
37248	37250	37264	37274	37298	37350
37351	37370	37371	37372	37375	37377
37379	37384				

WKCN (Systemwide 37/4)

37401	37402	37407	37412	37414	37417
37420	37421	37422	37429		

WKFN (Systemwide 37/5)

37503	37505	37509	37510	37513	37516
37518	37519	37521	37668	37669	37670
37671	37673	37675	37676	37678	37679
37680	37683	37688	37689	37692	37694
37695	37698				

WKGN (Systemwide 37/7)

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

CREWE (4 locos)

WKCD - North Wales Passenger on hire to NWT

37408	37415	37418	37426
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MOTHERWELL (30 locos)

WKMB (RETB Fitted)

37023	37043	37114	37116	37152	37153
37165	37220	37294	37403	37405	37406
37409	37410	37411	37413	37416	37419
37423	37424	37425	37427	37428	37430
37517	37520	37667	37674	37682	37684

OPERATIONAL TOTAL: 186

EUROPEAN PASSENGER SERVICES

GPSV - Old Oak Common

37601	37602	37603	37604	37605	37606
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Total: 6

WKMF (Special Projects)

37069	37071	37073	37074	37100	37133
37162	37196	37229	37238	37242	37263
37515	37672	37686	37693	37696	37708

Total: 18

STORED POOLS

WNWX - Strategic Reserve

37059	37245	37275
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WNXX - Stored Unserviceable

37010	37038	37046	37054	37075	37087
37106	37140	37156	37170	37185	37197
37201	37207	37211	37212	37214	37217
37218	37221	37223	37225	37232	37240
37244	37262	37293	37332	37334	37341
37358	37376	37404	37431	37677	37685
37697	37715	37889	37890	37891	37901
37903	37905				

WNZY - Component Recovery

37019	37025	37037	37045	37048	37068
37078	37079	37083	37088	37092	37097
37098	37104	37108	37110	37137	37139
37141	37142	37144	37184	37188	37191
37209	37213	37222	37227	37235	37241
37251	37255	37261	37278	37330	37335
37340	37343	37344	37359	37380	37381
37382	37902	37904	37906		

WNZX - Condemned

37158	37345
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Total: 95

PRESERVED

37003	37029	37032	37099	37111	37190
37215					

Total: 7

DIRECT RAIL SERVICES

XHSD - Sellfield

37607	37608	37609	37610	37611	37612
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Total: 6

THE FINAL COUNTDOWN

A summary of the first four months of '99 by Mike Millward



37100 was taken out of traffic at the beginning of March, one of a number of the fleet to be culled this year. During transfer times on 28 May 1999, the loco approached Stalford with a load of rails. Photo: D. LOTT

The first part of 1999 has not been good for the Class 37's. The end of 1998 saw the demise of the 'Slugs' (see last SYPHONI!) and the start of 1999 has seen the widespread slaughter of both 37/0 and 37/3, in many cases for reasons beyond belief. The official EWS line is that as Class 66's are drafted in to the UK, older loco classes can be withdrawn, but for a short period it looked as though they were attempting commercial suicide with mass withdrawals of both 37's and 47's for amazingly small things, some locos running with maximum maintenance targets allegedly in the regions of £50 to £250!

The future is bleak, with the 37/0 and 37/3 supposedly being totally withdrawn by August 1999 apart from D6700 which will appear on railtour duties for the next couple of years. Where the remaining locos are going is open to conjecture as EWS seems hell bent on not selling anything to anyone else unless it is for a lot of cash (times the above figures by 100 to get approximate values).

So, in the first part of this article, we will look at what has died in 1999 so far.....

January

The end of 1998 saw a few casualties, but the surprise was how quick the tempo started in 1999 with 37332 actually being officially the first 37 to go by being stored u/s on Jan 1st 1999 at 2200 hrs. Locomotives looking dodgy were, amongst others, 37158 stopped at Bescot since 19/12/98, 37677 stopped at Toton since 19/12, 37197 at Doncaster Works requiring engine repairs and 37889 in Crewe needing engine repairs. By the 12th January, 37133 was still working, despite having a price on it. 37906 had joined 37902 at Immingham for secure storage and the only other worrying aspect was 37217 at Ayr, still booked for an E Exam with an

OK date of Oct 1998! News then filtered through that 37194 had been stopped at Old Oak, stored u/s on 11/01. 37245 was quietly put into storage at Toton at 0630 on the 19/01. 37211 succumbed on 27/01, actually having arrived at TE on the 06/01 off 6M02/6E47 and had an A Exam. It then had various faults until the 27th, when it was stored u/s.

February

The first shock withdrawal of 1999 was 37404 with a blown alternator at Canton depot. The bogies were soon off and scrap ones under it. With this one lined up for scrap, all eyes turned to 37431 which had been plaguing Toton with a myriad of faults for months and spent more time waiting repair than doing things. 37244 beat it to it though, having arrived at Toton on 10/01 only to end up withdrawn on 02/02 at 1400 with recurring engine faults. 37038 arrived at Toton plagued with AWS faults on the 16/02 on 6M24, fresh from an A Exam. It was soon withdrawn. Wigan began to lay claim to its first victims with 37191, 37244 and 37245 running light from Toton to Wigan for scrapping on the 17th, 37191 and 37245 being withdrawn on arrival on the 18/02. 58033 hauled 37037 and 37255 from Bescot to Immingham for scrapping on the 19th with 37264, 37371 and 37383 hitlisted for withdrawal next. This soon happened, with 37261, 37380 and 37383 all pulled out of traffic on 22/02 and stored at Immingham. February 24th will go down in railway folklore as 37025 worked its final train. It was due to be withdrawn on the 25th, and the 1230 Glasgow to Poole just happened to fail, with 37025 as the only available loco. Sadly, it didn't get very far as a traction motor blew near Stockport and the loco was taken to Toton for withdrawal. 37071 was slated for withdrawal on the 27th but a quick A Exam at Westbury saved its hide for a week or so.

March

Started with a bang, with 37074 withdrawn on arrival at Parkeston Quay on 0F02. 37100 was also sidelined at Toton overdue a B Exam with high engine hours. The 13th saw 37106 stopped at Toton at 0405, also overdue a B Exam and allocated scrap at Wigan. 37178 was still waiting repairs at C rewe DMD where it had been since December 31st. 37133 was still leading a charmed life, but was stopped at Didcot awaiting a B Exam on the 22nd. 37413 had a lucky escape when its engine blew up and it was towed to Inverness on the 29th, listed as 'scrap' at Motherwell. In the early hours of the 30th, this was changed to repairs at Motherwell; 37431 paid the price and donated its engine, being finally stopped on 4th April

April

37431 and 37196 both were stored on the 4th, with several more following in quick succession; 37162 stopped at Toton along with 37263 on the 5th and 37071 finally running out of luck when it got to Hither Green on the 6th, though still only stored but a final date of the 10th marked in. 37140 was living dangerously, having arrived at Toton for repairs at the tail end of March and

until the 23rd. On the 15th, 37012 was back in service but 37298 was in a peculiar situation, working vice a shunter at Inverness though not having done anything for a few days. 37229 and 37293 were given their chop dates, the 23rd.....37262 finally stopped at Bescot and was withdrawn. On the 23rd, 37221 arrived at Mossend, ran to a siding and was switched off, joined shortly afterwards by 37010, also switched off. On the 26th, 37140 was reprieved from scrap at totton but 37293 arrived at Crewe DMD and was promptly switched off, the end of the month finding 37197 in the same position.

Summary of locos taken out of traffic between 1 Jan '99 and 30 April '99

37010	37162	37221	37293
37025	37170	37229	37332
37037	37191	37244	37380
37038	37194	37245	37383
37071	37196	37255	37404
37074	37197	37261	37431
37100	37211	37262	37902
37106	37212	37263	37906

EWS are out to make as much money out of its redundant equipment as possible and to that end preservation movements have to go head to head with industry bodies. We need spares for D6703; fewer than many believe but still what will now be several thousand pounds worth. EWS will not be drawn on how much a use-

able mid-to-high hours power unit will be but we are looking at a high four-figure sum, possibly low five-figure for one which will put our expected bill for spares somewhere around £15K, unless we can source parts



still on the books six days later! 37133 continued to lead its charmed existence, arriving in Bicester on the 7th, but 37170 ran out of time at Motherwell, as did 37212 at Eastleigh. 37010 and 37221 were both to be pulled out of service on the 15th while 37012 was booked a B exam at Doncaster, only to be declared a failure the next day and go on decision. By the 13th, 37054 was also out of traffic and 37074 was booked a visit to the scrapyard for the 16th. On the 14th, 37221 got a stay of execution as it still had a weeks hours due before its next A Exam; the next day 37010 got its stay granted

from other places.

As members, we don't ask much of you, but the realistic return of D6703 to running condition for its 40th anniversary does depend on you helping us financially to achieve the main aim of the Group as a whole. All preservation bodies are up against it with EWS at the moment but we really need to be in with a realistic chance of getting an engine and parts as soon as possible. If there is anything you can do to help, please do.

MIKE MILLWARD'S CORNISH CAPER

A week in Cornwall - lovely, lots of pics of 37s on china clay..... no chance, not with the family in tow and strict orders not to go chasing trains and to spend 'quality' time with the kids traipsing round gift shops and patting donkeys and other furry things.

Based at Polperro I was close to Lostwithiel and Fowey (for all the good it did) therefore after a Sunday visit to St Austell market I headed back via St Blazey. Only one 'Syphon' was on shed, well buried out of reach, however the locos 'Big T' was clearly visible.

Further moves were capped until Wednesday 26 May. Following a visit to a local animal sanctuary, the kids wore themselves out and promptly fell asleep in the car. As we just happened to be passing Lostwithiel it was the perfect opportunity to pop along to the station just in case.

Standing on the up platform, the sound of a 'Syphon' working hard drifted through the valley. Trouble was the sound was getting quieter, I'd missed it! As the family was still asleep I took the chance to head for Par. One fast car ride later I arrived at St Blazey to find..... nothing! There was a nose just visible from the footpath so I set off to photograph this, just as 37693 rolled past on the main line heading for Lostwithiel, wonderful!

Back in the car and a screaming run to Par station.... nothing, only a Penzance bound HST. I decided to scout out the yard as there were loud squeals coming from that direction. Once again no joy, just the resident 'Gronk' heaving stuff about. Time to head back towards Lostwithiel, via Par station just in case.

Amazingly, sitting on a 900 tonne rake of hoppers was 37673. I quickly dumped the car and rattled off some shots as the 'Syphon' roared out of the yard. Then it was back in the car (still containing two sleeping kids, but a now wide awake, muttering, wife) for the chase to Lostwithiel.



37673 departs Par on 26 May 1999, the chase is on.
Photo: MIKE MILLWARD

Driving over the Fowey bridge, I could see the gates were down so I leapt out and ran onto the up platform. 37673 was sat to the south of the station and then after a few minutes, 37693 exited the sidings to the north of the station with a 600 ton rake for Fowey. I blasted off shots but sadly 693 didn't clag, instead it crept onto the Fowey branch, not really putting much effort into it. Shortly after 37673 erupted into the station and entered the sidings, disappearing out of sight around the corner.

It was only a short, but sweet period, soon stopped by "I'm bored Dad" and "can we go swimming?". Hopefully I can get back later this year and get a few more memories on film.

A HIGHLAND FLYING



SUMMER DIAGRAMS

1: North Wales Coast

MONDAY to FRIDAY

CD1

1K53	07:36	Chester - Crewe
1D60	08:17	Crewe - Bangor
1G97	10:48	Holyhead - Birmingham N S
1D75	14:23	Birmingham N S - Holyhead
1G79	18:22	Holyhead - Birmingham Int
1D99	23:30	Birmingham Int - Holyhead

CD2

1G91	04:15	Holyhead - Birmingham N S
1D62	08:07	Birmingham N S - Holyhead
1K67	12:51	Holyhead - Crewe
1D77	16:21	Crewe - Bangor
1K77	18:20	Bangor - Crewe

SATURDAY

CD1

1K53	07:36	Chester - Crewe
1D60	08:17	Crewe - Bangor
1K61	10:22	Bangor - Crewe
1D69	12:20	Crewe - Holyhead
1K71	14:54	Holyhead - Crewe
1D79	17:17	Crewe - Holyhead
1K81	20:30	Holyhead - Crewe
1D90	23:40	Crewe - Holyhead

CD2

1G91	04:22	Holyhead - Birmingham N S
1D62	08:07	Birmingham N S - Bangor
1G97	11:16	Bangor - Birmingham N S
1D75	14:23	Birmingham N S - Holyhead
1G79	18:22	Holyhead - Stafford

CD3

1D65	10:18	Crewe - Bangor
1K65	12:22	Bangor - Crewe
1D73	14:17	Crewe - Bangor
1K73	16:22	Bangor - Crewe

SUNDAY

CD1

1K53	08:49	Holyhead - Crewe
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CD2

1D57	11:00	Crewe - Holyhead
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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

2: Rhymney Commuter

MONDAY - FRIDAY

TO2

2F40	07:23	Rhymney - Cardiff
2O38	16:26	Cardiff - Rhymney
2F88	17:42	Rhymney - Cardiff
2O50	19:16	Cardiff - Rhymney

TO3

2F43	07:41	Rhymney - Cardiff
2O43	17:05	Cardiff - Rhymney

3: South Wales & West

Until 9 July and From 6 September
MONDAY to THURSDAY

TO1		
2O85	06:58	Westbury - Weymouth
2V70	08:39	Weymouth - Bristol T M
2B72	11:27	Bristol T M - Cardiff
1C96	14:05	Cardiff - Bristol T M
2O93	16:33	Bristol TM - Weymouth
2V93	19:38	Weymouth - Westbury

FRIDAY

TO1		
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

From 12 July to 3 September
MONDAY to FRIDAY

TO1		
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

TO1		
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

NB PASSENGER DIARY

12/03/99	37518	1V92 21:38 Crewe - Cardiff.
14/03/99	37350	1Z37 charter - Solihull - Marylebone & return.
	37510	1V69 15:18 York - Birmingham N.S. from Doncaster.
27/03/99	37607 & 37610	1Z37 <i>Cumbrian Mountain Explorer</i> - Leamington Spa - Carlisle & return.
02/04/99	37610	1S55 08:35 Euston - Glasgow from Carlisle via G&SW.
05/04/99	37071	1Z37 <i>The Syphon Symphony</i> from Finsbury Park - London Victoria..
	37154 & 37178	1Z37 <i>The Syphon Symphony</i> from London Victoria - Horsham.
	37178	1Z37 from Horsham - Littlehampton, Haywards Heath - Newhaven M. and Brighton - Eastbourne.
	37154	1Z37 from Littlehampton - Haywards Heath, Newhaven M. - Brighton and Eastbourne - Victoria.
	37375	1Z37 <i>The Syphon Symphony</i> from London Victoria - Finsbury Park.
06/04/99	37229	1V38 06:05 Leeds - Plymouth from Exeter and 1E36 13:00 Plymouth - Newcastle to Exeter.
11/04/99	37698	1A72 16:10 Paignton - Paddington between Torre & Exeter.
13/04/99	37676	2V70 08:39 Weymouth - Bristol from Yeovil Penn Mill and 2B72 11:30 Bristol - Cardiff.
15/04/99	37895	2R38 16:27 Cardiff - Rhymney, 2F22 17:42 Rhymney - Cardiff, 2R54 19:16 Cardiff - Rhymney.
16/04/99	37895	0721 Rhymney - Radyr, 16:27 Cardiff - Rhymney, 17:42 Rhymney - CF, 19:16 CF - Rhymney.
17/04/99	37293	<i>The Shropshire Union</i> between Kidderminster & Ironbridge.
	37152 & 37165	<i>The Settle Excursioner</i> .
	37610 & 37612	Eagle Charter.
18/04/99	37293	Piloted charter with steam loco 4965 between Worcester Shrub Hill & Birmingham S.H.
19/04/99	37264	2R42 17:05 Cardiff - Rhymney.
20/04/99	37264	2P42 07:41 Rhymney - Cardiff.
24/04/99	37293	<i>The Southport Settle-Scot</i> between Southport & Springs Branch and return.
	37375	08:10 B.N.S. - Bangor between Portobello Junc & Chester, 1D82 17:21 B.N.S. - HH fm Crewe.
26/04/99	37375	1K53 07:39 Chester - Crewe.
01/05/99	37146	1Z34 charter between Finsbury Park and Leicester.
02/05/99	37250	<i>The Weymouth Wayfarer</i> from Yeovil Penn Mill - Weymouth twice.
06/05/99	37153	06:58 Westbury - Weymouth, 2V70 08:39 Weymouth - B.T.M. and 2B72 11:30 B.T.M. - CF.
	37898	1S25 21:30 Euston - Inverness between Tebay & Carlisle with 2 x 86/6s as far as Penrith.
07/05/99	37042	1M56 08:48 Penzance - Manchester between Truro & Plymouth.
	37351 & 37693	1M56 08:48 Penzance - Manchester between Plymouth & Bristol T.M.

NB PASSENGER DIARY

10/05/99	37670	23:59 Paddington - Penzance from Par.
13/05/99	37248	1H98 Aviemore - Boat of Garten.
14/05/99	37693	08:40 Glasgow - penzance from Exeter.
15/05/99	37350	<i>The Dorset Flyer</i> between Weymouth - Frome and Didcot - Bristol T.M. then <i>The Eastern Envoy</i> between Reading & Bristol T.M.
	37611 & 37612	<i>North Yorks Moors Explorer</i> between Worcester S.H. - Battersby & return.
17/05/99	37520	<i>Royal Scotsman</i> from Stirling to Inverness.
18/05/99	37520	<i>Royal Scotsman</i> from Inverness to Kyle of Lochalsh.
19/05/99	37077	1G95 06:40 Holyhead - Birmingham N.S. from Chester, 1D67 10:07 B.N.S. - HH, 1K71 14:50 HH - Crewe, 1D79 17:17 Crewe - Bangor & 2D73 20:22 return.
	37216	08:19 Crewe - HH, 10:48 HH - B.N.S. & 14:23 return, 1G79 18:18 HH - B. Int & 1D99 23:12 rtn.
	37520	<i>Royal Scotsman</i> from Kyle of Lochalsh to Perth via Aberdeen.
20/05/99	37216	1G91 04:15 Holyhead - B.N.S. & 1D62 08:10 return, 1G11 13:54 Holyhead - B.N.S. to Crewe.
22/05/99	37178	1K53 07:39 Chester - Crewe, 1D60 08:19 Crewe - Bangor & 1K61 10:22 return, 1D69 12:20 Crewe - Holyhead & 1K71 14:39 return, 1D79 17:17 Crewe - Bangor & 2D73 20:22 return.
	37203	1G95 06:40 HH - B.N.S. from Chester, 1D67 B.N.S. - HH & 1G11 rtn, 1D82 17:21 B.N.S. - HH.
23/05/99	37203 & 37411	1G81 Holyhead - Birmingham Int. to Chester.
24/05/99	37175	17:00 Euston - Glasgow from Warrington - ??
	37178	1D60 08:19 Crewe - HH, 1G97 10:48 HH - B.N.S., 1D75 14:23 B.N.S. - HH to Crewe.
	37203	1K53 07:39 Chester - Crewe, 1D75 14:23 Birmingham N.S. - Holyhead from Crewe,
	37515	1G79 18:18 Holyhead - Birmingham Int, 1D99 23:12 Birmingham Int. - Holyhead.
25/05/99	37203	Stockport - Bath charter from Oxford.
	37216	1G91 04:15 HH - B.N.S. & 1D62 08:10 return, 1G11 13:54 HH - B.N.S., 1D82 17:21 B.N.S. - HH.
	37216	1D60 08:19 Crewe - Holyhead, 1G97 10:48 Holyhead - Birmingham N.S. & 1D75 14:23 return, 1G79 18:18 Holyhead - Birmingham Int & 1D99 23:12 return.
26/05/99	37178	1K53 07:39 Chester - Crewe.
	37216	1G91 04:15 Holyhead - B.N.S. & 1D62 08:10 rtn, 1G11 Holyhead - B.N.S. & 1D82 17:21 rtn.
27/05/99	37250	1K53 07:39 Chester - Crewe, 1D60 08:19 Crewe - Holyhead, 1G97 10:48 Holyhead - Birmingham N.S. & 1D75 14:23 rtn, 1G79 18:18 Holyhead - Birmingham Int & 1D99 23:12 rtn.
	37216	1G76 01:43 Holyhead - Birmingham N.S. & 1D57 05:15 return, 1G96 08:36 Holyhead - Birmingham N.S. & 1D71 rtn, 1G86 16:50 Holyhead - Birmingham N.S. & 1D57 20:15 return.
	37517	1D82 17:21 Birmingham N.S. - Holyhead from Chester.
28/05/99	37216	1G95 06:40 Holyhead - Birmingham N.S., 1D67 10:07 Birmingham N.S. - Holyhead,
	37250	1K71 14:50 Holyhead - Crewe, 1D79 17:17 Crewe - Bangor, 2D73 20:22 Bangor - Crewe.
	37298	1G91 04:15 Holyhead - B.N.S. & 1D62 08:10 rtn, 1G11 Holyhead - B.N.S. & 1D82 17:21 rtn.
	37517	1K53 07:39 Chester - Crewe.
	37517	1G76 01:43 Holyhead - Birmingham N.S. & 1D57 05:15 return, 1G96 08:36 Holyhead - Birmingham N.S. & 1D71 rtn, 1G86 16:50 Holyhead - Birmingham N.S. & 1D57 20:15 return.
29/05/99	37058	1D57 05:15 Birmingham N.S. - Holyhead from Chester, 1G96 08:36 Holyhead - Birmingham N.S. & 1D71 11:58 rtn, 1G86 16:50 Holyhead - Birmingham N.S. & 1D57 20:15 rtn.
	37250	1G76 01:43 Holyhead - Birmingham N.S., 1D57 05:15 Birmingham N.S. - Holyhead to Chester, 1D79 17:17 Crewe - Bangor, 2D73 20:22 Bangor - Crewe.
	37298	1K53 07:39 Chester - Crewe, 1D60 08:19 Crewe - Bangor & 1K61 10:22 rtn, 1D69 12:20 Crewe - Holyhead & 1K71 14:39 rtn, 1D79 17:17 Crewe - Bangor & 2D73 20:22 rtn.
30/05/99	37250	1K57 14:56 Chester - Crewe, 1D62 15:43 Crewe - HH, 1G81 HH - B. Int. & 1D99 23:20 rtn.
31/05/99	37250	1G91 04:15 Holyhead - Birmingham N.S. to Chester.
	37250	1G91 04:15 Holyhead - Birmingham N.S. from Chester, 1D62 08:07 Birmingham N.S. - Holyhead, 1K67 12:51 Holyhead - Crewe, 1D77 16:21 Crewe - Bangor & 1K77 18:20 rtn.
01/06/99	37669	2F06 07:11 Rhymney - Cardiff.
03/06/99	37250	1G79 18:22 Holyhead - Birmingham N.S. from Chester, 1D99 23:30 Birmingham N.S. - Holyhead
04/06/99	37042 & 37298	1C42 14:32 Paddington - Penzance from St Austell.
	37250	04:15 HH - B.N.S. & 1D62 rtn, 12:51 Holyhead - Crewe, 16:21 Crewe - Bangor & 18:20 rtn.
	37684 & 37419	Landcruise from Edinburgh - Inverness.
05/06/99	37698	1D65 10:18 Crewe - Bangor & 1K65 12:22 rtn, 1D73 14:17 Crewe - Bangor & 1K73 16:22 rtn.
	37684 & 37419	Landcruise from Inverness - Kyle of Lochalsh.
06/06/99	37698	1D57 11:00 Crewe - Holyhead, 1G81 18:22 Holyhead - B.N.S. & 1D99 23:30 rtn to Chester.
	37250	1D58 11:45 Crewe - Chester & 1K57 15:03 rtn, 1D62 15:46 Crewe - Holyhead, 1G81 18:22 Holyhead - Birmingham N.S. & 1D99 23:30 rtn.
	37802 & 37796	1Z01 09:20 Rhymney - Barry, 1Z03 12:27 Cwmbargoed - Barry, 1Z04 14:14 Barry - Cwmbargoed, 1Z06 17:17 Barry - Rhymney.
	37114 & 37419	Landcruise from Inverness - Wick & Thurso and return.

HB PASSENGER DIARY

07/06/99	37698 37250	1K53 07:36 Chester - Crewe. 1G91 04:15 Holyhead - B.N.S. & 1D62 08:07 rtn, 1K67 12:51 Holyhead - Crewe, 1D75 14:23 B.N.S. - Holyhead from Crewe, 1G79 18:22 Holyhead - Birmingham N.S. & 1D99 23:30 rtn. 2V07 07:23 Rhymney - Radyr. Landcruise from Inverness - Edinburgh.
	37802 & 37797 37114 & 37419	
08/06/99	37250 37371	1G91 04:15 Holyhead - Birmingham N.S. to Chester. 1G91 04:15 Holyhead - Birmingham N.S. from Chester, 1D62 08:07 Birmingham N.S. - Holyhead, 1K67 12:51 Holyhead - Crewe, 1D77 16:21 Crewe - Bangor & 1K77 18:20 rtn. 1D99 23:30 Birmingham N.S. - Holyhead.
	37675	
09/06/99	37675 37250	04:15 HH - B.N.S. & 1D62 rtn, 12:51 Holyhead - Crewe, 16:21 Crewe - Bangor & 18:20 rtn. 1K53 07:36 Chester - Crewe, 1D60 08:17 Crewe - Holyhead, 1G97 10:48 Holyhead - Birmingham N.S. & 1D75 14:23 rtn, 1G79 Holyhead - Birmingham N.S. and 1D99 23:30 rtn.
10/06/99	37250 37798 37178	04:15 HH - B.N.S. & 1D62 rtn, 12:51 Holyhead - Crewe, 16:21 Crewe - Bangor & 18:20 rtn. 1D60 08:17 Crewe - HH, 1G97 10:48 HH - B.N.S. & 1D75 rtn, 1G79 HH - B.N.S. and 1D99 rtn. 08:39 Weymouth - B.T.M., 11:27 B.T.M. - Cardiff, 2R42 17:05 Cardiff - Rhymney.
11/06/99	37798 37250 37043 37710 37178 37675	04:15 HH - B.N.S. & 1D62 rtn, 12:51 Holyhead - Crewe, 16:21 Crewe - Bangor & 18:20 rtn.. 1G97 10:48 HH - B.N.S. from Chester & 1D75 rtn, 1G79 HH - B.N.S. 2R42 17:05 Cardiff - Rhymney. 2R40 16:46 Cardiff - Rhymney. 2V07 07:23 Rhymney - Radyr to Cardiff. 1D99 23:30 Birmingham New St - Holyhead.
12/06/99	37298 37675 37040 37350	1D60 08:17 Crewe - Bangor, 1K61, 10:22 Bangor - Crewe, 1D69 12:20 Crewe - Holyhead, 1K71 14:54 Holyhead - Crewe, 1D79 17:17 Crewe - Holyhead, 1K81 20:30 Holyhead - Crewe. 04:15 HH - B.N.S. & 1D62 rtn, 12:51 Holyhead - Crewe, 16:21 Crewe - Bangor & 18:20 rtn. 2O90 14:33 Bristol T.M. - Weymouth and 2V89 17:20 return. 1V26 23:30 Manchester - Paignton from Bristol TM & 1S66 08:50 Paignton - Glasgow to B.T.M.
13/06/99	37675	1D57 11:00 Crewe - Holyhead, 1G81 18:22 Holyhead - B.N.S. & 1D99 23:30 rtn to Chester.
14/06/99	37250 37040 37178	1D99 23:30 Birmingham New St - Holyhead from Chester, 04:15 HH - B.N.S. & 1D62 rtn, 12:51 Holyhead - Crewe, 16:21 Crewe - Bangor & 18:20 rtn.. 2F06 07:11 Rhymney - Cardiff. 2V07 07:23 Rhymney - Radyr & 2R42 17:05 Cardiff - Rhymney.
15/06/99	37178 37131	2F06 07:11 Rhymney - Cardiff, 2R42 17:05 Cardiff - Rhymney. 1K53 07:36 Chester - Crewe, 1D60 08:17 Crewe - HH, 1G97 10:48 HH - B.N.S. & 1D75 rtn, 1G79 HH - B.N.S. and 1D99 rtn.
16/06/99	37178 37131 37350 37898	2V07 07:23 Rhymney - Radyr. 04:15 HH - B.N.S. & 1D62 rtn, 12:51 Holyhead - Crewe, 16:21 Crewe - Bangor & 18:20 rtn. 2R40 16:46 Cardiff - Rhymney. 1M35 17:10 Edinburgh - Birmingham N.S. to Preston.
17/06/99	37350 37174 37899	2V07 07:23 Rhymney - Radyr. 1A25 05:32 Lancaster - Euston to Preston. 2R42 17:05 Cardiff - Rhymney.
18/06/99	37899 37671	2V07 07:23 Rhymney - Radyr. 2R40 16:46 Cardiff - Rhymney.
19/06/99	37516 & 37679 37379	<i>The Spinning Spectre</i> from Bristol T.M. - Toton & Sheffield - Bristol T.M. 1D65 10:18 Crewe - Bangor & 1K65 12:22 rtn, 1D73 14:17 Crewe - Bangor & 1K73 16:22 rtn.
21/06/99	37678 37513 37379	2V07 07:23 Rhymney - Radyr, 2R40 16:46 Cardiff - Rhymney. 2F06 07:11 Rhymney - Cardiff. 1D62 08:07 B.N.S. - HH, 1K67 12:51 HH - Crewe, 1D77 16:21 Crewe - Bangor, & 1K77 18:20 rtn.
22/06/99	37678	2V07 07:23 Rhymney - Radyr, 2R40 16:46 Cardiff - Rhymney.
23/06/99	37678 37198 37714	2V07 07:23 Rhymney - Radyr. 2R42 17:05 Cardiff - Rhymney. 08:40 Glasgow - Penzance from Preston - BNS, 14:18 Padd - Glasgow from B.N.S. - Preston.
24/06/99	37198 37042	2V07 07:23 Rhymney - Radyr, 2R42 17:05 Cardiff - Rhymney. 2R40 16:46 Cardiff - Rhymney.
25/06/99	37198 37042 37678	2V07 07:23 Rhymney - Radyr, 2R40 16:46 Cardiff - Rhymney. 2F06 07:11 Rhymney - Cardiff, 2R42 17:05 Cardiff - Rhymney. 21:05 Cardiff - Rhymney.
26/06/99	37029 37198 37042 37678	1V77 08:33 Manchester Picc. - Cardiff as far as Crewe. 09:15 Rhymney - Cardiff. 08:15 Rhymney - Cardiff. 07:15 Rhymney - Cardiff.

SKEGGY 'SUPHON'

37667 awaits departure from Skegness with the weedsprayer train on 27 April '99. On this occasion the train was 'top & tailed' with 37517. Photo: DAVID BROWN

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