

The Magazine of The Class 37 Group

ISSN 1362-718X

SYPHON!

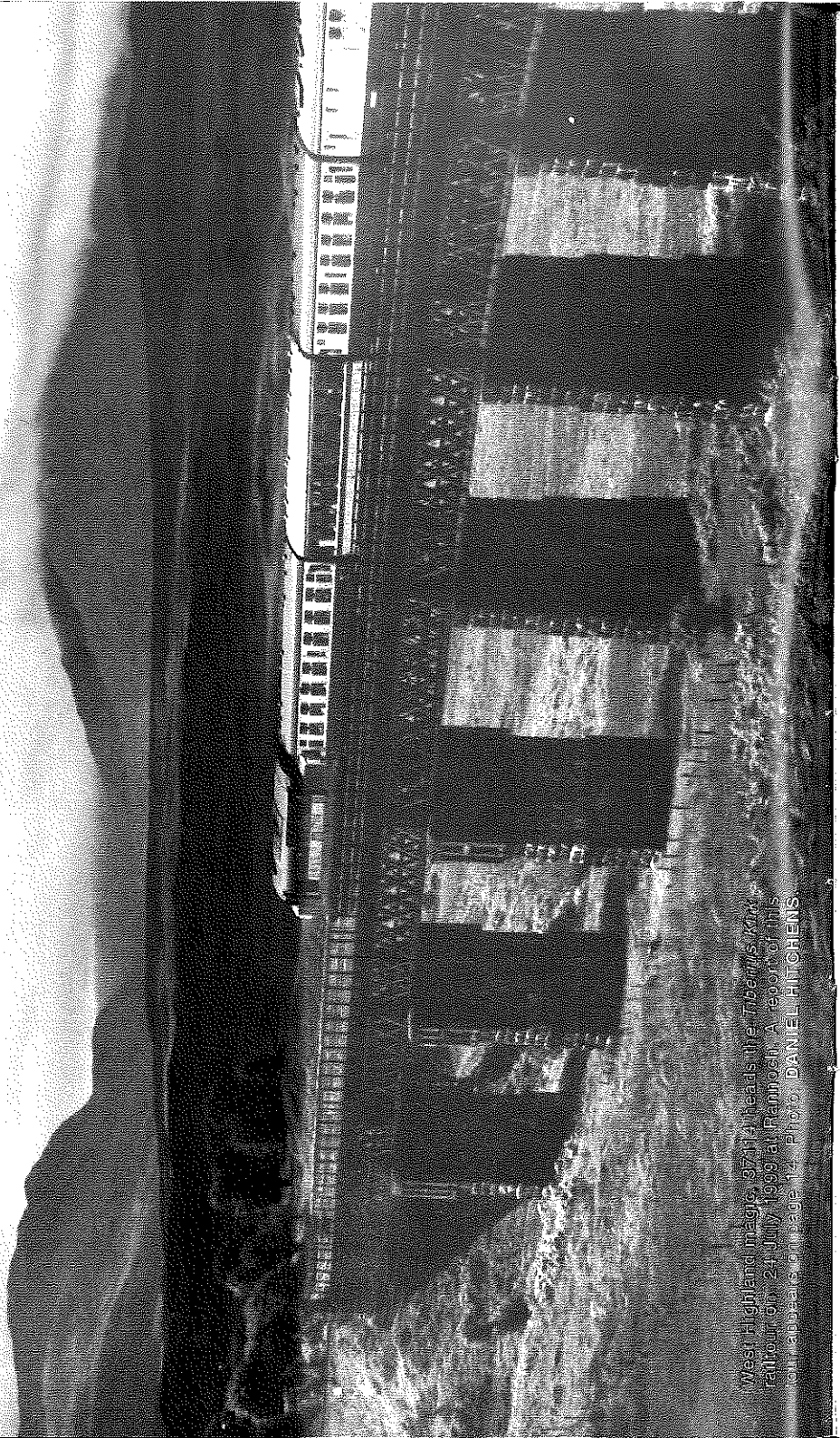
AUTUMN '99

£2.00



37906's SHOCK RETURN
FRENCH UPDATE
GEN FILE * NEWS

The Opening Shot



West Highland magic, 374 ft heads the Tibermis Road
rally on 24 July 1999 at Pannoch. A report of this
can be seen on page 12. Photo: DANIEL HITCHENS.

Address for all correspondence:

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



THE CLASS 37 GROUP WEBSITE ADDRESS:

<http://www.class37group.co.uk>

Group Officers

Acting Chairman
MIKE MILLWARD

Membership
Secretary
TIM YOUNG

Sales Officer
DANIEL HITCHENS

Editor
KEN CARR

Power Unit
Appeal Officer
ROB MOREL

Treasurer
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Group Engineer &
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MIKE MILLWARD

FROM THE DRIVING SEAT

I stood, with many others, on August 21st and watched a pair of 31s pull out of Lowestoft on the final leg of the 'Farewell II Arms' railtour and it dawned on me that time is now catching up with many, many old favourites.

If you are reading this on the 'Last Chance' then you are taking part in one of these historical events, the official end of the 37/0's and 37/3's. Savour every last moment while you can because there is no guarantee that this sort of thing will carry on in the future. Note the howl of the engine at full chat and the surge into first diver; apart from two locomotives this will cease all too soon, and they may not have too long a future.

At least at the moment the refurbished locomotives will keep flying the flag until enough 66's enter the country and then, apart from a few select locomotives, that will be it. The growl and howl of the English Electric engine will be silenced after forty years on British rails and it will be down to the few that go into service with smaller operators and the growing ranks of preserved locos to fly the flag for future generations.....

That was another sobering thought. With a diesel locomotive, we are talking about long term ownership, just think, people who worked on building the first 37's are either close to retirement, retired or dead; that is a whole lifetime they

have been around. And ownership for the future has to be looked at in the same way. A loco is not for Christmas, but Life! A friend of mine in the Classic car movement sums it up when talking about his pre-war car "I don't own this car, I'm it's custodian until the next one comes along".

I don't want this to read too gloomily, there is a bright future for some locomotives out there with 37003, 37029, 37032, 37075, 37099, 37111, 37190, 37215 already saved for the future at various sites. More will follow, that is for sure, with private individuals and organisations acquiring them as they come up. It would be very nice to have a 40th Anniversary celebration somewhere with all the preserved locos present as well as D6700 and the remaining 40-year-olds; anyone want to take this one up?

We are still committed to getting D6703 working by December 2000 and need help with spares, a power unit and manpower. Reports on progress are in the magazine and the future looks good for D6703 and who knows, maybe another can join the fold.....

Mike Millward
Acting Chairman

FRONT COVER: 37351 runs round its train at Rawtenstall during the 3 day East Lancs Classic Traction Event. The loco was joined by 37906 which was especially re-instated for the event and was fitted with *Star of the East* nameplates. A full report appears on page 9. **Photo: DANIEL HITCHENS.**

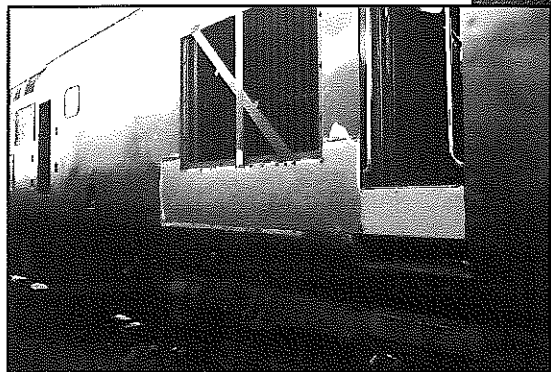
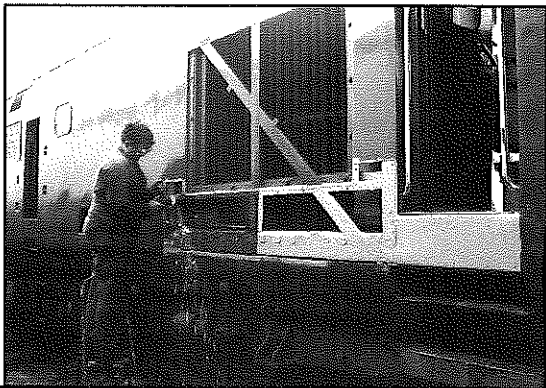
GROUP NEWSDESK

003 WORK UPDATE

DURING the summer months, a number of jobs have been undertaken on our locomotive, 37003. A number of badly corroded panels have been cut away and replaced with new ones. The accompanying pictures show the work in progress and the finished job.

Replacement front end skirts have been made and will be fitted as soon as possible, the air pipes need to be repositioned before the skirts can go on.

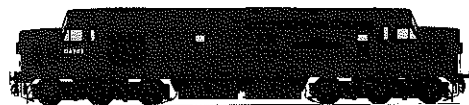
The cabs have been tidied up and work is now underway cleaning-up the engine room. A more detailed progress report will appear in the next issue.



IN SEARCH OF POWER-UNITS

THE one major item we need to purchase for 003 is of course a power-unit. Quite vital really! At the beginning of September we were tipped off about two units, so Mike & Steve Potter went to inspect them. Sadly, the units weren't too good, but may be useful as spares. However, at the same site there was another unit which is a much better prospect. Negotiations are now under way and hopefully by the time you read this we could have a decent power unit.

LIMA LTD EDITION MODEL OF D6703



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.

LIMITED EDITION COMMEMORATIVE MUG



To commemorate the final Class 37/0 railtour we have produced a limited edition souvenir photo-mug. The mug is produced in full colour to the design shown above and is limited

to just 250. They are available on a first come first served basis at £5.00 plus 75 pence p&p. Orders should be sent to the P.O. Box address listed on the previous page. Cheques or postal orders should be made out to 'The Class 37 Group'.

NEWSDESK

DRS & EPS 37/6s AT K&WVR GALA

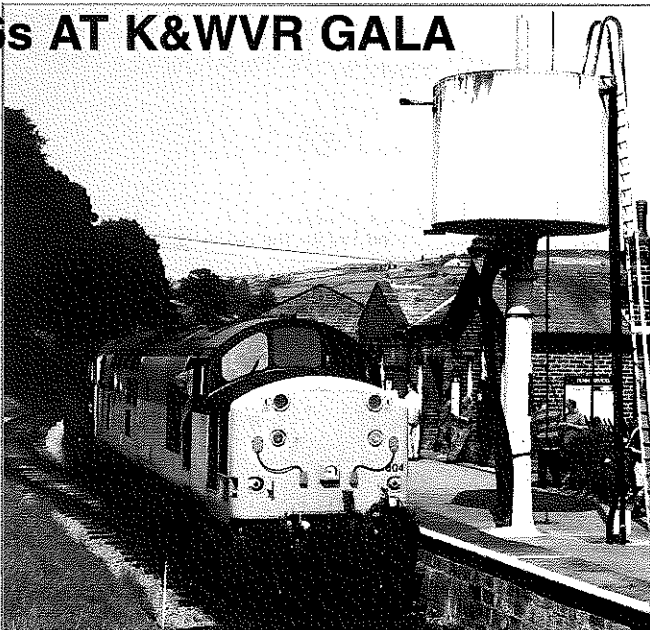
THE Keighley & Worth Valley Railway's diesel gala held on 31 July and 1 August produced two Class 37/6s, one each from EPS & DRS. the locos in question were 37604 & 37612.

On the Saturday they were paired together, and on Sunday 37612 performed solo whilst 37604 ran with 31162, seen pictured at Oxenhope. Photo: DANIEL HITCHENS

THE LAST 37/0 ON COAST?

On 25 September 'The Last Chance' railtour should see the final passenger working by an EWS owned Class 37/0. Therefore, 37154's jaunt down the North Wales Coast on 31 July could well be the last ever 37/0 to work a passenger service along the line.

Class 37/4s will continue to work the line at least until December. However late deliveries of replacement DMUs might see loco haulage extended through to 2000.

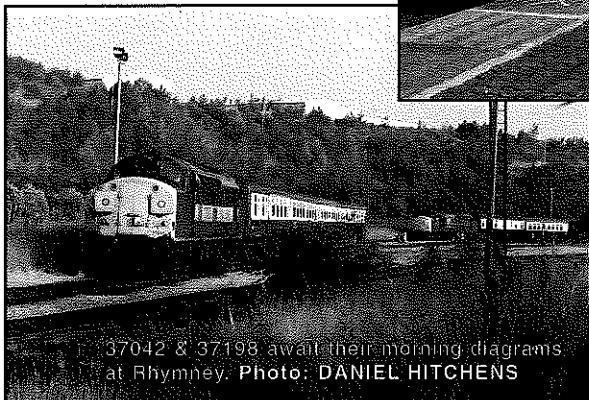


RHYMNEY SYPHONS

THE Rhymney loco-hauled commuter services have produced plenty of 'NB's during the Summer months. Between the beginning of July and the end of August, 'NB's worked Rhymney services on 31 different days. On 8 July three different



37198 awaits departure at Rhymney.
Photo: DANIEL HITCHENS

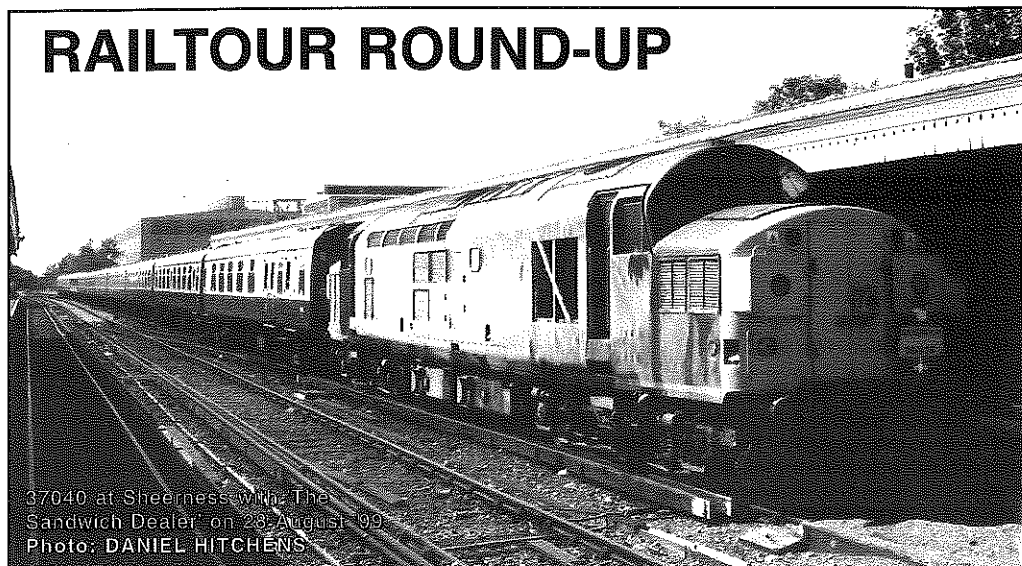


37042 & 37198 await their morning diagrams at Rhymney. Photo: DANIEL HITCHENS

'NB's, 37042, 37043 & 37695, were all in action along the valley. This was repeated on 12 July, when 37264, 37673 and 37702 all put in appearances.

During the period fifteen different locos worked the line, 37042/ 043/ 131/ 153/ 174/ 198/ 264/ 673/ 678/ 695/ 702/ 704/ 706/ 797 and 898. On days when an 'NB' couldn't be fixed (sorry, that should be on days when a 37/4 was available) the valley still resounded to the sound of 'Syphons' with Class 37/4s in charge of the services.

RAILTOUR ROUND-UP



37040 at Sheerness with 'The Sandwich Dealer' on 28 August '99
Photo: DANIEL HITCHENS



37230 at Sheerness with 'The Sandwich Dealer' on 28 August '99
Photo: DANIEL HITCHENS

THE Summer months have seen a number of Class 37s working railtours. Operators have tried to secure as many 37/0s as possible before the 25 September embargo. In addition 37/4s & 37/6s have also been out and about.

On 10 July, 37682 was utilised in Scotland on the annual Worksop Open Day Committees charter.

The following Saturday 37047 & 37058 were paired for Pathfinder's 'Summer Symphony' from Reading - Rylstone and back. The following weekend saw the marathon 'Tiberius Kirk' which utilised five separate 37/0s and covered over 1,000 miles, a full report appears on page 14.

Also on 24 July, 37612 was paired with 20302 on 'The Northern Venturer' from Crewe - Carlisle where the Class 20 was replaced by 37610 for the return via Newcastle. The following day, 37153 was in charge of a Rhymney - Paignton charter.

The final day of July saw 37674 & 37801 used on Pathfinder's 'The Spinning Haggis' between Glasgow Central and Stirling.

The first charters in August were on the 7th when 37043 & 37055 worked 'The Heart of Wales Rambler' from Lancaster - Cardiff and 37264 worked a Days Out steam charter entitled 'The Dorset Arrow' between Yeovil and Weymouth.

The following Sunday, 37114 & 37165 worked an Elgin - Kyle - Aberdeen charter, whilst 37198 took charge of another

NEWSDESK

Rhymney special this time heading for Tenby.

On 21 August, A1A Charters ran 'The Farewell II Arms' which although primarily a Class 31 tour also featured a LoadHaul black pairing, 37513 & 37713 which worked between Norwich and Lowestoft.

The following weekend, Pathfinder ran 'The Sandwich Dealer'. The tour started off at Finsbury Park behind 37040 and headed for Sheerness. Here 37230 was coupled to the rear to take the train to Hoo Junction. Here the train reversed and 37040 led to Paddock Wood where it was removed and 230 headed the train back to Finsbury Park. The same day saw 37411 & 37413 on an SRPS Dunbar - Kyle - Edinburgh charter.

4 September saw 37612 & 20308 performing on Mercia's 'Best of Both Worlds' from Preston to Brighton. The same day, 37023 & 37051 headed a charter from Blackpool - Cardiff and return.

37372 made a brief appearance on Pathfinder's 'Rotating Cleric' between Preston and Blackpool South



37071 after arrival at Brighton with 'The Syphon Symphony' on 5 April '99.
Photo: JANET COTTRELL

on 11 September. The next day 37407 & 37417 took charge of yet another Rhymney special this time visiting the valley branches.

The following weekend 37377 deputised for 37029 and paired up with 33103 on Pathfinder's 'Parkan Ride' from Crewe to Plymouth, where 37417 & 37421 took over for a trip over local branches.

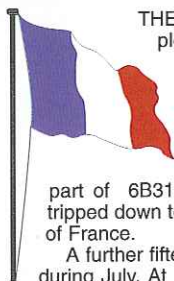


37612 & 37610 head past Kirkstall with Fishwick's 'Northern Venturer' on 24 July '99. Photo: IAN DOBSON

FRENCH INVASION COMPLETED



All the Class 37s bound for France were moved via 6B31 Wembley Yard to Lille. On 7 August 37376 - 23118 - 146 await transfer at Wembley. The locos left for France on 18th-9th 23rd August respectively. Photo: CHRIS GUNTRIPP



THE French 'Syphon' invasion was completed on 21 September with the last pair of locos, 37046 & 37077, being transferred via the 6B31 Wembley - Lille. The final total now on hire to SNCF is 40.

The first convoy consisting of 37133/515/672 departed the UK as part of 6B31 on 28 June. The locos were then tripped down to their new home at Eure in the South of France.

A further fifteen Class 37s were moved to France during July. At the beginning of August another three made the trip before a contractual problem halted the movement of further examples.

This was quickly resolved and movements re-started on 18 August with 37376. By the end of the month a further 10 had been sent to France.

The remaining eight locos made the journey in September. The fleet breakdown is as follows: 37/0s - 22; 37/3s - 1; 37/5s - 10; 37/7s - 7. This is somewhat surprising as it was originally anticipated that the vast majority of locos selected would be 37/0s.

All forty 'Syphons' are based at Eure in South East France and some are already hard at work on infrastructure trains. On 7 September the following were noted working, 37133/ 162/ 196/ 250/ 293/ 671/ 696. If anyone would like to visit the Eure depot we do have a contact number available.

Speculation on what is likely to happen to the locos once the SNCF contract is finished is at fever pitch. One thing that seems certain is that the 'Syphons' are unlikely to return to Britain.

Class 37s Transferred to France (leaving dates in brackets)

37010 (3 September)	37294 (25 August)
37037 (27 August)	37298 (26 August)
37046 (21 September)	37376 (18 August)
37058 (3 August)	37510 (23 August)
37069 (15 July)	37513 (16 September)
37071 (12 July)	37515 (28 June)
37073 (12 July)	37671 (25 August)
37074 (16 September)	37672 (28 June)
37077 (21 September)	37683 (16 July)
37100 (20 August)	37685 (1 September)
37133 (28 June)	37686 (9 July)
37146 (23 August)	37693 (2 July)
37162 (23 July)	37696 (27 July)
37170 (3 August)	37708 (20 August)
37196 (9 July)	37796 (26 August)
37221 (27 August)	37800 (29 July)
37238 (2 July)	37803 (1 September)
37250 (16 July)	37890 (13 July)
37261 (9 August)	37891 (29 July)
37293 (13 July)	37894 (3 September)

NEWSDESK

'SLUG 6' JOINS 37002 TO STAR AT EAST LANCs GALA

THE Classic Traction Event held at the East Lancs Railway between 10 - 12 September was a raging success. The event organised by *Traction* magazine and the ELR was given full support by EWS and thus a number of stored/withdrawn locos re-entered traffic for this weekend only including 33202, 47306 & 56006

However, the most outrageous was 'Slug' 37906. The loco had been withdrawn back in January, and nobody expected it to move again. But here it was in full working order and named to boot! Staff at Immingham suggested the fitting of the *Star of the East* nameplates which were still at the depot, quite appropriate really.

Many attending the event had never heard a Class 37/9 without it's silencer and they weren't to be disappointed.

37906 had been towed from Immingham to Bury on 9 September by 37351 (ex 37002). That night, the 'Slugs' biggest fan, Hoppy, got out his 'Slug' detailing kit and added a number of extras to 906's livery.

37906's first run was the 11:20 Bury - Rawtenstall and the loco lived up to everyone's expectations, with flames shooting out the roof as those on board experienced an excellent thrash.

Two hours earlier 37351 (now sporting its old number on one side) had headed the 09:40 off Bury. Now much to everyone's surprise this loco was even nosier than the 'Nine' and it spent the whole weekend chucking out black smoke every time it was opened up. 351 also provided the best run of the day on Friday (10th) with the late running 18:00 off Bury. Plenty of noise, smoke and flames! On the Friday the opportunity was also taken to pair up the 'Syphons'.

On Sunday the organisers went one better and included 37029 (which was at Bury following repairs) to create an interesting triple-header. It was standing room only in the eight coach train and those on board experienced a major thrash.

Many thanks go to EWS for allowing such an outrageous line-up of locos and to *Traction* magazine and the East Lancs for putting on such a great show, sadly there will never be a next time, as this was a once only deal.

So what does the future hold for 37906, well it may not be heading for scrap after

all. The
loco
made
such an



37906 runs round at Rawtenstall

Star of the East



37351/002 takes it easy at Summerseat



impression that many see it as criminal to let the loco go. So don't be surprised if it takes a starring role at next year's Old Oak Common open day!



Guess the Loco!



37906 awaits departure at Bury adorned with a giant Slug headboard.

OPERATIONAL 37/0s DOWN TO JUST 26



37040 seen at Didcot on 24 June '99, is one of only 26 Class 37/0s left in service by mid-September. This excludes those in France and in the stored WKMS pool. Photo: DEREK LOFT

37075 SAVED

THE Class 37 Association have secured 37075 for preservation. The loco which is in store at Immingham is believed to be in fairly good condition. A decision on the loco's new home is still to be made. The total of preserved Class 37s now stands at eight.

NEW WEBSITE ADDRESS

THE Group's website has a new easy to remember address, www.class37group.co.uk. The site is updated daily and gives a wealth of news & information on 37s.

OPERATIONAL FLEET'S ENGINE HOURS

LISTED below are the latest engine hours completed by each operational Class 37. The list also includes those

locos in the stored WKMS 'sandite' pool. Correct to 30 August 1999.

10434 - 37680	8101 - 37013	6753 - 37412	5136 - 37418	4160 - 37065	3345 - 37716	1737 - 37612
10146 - 37153	8080 - 37424	6746 - 37675	5121 - 37698	4084 - 37684	3311 - 37216	1697 - 37606
9966 - 37518	8078 - 37402	6441 - 37689	5115 - 37375	4064 - 37174	3153 - 37703	1534 - 37887
9956 - 37263	8040 - 37713	6380 - 37897	5091 - 37710	3953 - 37114	3150 - 37405	1530 - 37609
9631 - 37678	7948 - 37230	6305 - 37370	5002 - 37798	3944 - 37688	2937 - 37714	1326 - 37802
9590 - 37152	7929 - 37403	6051 - 37198	4997 - 37674	3930 - 37668	2644 - 37520	1314 - 37892
9285 - 37178	7838 - 37023	6036 - 37428	4992 - 37717	3915 - 37801	2582 - 37712	1300 - 37608
9272 - 37692	7825 - 37351	6028 - 37896	4940 - 37055	3906 - 37042	2365 - 37797	1296 - 37408
9002 - 37131	7820 - 37430	5847 - 37415	4856 - 37895	3905 - 37886	2350 - 37669	1257 - 37898
8875 - 37165	7808 - 37705	5815 - 37419	4811 - 37885	3826 - 37421	2160 - 37604	1205 - 37605
8617 - 37384	7659 - 37407	5742 - 37429	4746 - 37706	3667 - 37416	2116 - 37711	1187 - 37603
8570 - 37417	7459 - 37888	5688 - 37673	4690 - 37716	3630 - 37503	2110 - 37519	1178 - 37601
8552 - 37423	7349 - 37406	5629 - 37425	4615 - 37057	3580 - 37694	2057 - 37154	1050 - 37350
8525 - 37676	7257 - 37413	5475 - 37884	4589 - 37203	3573 - 37707	2055 - 37610	903 - 37602
8401 - 37409	7215 - 37517	5440 - 37799	4548 - 37883	3543 - 37427	2054 - 37679	
8376 - 37505	7123 - 37264	5412 - 37893	4393 - 37248	3503 - 37695	2047 - 37401	
8305 - 37043	6945 - 37377	5371 - 37682	4357 - 37718	3499 - 37521	2006 - 37670	
8276 - 37410	6944 - 37516	5337 - 37219	4334 - 37109	3493 - 37899	1990 - 37611	
8217 - 37709	6941 - 37509	5272 - 37426	4332 - 37040	3481 - 37667	1924 - 37701	
8208 - 37414	6877 - 37420	5241 - 37379	4240 - 37047	3448 - 37411	1879 - 37719	
8166 - 37422	6758 - 37371	5217 - 37702	4198 - 37051	3345 - 37220	1879 - 37607	

DEPOT & POOL ALLOCATIONS

ENGLISH WELSH & SCOTTISH RAILWAY

TOTON (84 locos)

WKBN (Systemwide 37/0 & 37/3 & 37/5)

37013	37040	37042	37043	37047	37051
37055	37057	37065	37109	37154	37174
37178	37198	37203	37216	37219	37230
37248	37264	37274	37350	37351	37370
37371	37372	37375	37377	37379	37503
37505	37509	37516	37518	37521	37673
37676	37678	37680	37688	37692	37694
37695					

WKN (Systemwide 37/4)

37402	37407	37414	37417	37418	37420
37421	37422				

WKG (Systemwide 37/7)

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

CREWE (6 locos)

WKCD - North Wales Passenger on hire to NWT

37401	37408	37412	37415	37426	37429
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MOTHERWELL (26 locos)

WKMB (RETB Fitted)

37023	37114	37116	37165	37220	37403
37405	37406	37409	37410	37411	37413
37416	37419	37423	37424	37425	37427
37428	37430	37517	37520	37667	37670
37674	37682				

OPERATIONAL TOTAL: 116

EUROPEAN PASSENGER SERVICES

GPSV - Old Oak Common

37601	37602	37603	37604	37605	37606
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Total: 6

DIRECT RAIL SERVICES

XHSD - Sellafield

37607	37608	37609	37610	37611	37612
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Total: 6

WKMF (Special Projects)

37010	37037	37046	37058	37069	37071
37073	37074	37077	37100	37133	37146
37162	37170	37196	37221	37238	37250
37261	37293	37294	37298	37376	37510
37513	37515	37671	37672	37683	37685
37686	37693	37696	37708	37796	37800
37803	37890	37891	37894		

Total: 40

STORED POOLS

WKMS (Stored Sandite)

37131	37152	37153	37229	37242	37255
37262	37263	37384	37519	37668	37669
37675	37677	37679	37684	37689	37698
37886	37887				

WHZX - Strategic Reserve

37035	37345
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WNXX - Stored Unserviceable

37012	37038	37054	37059	37087	37097
37106	37140	37156	37175	37185	37197
37201	37207	37209	37211	37212	37214
37217	37218	37223	37225	37232	37240
37275	37332	37334	37358	37383	37404
37697	37715	37889	37901	37903	37905

WNXX - Component Recovery

37019	37025	37078	37079	37088	37098
37108	37139	37141	37142	37144	37184
37222	37235	37251	37341	37344	37359
37380	37431	37902	37904	37906	

WNXX - Condemned

37045	37048	37068	37083	37092	37104
37110	37137	37158	37188	37213	37227
37241	37244	37245	37278	37330	37335
37340	37343	37381	37382		

Total: 103

PRESERVED

37003	37029	37032	37075	37099	37111
37190	37215				

Total: 7

37003 & FRIENDS - THORNABY 1974



Photo: CHRIS GUNTRIPP

Railtour Report: THE TIBERIUS KIRK

23 - 25 July 1999



by Michael Gibson

It was a gloriously hot summer's evening as we left Northampton behind 37012 & 37165. Thanks to some inexplicably lax timings there was time for a photo-stop at Rugby, when the tour had hardly begun! The first minor farce happened at Wolverhampton North Junction. The signalman set the wrong route. We then proceeded via Telford and Nantwich to Crewe. Then it was mainline all the way to Mossend.

Here we were subjected to a mega-fester (from 03:12 - 04:00). A number of freights came and went, then a Class 09 was seen towing failed 37298 & 37371. Eventually, our replacement locos, 377114 and 37023 arrived from the Motherwell direction.

The next three hours were a bit of a blur, as tiredness took its toll. However, I do seem to remember us passing 37428 with 'The Royal Scotsman' *nobbex* at some point or was I just dreaming?

At Tulloch we were held for 25 minutes to wait for an oncoming 'plastic' and another lengthy wait followed at Fort William as we waited for a Mallaig bound 'plastic' to clear the platform. Eventually, we trundled into Fort Bill and stage one of the marathon was complete.

During the run round, some wag applied 'Scottie Dog' & 'Highland Rail' stickers on the sides of 023 & 114. The we were off again re-tracing our steps. At Spean Bridge we passed 37430 on the sleeper. Then shortly after this, things rapidly turned pear-shaped. 37023 suffered a loss of power and a lengthy stop ensued in Monessie Gorge (between Spean Bridge & Tulloch). Attempts to revive 023 only resulted in us crawling along at walking pace, obviously the EWS staff were a touch over optimistic about fixing it.

Another lengthy wait ensued and after what seemed like an eternity, the headboard was removed from 37023. It was then uncoupled and headed off, snail like, light engine to Tulloch. 37114 then hauled us to Tulloch where 37606 was waiting to pass with the Coalbridge - Fort William aluminium empties.

There was speculation that 37430 would be sent to rescue the tour, this was soon dismissed and it was announced that 37114 would continue alone and another Class 37 would join it at Crianlarich on the return from Oban. We waited for over 30 minutes at Tulloch waiting for a northbound 'plastic'. At 11.29 we finally departed a mere 99 minutes late! 37023 sat forlornly in the siding as 37114 prepared to tackle the long arduous climb to Corroir (Railtrack's highest station). A bit of a thrash followed, to the delight of everyone on board and only 3 minutes were lost.

In fact 114 performed faultlessly all day and the deficit was down to 73 minutes after the run-round at Crianlarich. However, yet another 'plastic' caused a 25 minute delay at Dalnally. Eventually we reached Oban, but the quick turn-around was scuppered by, yes you've guessed it, another 'plastic'. An hour later, we departed!

At Crianlarich we were greeted by the sight of 37116 waiting to give 37114 a helping hand. Even the simple operation of coupling 116 on the head of the train turned into a saga. The loco's RETB was faulty, necessitating it to be marshalled inside 37114, so even more time was lost.

Due to the time deficit it was announced that the rostered loco-change at Mossend had been caped and 37114 & 37116 would run main line from Rutherglen all the way back south.

But before that we still had the riot of running through Glasgow Central Low Level station, a rarity indeed.

The rest of the tour is more of a blur and all I can add is that arrival back at Rugby was during the early hours of Sunday morning.

Still, it was a most eventful trip with 1020 miles of 'Syphon' haulage. The Class 37 Group's sales stand and raffle also made a healthy sum. Thanks go to Denzil and the Mercia boys for allowing us the opportunity to raise much needed funds.

CLAY DAYS



The Syphon Gen File

by Ken Carr

Numbers Carried (current/last in bold)	Current Status Last Pool Depot Liv Working
D6700 37119 37350	WKBN TO GN 17/06/99
D6701 37001 37707	WKGN TO EW 30/06/97
D6702 37002 37351	WKBN TO TD 12/09/99
D6703 37003	<i>Withdrawn (Preserved)</i>
D6704 37004	<i>Withdrawn (Cut-up)</i>
D6705 37005 37501 37601	GPSV OCEP 13/09/99
D6706 37006 37798	WKGN TO MB 11/06/99
D6707 37007 37506 37604	GPSV OCEP 04/09/99
D6708 37008 37352 37008	<i>Withdrawn (at Crewe)</i>
D6709 37009 37340	WNZX ^U IM FD 05/05/92
D6710 37010	WKMF EU DC 17/08/96
D6711 37011	<i>Withdrawn (Cut-up)</i>
D6712 37012	WNXX ^U TO DC 24/12/98
D6713 37013	WKBN TO MB 23/07/99
D6714 37014 37709	WKGN TO MF 28/07/90
D6715 37015 37341	WNYX ^U TE FU 23/07/94
D6716 37016 37706	WKGN TO EW 28/08/99
D6717 37017 37503	WKBN TO EW 25/07/98
D6718 37018 37517	WKMB ML LB 28/05/99
D6719 37019	WNYX ^U IM FD 02/05/93
D6720 37020 37702	WKGN TO TR 01/09/99
D6721 37021 37715	WNXX HQ MF 25/02/90
D6722 37022 37512 37608	XHSD SD DR 03/12/97
D6723 37023	WKMB ML MB 04/09/99
D6724 37024 37714	WKGN TO EW 23/06/99
D6725 37025	WNYX ^U TO LX 24/02/99
D6726 37026 37320 37026	<i>Withdrawn</i>
D6727 37027 37519	WKMS TO FM 15/07/99
D6728 37028 37505	WKBN TO TR 12/12/98



37029 storms away from Ingrow (K&WVR) on 1 August '98. Although classed as preserved, the loco is now main line certificated and is allocated to the MBDL pool. **Photo: IAN DOBSON.**

Numbers Carried (current/last in bold)	Current Status Last Pool Depot Liv Working
D6731 37031	<i>Withdrawn (at Cardiff)</i>
D6732 37032 37353 37032	<i>Withdrawn (Preserved)</i>
D6733 37033 37719	WKGN TO FU 08/01/94
D6734 37034 37704	WKGN TO EW 10/08/99
D6735 37035	WNZX ^U CB DC 12/08/93
D6736 37036 37507 37605	GPSV OCEP 05/09/98
D6737 37037 37321 37037	WKMF EU FM 12/09/96
D6738 37038	WNXX ^U TO DC 27/11/98
D6739 37039 37504 37603	GPSV OCEP 29/01/99
D6740 37040	WKBN TO EW 12/09/99
D6741 37041 37520	WKMB ML EW 28/06/99
D6742 37042	WKBN TO EW 09/07/99
D6743 37043 37354 37043	WKBN ML TD 07/08/99
D6744 37044 37710	WKGN TO LB 11/06/99
D6745 37045 37355 37045	WNZX ^U TO FU 09/10/93
D6746 37046	WKMF EU DC 27/12/96
D6747 37047	WKBN TO MB 17/07/99



A contrast in front ends, 37048 stands alongside 37065 on the GE Mainline during an engineering possession in January '96. 37048 is now stored, whilst 37065 is still hanging in there based at Toton. **Photo: KEN CARR.**

D6748 37048	WNZX ^U TO MF 24/06/95
D6749 37049 37322¹ 37343	WNZX ^U TO DC 27/12/91
D6750 37050 37717	WKGN TO EW 13/06/98
D6751 37051	WKBN TO EW 04/09/99
D6752 37052 37713	WKGN TO LB 21/08/99
D6753 37053 37344	WNYX ^U IM FD 23/08/92
D6754 37054	WNXX ^U TO DC 13/08/97
D6755 37055	WKBN TO MB 02/07/99
D6756 37056 37513	WKMF EU LB 21/08/99
D6757 37057	WKBN TO EW 06/08/99
D6758 37058	WKMF EU DC 17/07/99
D6759 37059	WNXX ^U HQ FD 04/12/98
D6760 37060 37705	WKGN TO MF 02/07/98

D6729 37029	MBDL CQBL 12/09/99
D6730 37030 37701	WKGN TO TR 13/06/98

Numbers Carried (current/last in bold)	Current Status Last Pool Depot Liv Working
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D6761 37061 37799	WKGN TO TR 12/11/97
D6762 37062	Withdrawn (Cut-up)
D6763 37063	Withdrawn
D6764 37064 37515	WKMF EU LB 24/05/99
D6765 37065	WKBN TO MB 18/07/99
D6766 37066	Withdrawn (Cut-up)



37703 takes a breather at Rugby on 18 April '98. Photo: N. FINDLEY.

D6767 37067 37703	WKGN TO EW 25/05/92
D6768 37068 37356 37068	WNZX ^U IM FD 06/05/95
D6769 37069	WKMF EU DC 08/06/98
D6770 37070	Withdrawn (Internal Use) ²
D6771 37071	WKMF EU DC 05/04/99
D6772 37072	Withdrawn
D6773 37073	WKMF EU TR 26/09/98
D6774 37074	WKMF EU MB 14/08/98
D6775 37075	Withdrawn (Preserved)
D6776 37076 37518	WKBN TO FM 12/03/99
D6777 37077	WKMF EU MB 19/05/99
D6778 37078	WNYX ^U ML FM 09/09/93
D6779 37079 37357 37079	WNYX ^U TO FD 14/06/98
D6780 37080	Withdrawn (Cut-up)
D6781 37081 37797	WKGN TO TR 13/08/99
D6782 37082 37502 37602	GPSV OCEP 13/05/95
D6783 37083	WNZX ^U DR DC 27/12/91
D6784 37084 37718	WKGN TO EW 20/07/99
D6785 37085 37711	WKGN TO FM 29/09/90
D6786 37086 37516	WKBN TO LU 19/06/99
D6787 37087	WNXX ^U CD DC 21/09/96
D6788 37088 37323 37088	WNYX ^U ML DC 25/08/94
D6789 37089 37708	WKMF EU FP 19/01/97
D6790 37090 37508 37606	GPSV OCEP 11/01/99
D6791 37091 37358	WNXX ^U IM FU 20/04/94
D6792 37092	WNZX ^U TO DC 19/08/95
D6793 37093 37509	WKBN TO FU 16/06/98
D6794 37094 37716	WKGN TO EW 24/12/98
D6795 37095	Withdrawn
D6796 37096	Withdrawn (Cut-up)
D6797 37097	WNXX ^U HQDC 27/03/94
D6798 37098	WNYX ^U TO DC 18/04/98

Numbers Carried (current/last in bold)	Current Status Last Pool Depot Liv Working
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D6799 37099 37324 37099	Withdrawn (Preserved)
D6800 37100	WKMF EU TR 21/09/97
D6801 37101 37345 37101	WNZX ^U IM FD 03/09/93
D6802 37102 37712	WKGN TO EW 23/05/98



37511 takes the avoiding line at York. This loco was subsequently converted to a 37/6 as part of the now abandoned 'Euro Night Sleeper' project. Today the loco is operated by DRS. Photo: SIMON JOWETT.

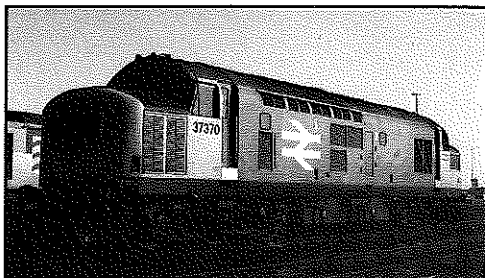
D6803 37103 37511 37607	XHSD SD DR 27/03/99
D6804 37104	WNZX ^U IM DC 02/07/91
D6805 37105 37796	WKMF EU FC 02/05/94
D6806 37106	WNXX ^U TO DC 24/10/98
D6807 37107	Withdrawn (Cut-up)
D6808 37108 37325 37108	WNYX ^U BS FU 04/07/96
D6809 37109	WKBN TO EW 01/07/99
D6810 37110	WNZX ^U IM FU 31/05/93
D6811 37111 37326 37111	Withdrawn (Preserved)
D6812 37112 37510	WKMF EU IS 14/03/99
D6813 37113	Withdrawn (Cut-up)
D6814 37114	WKMB MLEW 15/08/99



37609 sits inside Barrow Hill roundhouse alongside a Class 20 and Deltic, 55009 on 8 December '98. Photo: IAN DOBSON.

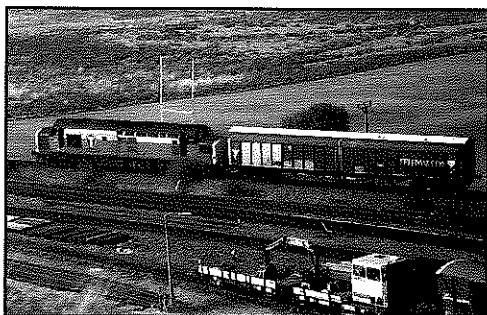
D6815 37115 37514 37609	XHSD SD DR 24/10/98
D6816 37116	WKMB ML TB 05/09/99
D6817 37117 37521	WKBN TO EW 06/06/96
D6818 37118 37359	WNYX ^U TE FP 28/01/91

Numbers Carried (current/last in bold)	Current Status Last Pool Depot Liv Working
D6819 37283 37895	WKGN TO EW 14/07/99
D6820 37120 37887	WKMS HQ TR 29/09/97
D6821 37121 37677	WKMS HQ FU 01/09/98
D6822 37122 37692	WKBN TO FC 08/08/94
D6823 37123 37679	WKMS HQ FU 19/06/99
D6824 37124 37894	WKMF EU FC 08/09/98
D6825 37125 37904	WNYX ^U CF FM 10/01/94
D6826 37126 37676	WKBN TO FU 13/04/99



37370 is one of just a handful of Class 37/3s still in service. The loco, pictured at Thornaby in April 1991, now carries EWS red & gold livery. **Photo: ROB MOREL.**

Numbers Carried (current/last in bold)	Current Status Last Pool Depot Liv Working
D6857 37157 37695	WKBN TO EW 07/08/99
D6858 37158	WNZX ^U TO DC 14/02/98
D6859 37159 37372	WKBN TO MB 11/09/99
D6860 37160 37373	Withdrawn (at Old Oak)
D6861 37161 37899	WKGN TO EW 18/06/99
D6862 37162	WKMF EU DG 14/06/97
D6863 37163 37802	WKGN TO TR 07/06/99
D6864 37164 37675	WKMS HQ TR 27/08/99



Motherwell's 37165 trundles past Fort William depot on 26 September '98 with a single cargo-wagon from the local paper mill. **Photo: DANIEL HITCHENS.**

D6827 37127 37370	WKBN TO EW 22/12/98
D6828 37128 37330	WNZX ^U TO EW 01/08/93
D6829 37129 37669	WKMS HQ EW 14/07/99
D6830 37130 37681	Withdrawn (Cut-up)
D6831 37131	WKMS HQ FU 21/07/99
D6832 37132 37673	WKBN TO TR 12/07/99
D6833 37133	WKMF EU DC 30/11/94
D6834 37134 37684	WKMS HQ EW 20/08/99
D6835 37135 37888	WKGN TO FU 28/07/99
D6836 37136 37905	WNXX ^U CF FM 12/12/98
D6837 37137 37312 37137	WNZX ^U TO MF 05/10/93
D6838 37138	Withdrawn (Internal Use) ²
D6839 37139	WNYX ^U TE FC 02/10/93
D6840 37140	WNXX ^U HQ DC 01/11/97
D6841 37141	WNYX ^U CD DC 13/02/97
D6842 37142	WNYX ^U CD DC 20/07/96
D6843 37143 37800	WKMF EU MF 01/07/90
D6844 37144	WNYX ^U IM FA 09/11/91
D6845 37145 37313 37382	WNZX ^U IM FP 28/12/92
D6846 37146	WKMF EU DC 01/05/99
D6847 37147 37371	WKBN TO MB 21/08/99
D6848 37148 37902	WNYX ^U CF FM 31/12/98
D6849 37149 37892	WKGN TO MF 09/07/97
D6850 37150 37901	WNXX ^U CF TR 08/11/92
D6851 37151 37667	WKMB ML EW 06/06/98
D6852 37152 37310 37152	WKMS HQ IS 17/04/99
D6853 37153	WKMS HQ TD 28/07/99
D6854 37154	WKBN TO TR 31/07/99
D6855 37155 37897	WKGN TO TR 03/07/99
D6856 37156 37311 37156	WNXX ^U TO TR 12/03/96

D6865 37165 37374 37165	WKMB ML TD 15/08/99
D6866 37166 37891	WKMF EU MF 21/11/98
D6867 37167 37383	WNZX ^U TO MB 09/12/98
D6868 37168 37890	WKMF EU MF 17/07/98
D6869 37169 37674	WKMB ML TR 31/07/99
D6870 37170	WKMF EU TD 05/10/98
D6871 37171 37690 37611	XHSD SD DR 15/05/99
D6872 37172 37686	WKMF EU FA 13/02/99
D6873 37173 37801	WKGN TO EW 31/07/99
D6874 37174	WKBN TO EW 14/08/99
D6875 37175	WNZX ^U HQ DC 24/05/99
D6876 37176 37883	WKGN TO EW 23/10/98
D6877 37177 37885	WKGN TO EW 13/09/98
D6878 37178	WKBN TO FU 16/06/99
D6879 37179 37691 37612	XHSD SD DR 04/09/99
D6880 37180 37886	WKMS HQ EW 19/06/97
D6881 37181 37687 37610	XHSD SD DR 24/07/99
D6882 37182 37670	WKMB TO EW 10/05/99
D6883 37183 37884	WKGN TO LB 07/05/98
D6884 37184	WNYX ^U BS DC 12/02/95
D6885 37185	WNXX ^U HQ DC 30/08/97
D6886 37186 37898	WKGN TO TR 16/07/99
D6887 37187 37683	WKMF EU TR 19/01/99
D6888 37188	WNZX ^U TO DC 17/09/94
D6889 37189 37672	WKMF EU TR 03/03/99
D6890 37190 37314 37190	Withdrawn (Preserved)
D6891 37191	Withdrawn
D6892 37192 37694	WKBN TO EW 17/07/99
D6893 37193 37375	WKBN TO MB 26/04/99
D6894 37194	Withdrawn

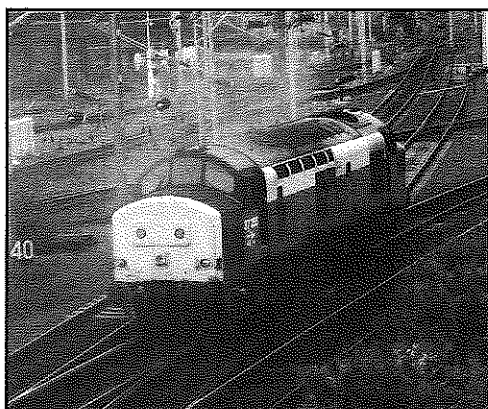
Numbers Carried (current/last in bold)	Current Status Last Pool Depot Liv Working
D6895 37195 37689	WKMS HQFU 24/08/90
D6896 37196	WKMF EU DC 13/06/98
D6897 37197	WNXX ^U TO TD 24/04/98
D6898 37198	WKBN TO MB 19/08/99
D6899 37199 37376	WKMF EU FU 04/09/98
D6900 37200 37377	WKBN TO DC 18/09/99
D6901 37201	WNXX ^U HQTD 13/09/96
D6902 37202 37331	Withdrawn
D6903 37203	WKBN TO MB 25/05/99
D6904 37204 37378	Withdrawn (Cut-Up)
D6905 37205 37688	WKBN TO EW 12/07/97
D6906 37206 37906	WNXX ^U CF TR 12/09/99
D6907 37207	WNXX ^U BS DC 24/02/98
D6908 37208 37803	WKMF EU MB 03/04/96
D6909 37209	WNXX ^U DR LL 19/06/92
D6910 37210 37693	WKMF EU TR 14/05/99
D6911 37211	WNXX ^U TO DC 02/06/98
D6912 37212	WNXX ^U HQTR 26/09/98
D6913 37213	WNZX ^U TO FC 25/04/96
D6914 37214	WNXX ^U BS TR 27/04/96
D6915 37215	Withdrawn (Preserved)
D6916 37216	WKBN TO MB 28/05/99
D6917 37217	WNXX ^U ML BS 14/05/92
D6918 37218	WNXX ^U HQFU 16/10/93
D6919 37219	WKBN TO MB 12/07/99
D6920 37220	WKMB ML EW 25/01/99
D6921 37221	WKMF EU TR 23/10/98
D6922 37222	WNXX ^U CF MF 01/03/97
D6923 37223	WNXX ^U IM FC 09/07/94
D6924 37224 37680	WKBN TO FA 04/07/98
D6925 37225	WNXX ^U HQFU 16/12/97
D6926 37226 37379	WKBN TO MB 21/06/99
D6927 37227	WNZX ^U SL MF 02/05/94
D6928 37228 37696	WKMF EU TR 01/08/98
D6929 37229	WKMS HQFC 06/04/99
D6930 37230	WKBN TO TD 28/08/99
D6931 37231 37896	WKGN TO TR 08/09/99
D6932 37232	WNXX ^U ML TD 24/09/95



One of the early heavyweight casualties, 37889, is pictured in happier times at Stratford. Before being placed into store the loco was painted into Transrail livery.

D6933 37233 37889	WNXX ^U TO TR 09/12/97
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Numbers Carried (current/last in bold)	Current Status Last Pool Depot Liv Working
D6934 37234 37685	WKMF EU IS 21/03/98
D6935 37235	WNXX ^U DR FU 06/08/91
D6936 37236 37682	WKMB ML EW 10/07/99
D6937 37237 37893	WKGN TO EW 01/05/98
D6938 37238	WKMF EU FU 26/09/98
D6939 37239 37332	WNXX ^U TO FC 31/03/97
D6940 37240	WNXX ^U BS DC 01/12/96
D6941 37241	WNZX ^U TO MF 03/09/94
D6942 37242	WKMS HQFU 12/11/98
D6943 37243 37697	WNXX ^U TO EW 13/06/98
D6944 37244	WNZX ^U TO FU 22/08/98
D6945 37245	WNZX ^U TO DC 11/09/96
D6946 37246 37698	WKMS HQLB 07/06/99
D6947 37247 37671	WKMF EU TR 18/06/99
D6948 37248	WKBN TO MB 13/05/99
D6949 37249 37903	WNXX ^U CF FM 21/08/94
D6950 37250	WKMF EU TR 14/06/99
D6951 37251	WNXX ^U ML IS 25/03/95
D6952 37252	Withdrawn (Doncaster)
D6953 37253 37699	Withdrawn (Cut-Up)
D6954 37254	Withdrawn



37255 blasts away from Bescot, towards Walsall on 20 October '98. This loco has been allocated to the new WKMS 'sandite' pool, thus ensuring it's survival until at least Christmas. Photo: M. GIBSON.

D6955 37255	WKMS HQDC 19/09/98
D6956 37256 37678	WKBN TO FU 28/08/99
D6957 37257 37668	WKMS HQEW 05/06/98
D6958 37258 37384	WKMS HQDC 17/07/99
D6959 37259 37380	WNXX ^U TO MF 23/01/99
D6960 37260	Withdrawn (Cut-up)
D6961 37261	WKMF EU FD 30/12/98
D6962 37262	WKMS HQDG 15/05/98
D6963 37263	WKMS HQDC 16/02/98
D6964 37264	WKBN TO DC 12/08/99
D6965 37265 37430	WKMB ML TR *****
D6966 37266 37422	WKN TO RR *****

Numbers Carried
(current/last in bold)

D6967 37267 **37421**

Current Status Last
Pool Depot Liv Working

WKCEN TO EW *****



37421 passes Bescot with 1G97 10:48 Holyhead - Birmingham N.S. on 20 October '98. It was this loco which lost it's bogie side-frame during May and sparked a massive safety check of the fleet. Photo: M. GIBSON.

D6968 37268 37401	WKCD CD EW *****
D6969 37269 37417	WKCEN TO EW *****
D6970 37270 37409	WKMB ML TR *****
D6971 37271 37418	WKCEN TO EW *****
D6972 37272 37431	WNXX ^U ML ML *****
D6973 37273 37410	WKMB ML TR *****
D6974 37274 37402	WKCEN TO FU *****
D6975 37275	WNXX ^U HQBS 17/12/97

Numbers Carried
(current/last in bold)

D6976 37276 37413	WKMB ML EW *****
D6977 37277 37415	WKCD CD EW *****
D6978 37278	WNZX ^U TO FC 08/11/92
D6979 37279 37424	WKMB ML TR *****
D6980 37280	Withdrawn (Old Oak)
D6981 37281 37428	WKMB ML RS *****
D6982 37282 37405	WKMB ML EW *****
D6983	Withdrawn (Cut-up)
D6984 37284 37381	WNZX ^U IM FD 31/07/91
D6985 37285 37335	WNZX ^U IM FU 09/10/93
D6986 37286 37404	WNXX ^U ML TR *****
D6987 37287 37414	WKCEN TO RR *****
D6988 37288 37427	WKMB ML EW *****
D6989 37289 37408	WKCD CD EW *****
D6990 37290 37411	WKMB ML EW *****
D6991 37291 37419	WKMB ML TR *****
D6992 37292 37425	WKMB ML RR *****
D6993 37293	WKMF EU MB 24/04/99
D6994 37294	WKMF EU DC 27/08/95
D6995 37295 37406	WKMB ML TR *****
D6996 37296 37423	WKMB ML TR *****
D6997 37297 37420	WKCEN TO RR *****
D6998 37298	WKMF EU EW 30/07/99
D6999 37299 37426	WKCD CD EW *****
D6600 37300 37429	WKCD CD RR *****
D6601 37301 37412	WKCD CD TR *****
D6602 37302 37416	WKMB ML EW *****
D6603 37303 37271 37333	Withdrawn (Cut-up)
D6604 37304 37272 37334	WNXX ^U IM FU 02/10/93
D6605 37305 37407	WKCEN TO TR *****
D6606 37306 37273	Withdrawn (Cut-up)
D6607 37307 37403	WKMB ML GB *****
D6608 37308 37274	WKCEN TO MB 02/05/98

Current Status Last
Pool Depot Liv Working

WKMB ML EW *****

WKCD CD EW *****

WNZX^UTO FC 08/11/92

WKMB ML TR *****

Withdrawn (Old Oak)

WKMB ML RS *****

WKMB ML EW *****

Withdrawn (Cut-up)

WNZX^UIM FD 31/07/91

WNZX^UIM FU 09/10/93

WNXX^UML TR *****

WKCEN TO RR *****

WKMB ML EW *****

WKCD CD EW *****

WKMB ML TR *****

WKMB ML RR *****

WKMF EU MB 24/04/99

WKMF EU DC 27/08/95

WKMB ML TR *****

WKMB ML TR *****

WKCEN TO RR *****

WKMF EU EW 30/07/99

WKCD CD EW *****

WKCD CD RR *****

WKCD CD TR *****

WKMB ML EW *****

Withdrawn (Cut-up)

WNXX^UIM FU 02/10/93

WKCEN TO TR *****

Withdrawn (Cut-up)

WKMB ML GB *****

WKCEN TO MB 02/05/98

KEY

Black/Blue Background denotes loco stored/withdrawn

Grey/Lt Blue Background denotes loco in French WKMF pool

White Background denotes loco still in traffic (includes stored WKMS locos)

Three new videos by Locomaster Profiles
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POWER HOUR (60 mins of Thrash) - £16.95

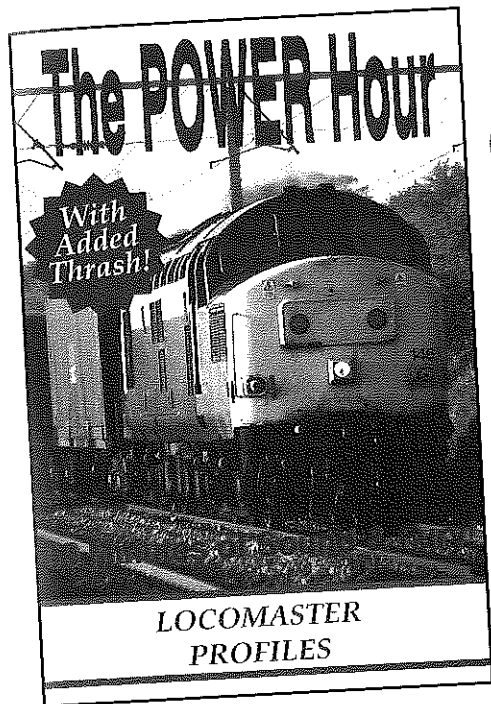
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VIDEO REVIEW



THE POWER HOUR

60 Mins - Locomaster- £16.95

One word sums up this tape, 'Awesome!' Featuring a variety of classes *The Power Hour* basically does what it says on the tin! For 60 minutes you see and hear locos working at their full potential, not to mention their noisiest.

Some of the highlights include a pair of 20s attacking Llanvihangel bank with a 1600 tonne freightliner; A Class 56 being banked by a classmate up the Lickey; 50031 on Dainton and 47712 tackling the Exeter incline.

For the Class 37 enthusiast highlights include 37516 paired with 33202 on a 2000 tonne aggregates train, which is absolutely hellfire; Top & tall 37s on the St Ives branch; 37s on the Highland Main Line with the Georgemas pipes and 37906 without it's silencer.

The two best shots on the tape occur right at the end firstly 37895 suffering wheelslip and then 37107 & 37520 provide a fitting finale struggling with the 2000 tonne Tunstead - Northwich hoppers at Peak Forest. Trust me you really need to see this!

The Power Hour is highly recommended and in years to come it will be a perfect reminder of what real diesels used to sound like.

TRACTION '99 Part 1

90 Mins - Locomaster- £16.95

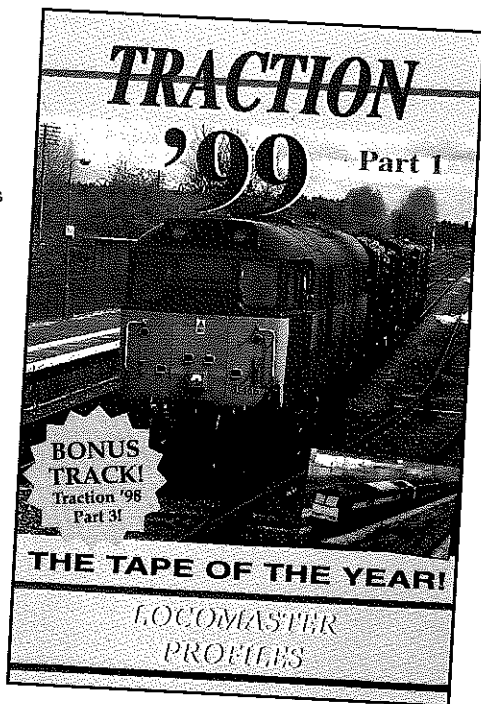
Now entering their fifth year the *Traction* series of tapes continue to provide the enthusiast with an incredible record of all the big workings. Each volume is eagerly awaited not only for the footage but also for David Maxey's excellent commentary, which never fails to raise a smile. *Traction '99 Part 1* doesn't disappoint on either count!

The tape begins in the last weeks of December 1998, with some major 'Slug' workings. After catching up on 1998 the real programme begins and features the first five months of 1999.

There is plenty of Class 37 action including numerous passenger duties; 37429 & 37430 on a 1900 tonne MGR; 37116 on the final EWS flask train; 37013 rescuing a failed 57003; weedkiller 37s on the Gunnislake branch; D6700 double-heading with steam; 37416 on Res mail vans and a brilliant shot of 37047 working a ballast over LUL's District Line.

Other action on the tape includes *Ixion* on a freightliner; DPS 'Deltics' back in action; 'Grids' on the 'bins'; 31154 on MGRs; Gatwick 73 on a freightliner and DRS 20s top & tailing a 'Hastings' unit at Liverpool Street. In addition there is a look behind the scenes at the loco disposal centre at Wigan.

Quite simply, all the major workings of the year up to the end of May are here. Great Entertainment!

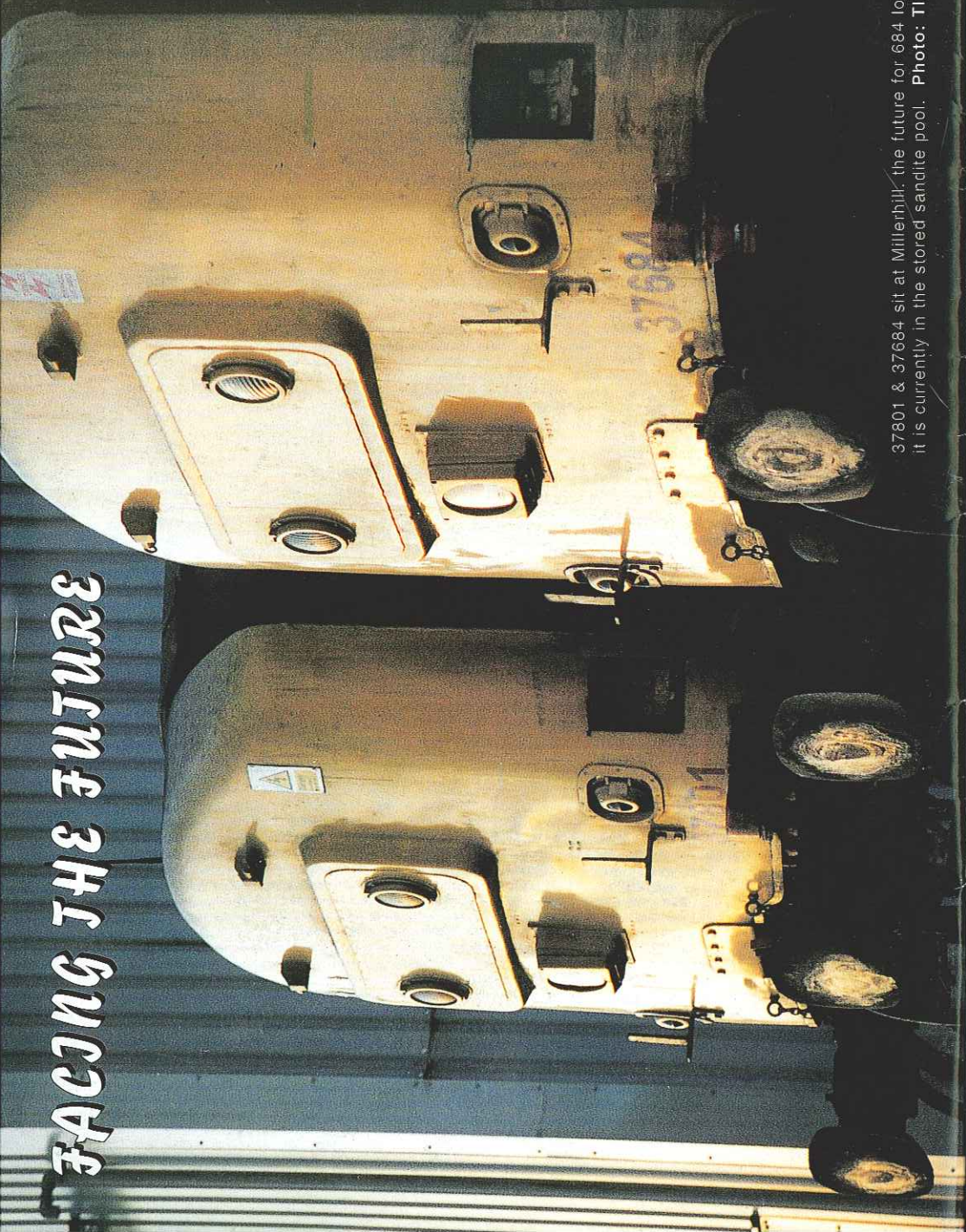


NB PASSENGER DIARY

28/06/99	37198	2V07 09:23 Rhymney - Radyr, 2R40 16:46 Cardiff - Rhymney.
	37042	2F06 07:41 Rhymney - Cardiff, 2R42 17:05 Cardiff - Rhymney.
	37057	1K53 07:36 Chester - Crewe, 1D60 Crewe - HH, 1G97 10:48 HH - BNS, & 1D75 14:23 rtn, 'Royal Scotsman' between Kyle - Aberdeen - Perth.
	37520	08:32 C. Cary - BTM, 2O86 BTM - Wey, 15:05 C.Cary - BTM, 2O93 16:32 BTM - Wey & 2V93 19:38 rtn.
29/06/99	37678	2V07 09:23 Rhymney - Radyr, 2R40 16:46 Cardiff - Rhymney.
	37042	2F06 07:41 Rhymney - Cardiff, 2R42 17:05 Cardiff - Rhymney.
	37198	1G91 04:15 Holyhead - Birmingham NS, 1D62 08:10 rtn then 1K67 12:51 Holyhead - Crewe.
30/06/99	37198	2V07 09:23 Rhymney - Radyr, 2R40 16:46 Cardiff - Rhymney.
	37042	2F06 07:41 Rhymney - Cardiff, 2R42 17:05 Cardiff - Rhymney.
	37043	2O85 06:58 Westbury - Weymouth, 2V70 08:39 Weymouth - Bristol, 2B72 11:27 Bristol - Cardiff.
01/07/99	37043	2R42 17:05 Cardiff - Rhymney.
	37042	2F06 07:41 Rhymney - Cardiff, 2R40 16:46 Cardiff - Rhymney.
	37057	1K53 07:36 Chester - Crewe, 1D60 Crewe - HH, 1G97 10:48 HH - BNS, & 1D75 14:23 rtn.
	37109	1E99 'Royal Scotsman' 09:20 London Victoria - York
	37264	2O85 06:58 Westbury - Weymouth, 2V70 08:39 Weymouth - Bristol, 2B72 11:27 Bristol - Cardiff, 1C96 14:05 Cardiff - BTM, 2O93 16:32 BTM - Weymouth & 2V93 19:38 rtn.
	37675	1M25 Glasgow - Euston between Oxenholme and Carnforth loop
02/07/99	37043	2V07 09:23 Rhymney - Radyr, 2R42 17:05 Cardiff - Rhymney.
	37042	2F06 07:41 Rhymney - Cardiff, 1M89 16:45 Cardiff - Manchester, 1V92 21:38 Crewe - Cardiff.
	37057	1G95 06:34 HH - BNS, 1D67 10:07 rtn to Chester then 13:54 HH - BNS from Chester, 1D82 17:21 BNS - HH
	37055	1D67 10:10 HH - BNS - HH from Chester then 1G11 13:54 HH - BNS to Chester.
03/07/99	37264	2O85 06:58 Westbury - Weymouth, 2V70 08:39 Weymouth - Bristol, 2B72 11:27 Bristol - Cardiff.
	37057	1G91 04:15 HH - BNS to Chester, 1K81 20:10 HH - Crewe from Chester, 1D60 23:40 Crewe - HH.
	37058	1D65 10:10 Crewe - Bangor & 1K65 12:22 rtn, 1D73 14:17 Crewe - Bangor & 1K73 16:22 rtn.
	37298	1G91 04:15 Holyhead - Birmingham NS from Chester, 1D62 08:10 rtn then 1G97 10:48 Holyhead - Birmingham Int
	37042	2O87 09:00 BTM - Wey & 2V79 11:53 rtn, then 2O90 14:33 BTM - Weymouth & 2V89 17:10 rtn.
04/07/99	37897	1242 'Pembroke Coast Express' from Carmarthen to Fishguard Harbour.
	37057	08:49 HH - Crewe, 15:03 Chester - Crewe, 15:46 Crewe - HH, 18:22 HH - BNS from Chester, 23:30 BNS - HH to Chester.
	37058	09:13 Crewe - Bangor & 12:06 rtn, 14:00 Crewe - HH & 16:54 rtn, 20:05 Crewe - HH.
	37198	2O87 07:45 Cardiff - Weymouth, 2V87 16:25 Weymouth - Bristol T.M.
	37371	11:00 Crewe - HH, 18:22 HH - BNS to Chester, 23:30 BNS - HH from Chester.
05/07/99	37042	1C96 14:05 Cardiff - Bristol T.M., 16:33 Bristol T.M. - Weymouth, 19:38 Weymouth - Westbury.
	37043	2R42 17:05 Cardiff - Rhymney.
	37057	1K53 07:36 Chester - Crewe, 1D60 Crewe - HH, 1G97 10:48 HH - BNS, & 1D75 14:23 rtn.
	37058	04:15 HH - BNS, & 08:10 rtn, then 12:51 HH - Crewe, 16:21 Crewe - Bangor & 18:20 rtn.
	37198	2O85 06:58 Westbury - Weymouth, 2V70 08:39 Weymouth - BTM, 2B72 11:27 BTM - Cardiff.
	37264	2R40 16:46 Cardiff - Rhymney.
06/07/99	37371	06:34 HH - BNS, 10:07 BNS - HH to Rhyl, 1G11 13:54 HH - BNS from Rhyl to Chester.
	37042	2O85 06:58 West - Wey, 2V70 08:39 Wey - BTM, 2B72 11:27 BTM - Cardiff, 2R40 16:46 Cardiff - Rhymney.
	37043	2V07 09:23 Rhymney - Radyr, 2R42 17:05 Cardiff - Rhymney.
	37057	06:34 Holyhead - Birmingham N.S. & 10:07 rtn, 13:54 Holyhead - B.N.S. & 17:21 rtn to Chester.
	37154	1C96 14:05 Cardiff - Bristol, 2O93 16:33 Bristol - Weymouth, 2V93 19:38 Weymouth - Westbury.
	37264	2F06 07:41 Rhymney - Cardiff.
07/07/99	37371	1D82 17:21 Birmingham N.S. - Holyhead from Chester.
	37042	2F06 07:41 Rhymney - Cardiff, 2R40 16:46 Cardiff - Rhymney.
	37043	2V07 09:23 Rhymney - Radyr, 2R42 17:05 Cardiff - Rhymney.
	37154	2O85 06:58 Westbury - Weymouth, 2V70 08:39 Wey - BTM, 2B72 11:27 BTM - Cardiff & 1C96 14:05 rtn, 2O93 16:33 Bristol T.M. - Weymouth, 2V93 19:38 Weymouth - Westbury.
08/07/99	37371	1G91 04:15 Holyhead - Birmingham N.S. & 1D62 08:07 rtn then 1K67 12:51 HH - Crewe.
	37042	2F06 07:41 Rhymney - Cardiff, 2R42 17:05 Cardiff - Rhymney.
	37043	2V07 09:23 Rhymney - Radyr.
	37154	2O85 06:58 Westbury - Weymouth, 2V70 2V70 08:39 Wey - BTM, 2B72 11:27 BTM - Cardiff
	37695	2R40 16:46 Cardiff - Rhymney.
09/07/99	37042	2V07 09:23 Rhymney - Radyr.
	37043	2F06 07:41 Rhymney - Cardiff, 2R40 16:46 Cardiff - Rhymney.
10/07/99	37682	Workshop O. D. Com. rt, between Charleston Jnc - Kincardine and Rosyth Dock Jnc - Inverkeithing Jnc.
12/07/99	37219	1A09 06:05 Wolverhampton - Euston from Rugby.
	37264	2R40 16:46 Cardiff - Rhymney.
	37673	2V07 09:23 Rhymney - Radyr.
	37702	2F06 07:41 Rhymney - Cardiff.
13/07/99	37264	2V07 09:23 Rhymney - Radyr.
	37898	2R40 16:46 Cardiff - Rhymney.
14/07/99	37519	2O86 08:30 B.T.M. - Weymouth & 2V74 11:03 rtn, 14:33 B.T.M. - Weymouth & 2V89 17:10 rtn.
	37669	1A18 06:40 Liverpool - Euston to Manchester.
	37895	1A11 05:45 Liverpool - Euston to Manchester
	37898	2F06 07:41 Rhymney - Cardiff, 2R42 17:05 Cardiff - Rhymney.
15/07/99	37519	2C64 06:56 West - BTM, 2O86 08:30 BTM - Wey & 2V74 11:03 rtn then 14:33 BTM - Wey & 17:10 rtn.
	37898	2V07 09:23 Rhymney - Radyr, 2R40 16:46 Cardiff - Rhymney.
16/07/99	37898	2F06 07:41 Rhymney - Cardiff, 2R40 16:46 Cardiff - Rhymney.
17/07/99	37047 & 37058	'The Summer Symphony' railtour Reading - Rylstone and return.
	37384	1D65 10:18 Crewe - Bangor & 1K65 12:22 return.
	37694	1D73 14:17 Crewe - Bangor & 1K73 16:22 return.
	37718	1D69 12:20 Crewe - HH & 1K71 14:54 rtn, then 1D79 17:17 Crewe - HH & 1K81 20:30 rtn.
18/07/99	37065	1V52 09:21 Newcastle - Plymouth between Wellington and Exeter.
19/07/99	37131	2V07 09:23 Rhymney - Radyr, 2R42 17:05 Cardiff - Rhymney.
20/07/99	37131	2V07 09:23 Rhymney - Radyr, 2R42 17:05 Cardiff - Rhymney.
	37718	1D77 16:21 Crewe - Bangor & 1K77 18:20 return.

21/07/99	37131	2V07 09:23 Rhymney - Radyr.
23/07/99	37013 & 37165	'Tiberius Kirk' railtour between Northampton and Mossend.
	37153	2R42 17:05 Cardiff - Rhymney.
	37678	08:30 B.T.M. - Weymouth & 11:03 rtn then 2090 14:33 B.T.M. - Weymouth & 2V89 17:10 rtn.
24/07/99	37023 & 37114	'Tiberius Kirk' railtour between Mossend - Fort William - Tulloch.
	37114	'Tiberius Kirk' railtour between Tulloch - Crianlarich - Oban - Crianlarich.
	37114 & 37116	'Tiberius Kirk' railtour between Crianlarich - Rugby.
	37612 & 20302	'The Northern Venturer' railtour between Crewe - Preston - S&C - Carlisle.
	37610 & 37612	'The Northern Venturer' railtour between Carlisle - Newcastle - Carnforth - Crewe.
	37678	09:00 Bristol T.M. - Weymouth & 11:53 rtn then 14:33 Bristol T.M. - Weymouth & 17:10 rtn.
25/07/99	37153	1Z10 charter Rhymney - Paignton & 1Z11 return.
26/07/99	37153	2F06 07:41 Rhymney - Cardiff, 2R42 17:05 Cardiff - Rhymney.
	37678	2R40 16:46 Cardiff - Rhymney.
27/07/99	37153	2V07 09:23 Rhymney - Radyr, 2R42 17:05 Cardiff - Rhymney.
	37678	2F06 07:41 Rhymney - Cardiff, 2R40 16:46 Cardiff - Rhymney.
28/07/99	37153	2V07 09:23 Rhymney - Radyr.
	37678	2F06 07:41 Rhymney - Cardiff.
	37888	10:35 Euston - Glasgow btwn Stoke & Preston, 13:40 Glasgow - Euston btwn Preston - Stockport.
29/07/99	37174	1V67 18:05 Newcastle - Bristol T.M. to Birmingham N.S.
30/07/99	37298 & 37371	1A86 17:20 Preston - Euston between Springs Branch and Crewe.
31/07/99	37154	04:15 HH - B.N.S. from Chester & 08:07 rtn then 11:16 Bangor - B.N.S. & 14:23 B.N.S. - HH.
	37604 & 37612	K&WVR Diesel Gala.
	37674 & 37801	'Spinning Haggis' railtour between Glasgow Central & Stirling.
	37684	1Y11 04:50 Edinburgh - Fort William.
01/08/99	37604 & 31162	K&WVR Diesel Gala.
	37612	K&WVR Diesel Gala.
03/08/99	37174	2R40 16:46 Cardiff - Rhymney.
04/08/99	37174	2F06 07:41 Rhymney - Cardiff.
06/08/99	37057	1V50 08:40 Glasgow - Penzance between Preston & Birmingham N.S.
07/08/99	37043 & 37055	'Heart of Wales Rambler' Lancaster - Cardiff & return.
	37284	'Dorset Arrow' steam charter, Yeovil - Weymouth.
09/08/99	37695	1V41 08:10 Liverpool - Paignton from Crewe, 1M25 16:17 Paignton - Manchester to New St
	37198	2C64 06:56 Westbury - Bristol T.M., 2O86 08:30 Bristol T.M. - Weymouth & 2V74 11:03 rtn.
	37704	2R42 17:05 Cardiff - Rhymney.
10/08/99	37704	2V07 09:23 Rhymney - Radyr, 2R42 17:05 Cardiff - Rhymney.
11/08/99	37797	2R42 17:05 Cardiff - Rhymney.
12/08/99	37174	1V61 15:02 Newcastle - Plymouth from Exeter.
	37264	1S35 09:22 Penzance - Edinburgh from Plymouth to Bristol T.M.
	37797	2V07 09:23 Rhymney - Radyr, 2R42 17:05 Cardiff - Rhymney.
13/08/99	37797	2V07 09:23 Rhymney - Radyr, 2R42 17:05 Cardiff - Rhymney.
14/08/99	37029 & 33208	1Z70 10:20 Crewe - Cardiff and 15:18 return.
	37174	1C05 07:00 B.T.M. - Paignton from Exeter, 1E33 10:01 Paignton - Newcastle to B.T.M.
15/08/99	37114 & 37165	1Z36 Elgin - Kyle - Aberdeen.
	37198	1Z27 Rhymney - Tenby and return.
16/08/99	37198	2F06 07:41 Rhymney - Cardiff, 2R40 16:46 Cardiff - Rhymney.
17/08/99	37198	2F06 07:41 Rhymney - Cardiff, 2R40 16:46 Cardiff - Rhymney.
18/08/99	37198	2F06 07:41 Rhymney - Cardiff, 2R40 16:46 Cardiff - Rhymney.
19/08/99	37198	2F06 07:41 Rhymney - Cardiff.
20/08/99	37371	2R42 17:05 Cardiff - Rhymney.
	37684	'Royal Scotsman' between Edinburgh & Taynait.
21/08/99	37371	2R42 17:05 Cardiff - Rhymney.
	37513 & 37713	'The Farewell II Arms' railtour between Norwich & Lowestoft.
25/08/99	37675	'Royal Scotsman' between York and London Victoria.
26/08/99	37675	'Royal Scotsman' between London Victoria and York.
27/08/99	37675	'Royal Scotsman' between York and Edinburgh.
28/08/99	37040	'Sandwich Dealer' between Finsbury Park - Sheerness and Hoo Junc. - Paddock Wood.
	37230	'Sandwich Dealer' between Sheerness - Hoo Junc. and Paddock Wood - Finsbury Park.
	37678	17:50 Cardiff - Rhymney & 19:15 rtn, 20:50 Cardiff - Rhymney.
	37702	07:15/10:15/13:15/16:15 Rhymney - Cardiff and 08:50/11:50/14:50 Cardiff - Rhymney.
	37706	1E11 10:01 Paignton - Newcastle between Tiverton & Bristol T.M.
01/09/99	37702	2V07 07:23 Rhymney - Radyr.
04/09/99	37023 & 37051	1Z93 Blackpool - Cardiff & return.
	37116	Bo'ness Gala.
	37612 & 20308	'Best of Both Worlds' railtour Preston - Brighton & return.
	37604	1M50 14:18 Brighton - Preston from Haywards Heath.
05/09/99	37116	Bo'ness Gala.
07/09/99	37896	2R42 17:05 Cardiff - Rhymney.
08/09/99	37896	2V07 09:23 Rhymney - Radyr.
10/09/99	37351	East Lincs Gala.
	37601	1S76 09:20 Brighton - Edinburgh between Kensington Olympia & Birmingham N.S.
	37906	East Lincs Gala.
11/09/99	37351	East Lincs Gala.
	37372	'The Rotating Cleric' railtour between Preston & Blackpool South
	37601	1M50 14:18 Brighton - Preston between Gatwick & Birmingham New St.
	37906	East Lincs Gala.
12/09/99	37040	1C78 21:30 Paddington - Exeter from Tilehurst - ?.
	37351	East Lincs Gala.
	37601	1S76 12:20 Brighton - Edinburgh from Leamington Spa - Birmingham New Street.
	37906	East Lincs Gala.
	37029 & 37351 & 37906	East Lincs Gala 17:10 Bury - Rawtenstall. 37906 on its own for 17:51 return.
13/09/99	37601	1M76 04:49 Reading - Liverpool to BNS, 1O38 09:10 Edinburgh - Bournemouth from BNS to Reading.
18/09/99	37377 & 33103	'Parkan Ride' railtour Crewe - Plymouth and return.

FACING THE FUTURE



37801 & 37684 sit at Millerhill, the future for 684 looks bleak
it is currently in the stored sandite pool. Photo: **TIM MOSS**