

# SYPHON!

Summer 2000

£1.95



*The Official Magazine of The Class 37 Group  
(owners of 37003)*

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*Summer 2000*

**Written by: Mike Millward - Edited & Designed by: Ken Carr**

## **FROM THE DRIVING SEAT**

What a year it has been so far! It all started off well with the Group finally floating a Limited Company to look after D6703, First Generation Traction Ltd. Shares in the company have sold slowly since, C37G is the major shareholder and there are still shares available at £25 each to become a real part-owner of D6703. Work on 6703 progressed well with it under cover during the winter. At one point it really looked as if we were actually going to get an engine earlier this year but that has fallen flat through problems within EWS.

The AGM was delayed until March 2000 but produced very little of note, apart from the Group having to recognise that the membership base is now going to slowly shrink due to the lack of 37 activity ( we have even had someone not renew because their favourite loco was withdrawn!), with the magazine going down to 3 copies a year but the membership up £1 to £11-00 p/a (this was necessary because membership fees were frozen too long during the late 80's/90's and we still are about £1.50 p/a too low). Membership has evened out but is still going down.

We managed a coup in May, by getting the round buffers and skirts on D6703, the first in preservation apart from EWS' D6700 and this has made the national mags but since then I have been unable to get to the EARM to do anything through a back injury (I did have a flying visit in early July but it left me crippled for two days) so at the moment Steve Pizzezy is just looking after her until we can get on. We need more volunteers to assist with the restoration and those with mechanical or metalworking capabilities are more than welcome. Contact me on 01502 537219 or [mike.millward@euphony.net](mailto:mike.millward@euphony.net).

What will happen in the next six months or so is very much up to you, the membership. D6703 needs your help both financially and physically, we in the Committee are working behind the scenes to get things done but at the moment the target to get her running by next year looks a long way away. You never know, we may just have to get another to work on until the bits become available.

**MIKE MILLWARD**

# First Generation Traction

*Issued by The Class 37 Group 31st Jan 2000*

To secure the future of its preserved Class 37, D6703 *The First East Anglian Regiment*, the Class 37 Group have formed a limited company called 'First Generation Traction Ltd' and the assets of the Group have been transferred to this organisation.

The Company, (FGT), is a non-profit making organisation committed to the long-term preservation of early British diesel locomotives with D6703 as the first asset for restoration. Should the situation change, and other locomotives become available, FGT will consider setting D6703 aside for long-term restoration.

The major funding for FGT will initially be through a shares issue with non-trading shares in the company at £25.00 each. These will be issued from March 2000 and interested parties can register by contacting FGT via the Class 37 Group address at P.O.Box 37, Lowestoft, Suffolk, NR33 9FJ.

To clarify the situation regarding D6703, the locomotive was overhauled in 1992 and stored with a generator flashover caused by carbon soot contamination in 1994. Secure storage at Immingham meant that the locomotive was virtually intact when the Group inspected it in 1996, but after Loadhaul was bought by EWS, the locomotive was sent to Crewe Works to have the engine removed because of low hours. The Group was offered the remains for a nominal sum in 1998 and after inspection

found that apart from the missing engine, the rest of the locomotive was still virtually intact. At present, D6703 is undergoing external restoration and interior renovation to 1960 condition. No 1 cab has been restored with No2 cab to be completed this year. D6703 sits on cast steel CP7 bogies with sound tyres and good traction motors and apart from minor component loss is a good prospect for return to operation by the end of 2000. FGT has been set up firstly to acquire the necessary components to complete this locomotive, but, as previously stated, funds permitting, a good condition Class 37 would be acquired for quick restoration or another acquired to supply spares to repair D6703.

The Class 37 Group will continue as a separate entity supplying its membership with the magazine *SYPHONI*, but with the now increasingly rapid run-down of the Class 37's in EWS service, some format changes will be required. The Class 37 Group, as the forming organisation, will hold a large proportion of the shares issued by FGT through the transfer of assets.

First Generation Traction will be happy to discuss liaison with other companies/societies to effect the preservation of early diesel traction, not necessarily just Class 37's.

If you wish to contact me for further information, please do so at the above address or at [WWW.firstgeneration-traction@euphony.net](mailto:WWW.firstgeneration-traction@euphony.net)

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## EURO THRASH!

### AU REVOIR!

As we went to press with the magazine, EWS began to bring its ex-pat Class 37's home as the LGV contract started to wind down. At present, it appears most are to go to Tyne Yard for storage but one has been allocated to Wigan for storage. It is not known if any will be sent back out to Spain to work on the LGV contract there, EWS having claimed that none will be sent. This action would leave EWS short of medium power traction again so maybe some of the returnees will be overhauled and put back into traffic again, but as is usual with EWS, we will just have to wait and see.

The first pair home on the 16th July were 37513 and 37686, 37513 assigned to Tyne Yard while 37686 has gone to Wigan. Dollands Moor is the staging post so any members in the area should keep a close eye on what is stabled there. Four locomotives arrived on the 19th July, these being

37077, 37100, both to go to Old Oak and 37696, 37894 to go to Tyne Yard. The next day found 37708 and 37800 returning, allocated Tyne Yard and the 21st found 37261 and 37796 back, at the time of writing not allocated anywhere and at Dollands Moor. By the 22nd, 37077 + 37100 + 37894 had arrived at Bescot (probably en route to Wigan, then) and 37261, 37696, 37708, 37796 and 37800 were all still at Dollands Moor.

### VIVA ESPANIA!

The contract for supply of Class 37's for RENFE centres mainly around 377's which have been found to be better on the steep grades than 37/0 or unballasted refurbis. So far, the locomotives being prepared are 37703, 37714, 37716, 37718, 37883 and 37885. Another 14 are expected to be prepared shortly but what pool they will come from is unknown.

# GONE BUT NOT FORGOTTEN



The last year or two have seen serious inroads into the Class 37 fleet and this listing brings up to date locomotives that are either completely gone, or beyond economical repair. We haven't covered 'preserved' locomotives, only those that have departed this mortal coil.

Everyone knows the 'legend' of D6983, wrecked at four months old and cut on site by RS Hayes of Bridgend during June 1966. Luckily for the Class 37's, it was many years before another was written off, this being 37011 which was hit by some runaway EMU's at Springburn in Glasgow in 1987, finally meeting its end at J Rollasons of Wellington during July 1989. This set a precedent for the class and shortly afterwards, 37062 met its end at Vic Berrys yard after another collision, being cut in April 1990, the only Class 37 to meet its fate at this historic yard. 37096 and 37260 both followed by being cut at MC Metals in August 1991, 37260 condemned through fire damage.

MC were to cut two more Class 37's, 37004 after it was stripped for spares at Motherwell and 37113 after it was involved in a runaway collision with an HST at Portobello; strangely, 113 carried 37260's name of 'Radio Highland' at the time and the plates were never removed even up to the



scrap-ping. BR trying to dispose of a jinx???? 37004 was cut during June 1996 and 37113 during August 1995.

37273 met its end at Cardiff Canton after derailling and rolling down an embankment in West Wales; the local travellers had a field day with the wiring and copper and she was written off during September 1991, cut by Gwent Demolition in May 1993.

MRJ Phillips appeared on the scene in a big way, cutting several 37's, 37008 being sold on by Pete Waterman to them after he bought it as a source of spares for 37029. 37008 met its end by running into a Freightliner set at Felixstowe and wiping out one complete cab and nose end in 1991, by July 96 it was a memory. MRJ had practised on collision damaged 37681, one of a pair

that had overshot a headshunt in 1992, cut at Crewe in August 1995.

MRJ had it all their own way during 1997, clearing Crewe Works prior to privatisation by cutting 37066 in July 1997 (this loco wasn't officially withdrawn until the next month!), 37333 in the same month, also at Crewe, and prototype 37/5 no 37699 as well. They added a few others, 37031 at Cardiff Canton during May 1997, 37080 at Cardiff during June 1997, 37280 at Old Oak after it was

during December 1998.

In the past year, the CRDC has demolished, but often not disposed of several Class 37's as well as 31's and 47's of all sub-classes. Only one 37 was officially disposed of there during 1999, that being 37371 in December, but the start of the new millennium has seen the number accelerate with 37156 and 37431 first in January 2000 and 37232 in March 2000.

EWS also finally released a batch of locomotives



swapped for 37099 in a preservation deal during April 1997 (it had appeared in the background on EastEnders one episode) and 37373 also at Old Oak during July 1997.

As 1998 dawned, EWS was in trouble over its sales of scrap locos and out of the legal wheeler-dealings arrived a new player on the scene, the old Motive Power depot at Wigan Springs Branch which was re-connected to the Railtrack system and became the main component and recovery site for all of EWS operations. The first 37 to meet its end was 37107 which was cut apart and dumped in the confines of the CRDC, where at the time of writing it still is, cut

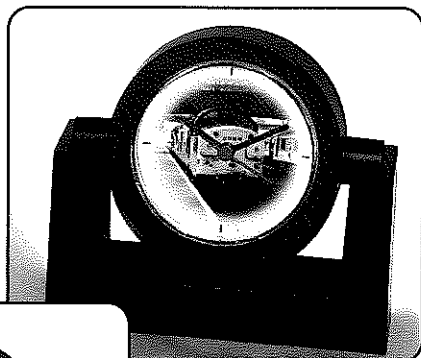
tives for external scrapping, with many cut on site, 37035 meeting its end in January at Booth Roe of Rotherham, 37083, 37104, 37110, 37335, 37382 all cut by Raxstar at Immingham TMD, long-dumped 37381 cut by Raxstar at Frodingham, all during April/May and 37332 at Old Oak Common by contractors during mid-June. The purge on locomotives should be continuing for some time yet as EWS has finally decided to clear the CRDC of dead locos most of which are in such a state they will have to be cut on site.

# SYPHON SALES



37 Group

37058

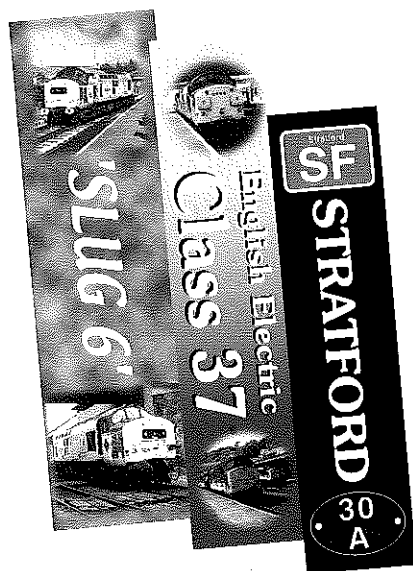


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# PRESERVATION PROGRESS

**37003:** Our locomotive is continuing to change at a slow, steady pace. Finally, after a long time of asking, she was moved from the south end of the Goods Shed at the EARM to inside the shed, where the remaining work on the 'public' side of the loco was carried out, namely re-plating above the radiator grille and between the bodyside air intakes.

The opportunity was taken to paint in the nameplate and letter it up on this side using the original bolt holes to align it and the area around the boiler filler was tidied up and repainted. The green holding livery still looks good despite only having been rolled on in freezing conditions in January 1999.

From the Goods Shed, D6703 was dragged screaming out and put on the main platform for a few weeks, the opportunity afforded by good weather and a level platform allowing a team to seriously attack the interior and remove years of carbon dust and repaint in Ford Tractor Grey. The difference is incredible.

Another move took place back to where we were on delivery, by the main Restoration Shed, and then we at last ended up inside. This window of opportunity was grabbed with both hands and over the course of May, all four buffers were swapped for round oleos and the buffer skirts fitted and roughed out. They still need the multiple jumper sockets refitting, and the handrails and a source for half-round section wrought iron is being sought to finish off the 'hockey stick' trim on the front.

The shank covers have been fabricated but still need to be fitted. Over the EARM's Thomas and Freindsweekend, No1 cab was open to the public and lots of young children had fun playing train drivers; at the moment they can't damage anything! This allowed us to clear years of accumulated crap from the cab and nose end, No2 cab now looking like a scrapyard until we can secure storage accommodation.

As this is written, D6703 is back in the shed after having been shunted around to make room for the model railway exhibition. Volunteers are needed to assist with the restoration, contact Mike Millward via the group's main address.

**37032:** Very little heard from this North Norfolk resident, apart from it has been used regularly for Driver Experience courses on the line and was due to appear at the NNR Diesel Gala.

**37075:** After a very quick return to action after acquisition by the Class 37 LA at the GCR(N) at Ruddington, the generator had to be removed to have repairs carried out because of a power earth fault. The LA is hoping to get 075 back in action for the Diesel Gala in late summer with an initial livery of BR Blue to start with, going green later.

**37099:** The wandering syphon has finally landed at Toddington under the care of the Growler Group who have worked hard to get it going again. The engine was sent away to Crewe for repairs and this enabled it to put in a surprise appearance at the GWR Gala double-headed with 37215. 099 is due to be laid up to

have the bodywork repaired before any other starring roles.

**37111:** Almost as quiet as ours, 37111 has been at Barrow Hill since acquisition and work continues amongst the other projects run by the owners.

**37158:** Bought from CRDC by Type Three Traction, this has gone to Carnforth with main line pretensions as it is already in its own pool. Very little is known about the owners.

**37190:** The Midland Railway Centre resident cannot be far from return to traffic and when it does it should be in superb condition. It also had generator problems and has run under its own power a few years ago, but the power unit was removed to effect repairs. Planned livery is large logo.

**37197:** Ian Riley Engineering bought this one along with 37038 for mainline usage but at present it is reportedly in need of either a full engine overhaul or a new unit altogether. It is at present at Ian's workshops on the East Lancs Railway undergoing repairs.

**37207:** the former William Cookworthy is back on 'home' territory after being bought for the Plym Valley Railway, but according to sources could be a long-term rebuild, lets hope it isn't.

**37215:** The Growler Groups superb restoration of this complete wreck runs as reliably as ever at the GWR, hopefully soon to be joined by Steve Bennistons 37099 in service.

There are several other 37's in private hands, ie 37029 and 37038 but for the purposes of this we are treating them as revenue earning locos and not as such preserved.

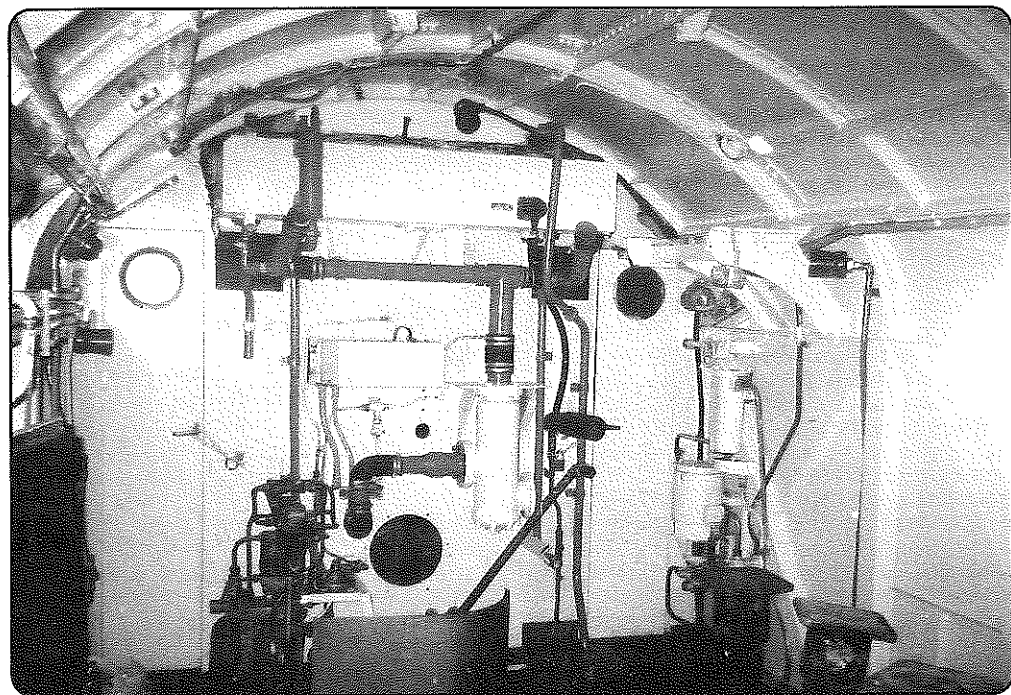
## The D6703 Model - Update

The model of D6703 from Lima, as ordered through MR&ME of Bedford has been in the offing for about a year now. What has happened is that shortly after they were ordered, the British importer, RIKO, went bust and a new company took over. For the last year or so, MR&ME have been negotiating with both Lima and the new company to release the models, which according to RIKO paperwork have been produced. We have been promised an outcome shortly!









# FREIGHT REVIEW 2000



Despite the influx of Class 66's, Class 37's still find themselves useful to EWS on many of the turns they used to have as their own. They have also found new work deputising for the lack of type 5 power that EWS have created by the continuous withdrawal programme.

The start of the year found heavyweight 37's back on the Baglan Bay tanks, 37798 working from Hull on 6V14 and 37703 on 6E21 from Baglan to Humber on the 5th January. 37057 was working Didcot to Bicester on a trip (6A49/6A48) and 37047+37216 worked from Guide Bridge to Penmaenmawr and back, also on the 5th. 37248 was noted working around Cornwall from the 6th, that day noted on St Blazey. 37798 was back in use working from Hull on the 6M62 to Mostyn, 37203 working the 6D54 to Doncaster from Hull.

The next day, the 7th, found Humberside a buzz with 37's, 37703 arriving from Baglan Bay, 37714 on the 6D88 1545 from Goole to Doncaster, 37797 on 7E34 1700 Ashton to Lindsey, 37888 arriving on 6E05 from Stanlow, and 37892 having done the 6V14 to Baglan Bay. 37057 had a trip to Barnstable on the 8th with seacow hoppers, due to 66's not being allowed up the Tarka line.

January 9th found probably the largest collection of 37's on one job for some time, engineering works between Southport and Wigan with 37047+216, 37040+375, 37051+370, 37219+377, 37055+379 and 37503+509 all involved at some point. The 11th found 37248 straying from Cornwall to work a trip to Meldon Quarry and back to Exmouth. 37055 joined 37216 on the Penmaenmawr trips on the 13th, working back to Carnforth on 6P30 1914 pen to Carn. 37377 found itself

on the 6J70 Warrington to Chirk and 6F62 Dee Marsh to Warrington.

The 37/4's certainly had a field day on freight on the 18th, with 37403 on 6E01, 37406+37427 on 6Y45, 37409 7D50 Carstairs to Mossend, 37414 7C74 Hoo area, 37424+37428 7D60 Fort William, to Mossend, 37425 7D80 Millerhill to Mossend, 37430 7Z97 Fort William to Mossend and 37420 D.I.T. Westbury to Newport.

The 20th had a good selection working, 37042 working off Didcot to Fenny Compton on 4M19, 37055 working LD Arpley to Dowlow, 37065 on 6A77 Ipswich to Parkeston Quay, 37109 on 6L76 Doncaster to Ely, 37114 6M16 Stratford to Cricklewood, 37216 8C02 Carnforth to Carlisle, 37372 7D04 Peterborough to Doncaster, 37379 6E52 to Humber, 37409 6E16 Fort William to Mossend, 37419 6Y42 Mossend to Oban, 37425 7B16 Millerhill to Tyne Yard, 37427 6D16 Grangemouth to Mossend, 37430+37517 7D60 Fort William to Mossend, 37698+37712 6X88 Hartlepool to Inverness, 37714 6M08 Tyne Yard to Workington, 37717 6M32 Lindsey to Ashton in Makerfield, 37798 6D90 Immingham to Welton, 37801 6E33 Baglan to Saltend and 37897 OZ12 Didcot to Bescot. This shows that at the beginning of the year, 37's could still crop up virtually anywhere in the UK. This is further supported by a report from the 25th; 37040+37042 6N62 Steetely to Thrislington, 37055 6L15 Carnforth to Ince Moss, 37065 6T61 Hoo junction to Paddock Wood, 37375 6F67 Dowlow to Warrington, 37521 6E77 1307 Ely to Doncaster, 37668 6G55 1900 Ketton to Doncaster, 37895+37897 1430 Didcot to

Newport ADJ ballast and 37712 at Castleton CWR with a rake of perch.

The 28th found 37604 working the 4024 0936 Basford Hall to Southampton Maritime Freightliner, whilst three days later 37047 dragged dead 66187 on 6072 Wolverhampton to Hoo Junction.

Early February found 37516+37710 on the Round Oak (Birmingham) to Boston steel working on the 3rd, 37799+37702 working the 6M99 Immingham to Wolverhampton enterprise the next day. 37248 was still working around Cornwall off Lostwithiel and 37042 was still working trips off Didcot. 37682 worked the last working for 31268+31278+31250, hauling them from Toton to TJ Thompsons at Stockton on the 7th. A good train to cover is the 6L76 Doncaster to Ely and 6E77 return, kicking out 37040 on the 7th, 37109 on the 8th, 37040 again on the 21st and 22nd, 37203 on the 23rd, 37799 on the 26th and 37801 on the 28th. Feb 4th found a pair of 4's working off their usual diagrams, with 37407 on 6B89 11:00 Tidal to Aberthaw and 37412 on 6E21 Baglan Bay to Humber vinegar tanks the next day found 37684 gainfully employed on 6E16 Fort William to Bedlington for the Alcan traffic and 37704 working from Falkland Yard to Doncaster on 6Z26, a train that originated at Hunterston. 37375 had a trip from Aberdeen to Elgin on 6H54 and 6A1 I back on both the 8th and 9th, 37065 in use at the other end of the country on 6T22 2353 Eastleigh to Hoo Junction. The East Coast was visited by a 37 on the 11th, this time 37509 breaking the stranglehold of the Red Death at Gt Yarmouth with the 6P79 Parkeston Quay to Gt Y and return, and 37895 had a nice day out working from Avonmouth to Rugby on 6M14, then working 6V87 to Didcot. The Baglan Bay service was both 37, 37710 working 6V14 and 37884 on 6E21. The 12th found 37406+418 working over the top from Inverness to Millerhill on 6E69, whilst 37409 worked the other way on 6H45 Mossend to Inverness.

Jumping to the 15th, 37702 had its work cut out on 6M04 1537 Southampton East Dock to Washwood Heath and 37674 and 37717 were both noted on Bescot on freight, 37710 working 6E21. The 16th found a pair of splits working into deepest Cornwall on 6V70 Stoke to St Blazey china clay with 37042 en route to take over the Moorswater branch and 37051 just along for the ride, 37057 had 8X10 LUL stock movement to deal with, 37430 on 7R90 Mossend to Ayr and 37884 on the 6V14.

A survey on the 17th February gives a good snapshot of the workings of Class 37's in the early 21st Century on freight, in no particular order, 37040 6L76 Doncaster to Ely; 37051 6M72 Cliffe Vale to St Blazey, 37057 8X05 LUL trip, 37219 6P67 Dowlow to Brigg, 37370 6H25 Castleton to Guide Bridge, 37372 6K15 Arpley to Middlewich, 37418 6B41 0808 Powderhall to Oxwellmains and 6B44 Ox to Pow, 37425 6S54 to Mossend, 37427 6L52 Mossend to Perth, 37509 6T61 Hoo Junction to Paddock Wood, 37516 Chaddesden on 6T19, 37517 7D91 Brasie to Millerhill, 37520 Inverness, 37607+610 6M40 Falkland to Bescot, 37674 6G33 Bescot to Bloxwich, 37688 Peak Forest, 37689 6M15

Toton to Round Oak, 37694 6E74 Workington to Tyne, 37695 8X03 Haverton Hill to Seal Sands, 37698 Hoo Junction, 37702 Washwood Heath, 37706 Salties, 37716 6M15 Toton to Round Oak (with 689), 37717 6M71 Worcester to Bescot, 37718 6X88 Hartlepool to Inverness, 37798 6F47 Allerton to Warrington, 37799 6F57 Warrington to Dee Marsh, 37801 6E52, 37883 6X88 (with 37718), 37886 6M62 0840 Hull to Mostyn, 37893 6C03 Carlisle to Workington and 37896 7B16 Millerhill to Tyne Yard.

The Avon Bins got a treat on the 21st with 37714 doing the honours, the next day having Ipswich get a heavy-weight arrival with 37716+893 working the 6Z24 from Ipswich to Peterborough. Two days later the 6Z88 0335 Peterborough to Ipswich and 6Z24 return were another pair of heavies, 37716+797 this time. 37714 finally escaped from the Bristol area on 6M14 Avonmouth to Rugby. 37884 worked from Neville Hill to Glasgow Works on the 28th, 5Z25 being the report code.

It only arrives once every four years, so Feb 29th is worthy of note with 37109 working Warrington to Barrow on 6M19 from Hoo Junction, returning the train to Warrington that afternoon. 37047 worked 6C88 Didcot to Avonmouth, then 6M14 to Rugby and 37670 was working an engineers train into Barassie Yard.

March 2 found 37042 still in Cornwall on 6C18 St Blazey to Moorswater. 37895 had a trip from Parkeston to Gt Yarmouth on the 3rd, 37706 working 6Z61 Washwood Heath to Tees Yard and 37379 on 6M36 Bescot to Chaddesden Yard, 6G38 r, return. On the 5th, 37047 worked from Wootton Bassett to Didcot (no, I dunno where it is either!) Whilst 37248 was working in the Warrington area and 37370 worked LD from Carnforth to Warrington.

37114 was back on a very old stamping ground when it worked 4A77 Ipswich West Bank to Parkeston on the 6th. 37047 had a trip from West Ruislip to Didcot on 8X04, carrying on on 8X09 to Horbury later in the day with LUL stock whilst 37801 also had a stock move, 5Z25 Neville Hill to Glasgow with West Yorkshire EMUs, also on the 8th.

Chorley had a good selection of 37s on the 12th, with 37216 on the 7L47, 37703 on the 8L46 and 37718 on the 8L48. 37895 had another day trip to the coast on the 13th with the Parkeston to Yarmouth and return while 37051 was on the 6T50 Hinksey to Didcot. 37174 made a welcome escape from Wigan CRDC, working the 6F62 Dee Marsh to Warrington on the 15th. The next day found 37370 working in Cornwall, having taken over from 37042 which had bogie faults and ended up at Exeter. It was on the Moorswater branch.

37375 was in the wars on the 20th; having arrived at Carnforth on 6C03 1110 Workington to Castleton rails, it was realised that a single 37/0 could not get up Miles Platting bank alone, so 37703 was rustled up to get the train through. 37885 was working the 6B41 0808 Powderhall to Oxwellmains and 6B44 1053 return on the 21st, 37509+37670 on 6E37 Arpley to Doncaster and 37375 on the 6F17 Middlewich to Arpley.

37420 was a bit off area, working 0Z37 Acton to Crawley on the 23rd, whilst 37109 was equally away from norm returning 0P50 Sellafield to Carnforth. The 24th found DRS 37608+609 working MGRs off Falkland Yard on hire to EWS due to a lack of power(!)

37375 was getting about a bit again on the 27th, working the 6V70 Bescot to St Blazey, 60021 dead in train. 37065 was required to return 37420 back to the land of the living on the 7Y39 Hoo to Eastleigh, 37116 making an appearance after accident repairs on 6D51 Doncaster to Hull, both on the 28th.

The 29th had another spate of trouble, 37717 failing on the main line at Barton (Lancs) with the Ince Moss to Carnforth ballast, Shed 24 coming from Lancaster to assist into the loop and then scuttled off to finish its diagram. 37174 and 37883 came ex Warrington, but it was found 883 had power problems and the pair had to be driven in tandem to Carnforth where 37883 and 37174 swapped diagrams, 37174 staying for the night ballasts and 37883 taking 37717 back to Crewe for repairs. 37669 was noted passing Doncaster on 6S64 Corby to Mossend with flames coming from the exhausts!! No flames were coming from the exhausts of 37092, 37241 or 37330 as they were hauled to TJ Thompsons by 37899 as 8Z60.

37174 worked back from Carnforth on 6L15 on the 30th to Ince Moss, 37375 was working hard again on 6M01 Lostwithiel to Moorswater and 37379 was on 7D04 Peterborough to Doncaster.

April Fools Day found 37606 working well off territory on the 7Y07 Coatbridge to Fort William while 37885 was working local trips off Mossend. 37216 was working north on 6S59 Carlisle to Dalry, 37667 was going the other way on 6E16 Mossend to Tyne Yard, 37695 was on 6F46 Darlington to Alexandra Dock and 37899 was on 7D04 Peterborough to Doncaster. On the 5th, 37372 was continuing its wanderings on the 6Z25 1415 Alex Dock junc to Acton. 37051 was working off Sheerness with 6U80 to Hoo, 37116 was running LD ON58 Tyne Yard to Furnaceway, 37203 +37408 were on 7L39 Hoo Yard to Stratford, 37606 was yet again working the West Highland on 7D54 and DRS' 37607+608 were still working EWS traffic on 6M04 Falkland Yard to Bescot.

On the 10th, 37712 worked out of Grimsby on the 1042 Docks to Washwood Heath cartics, 37116 again on the Tyne Yard to Furnaceway run 6E16. 37712 then went on to work 6005 Washwood Heath to Southampton E Docks. Consecutive numbers 37884+37885 were on 6P21 Arpley to Guide Bridge, carrying on on 6P25.

The 12th found 37797 working 6E48 Tees Yard to Lynemouth, 37116 working off Tyne Yard and 37609 ran LD from Falkland Yard to Arpley. A note from France found 37671+672 working 123E 1930 Laplaud to Eurre, described as 'Thrashtastic!'.

A pair worked over the Highland Line on the 4H45 Mossend to Inverness 'Safeway' train, the power being 37425+37670 on the 13th. 37375 was working off St Blazey again, this time a trip to Heathfield, while 37425+37670 carried on to Georgemas Junction that

afternoon.

37429 had a different haulage along the North Wales Coast when 47769 burst on a virgin Holyhead to Euston ECS. It dragged the errant Duff off the train at Crewe and 87008 went forward.

37109 had a nice trip on 4B24 Didcot to Pengam and 4A25 return on the 18th, 37694+58021 working from Woolmer Green to Peterborough on 7T13, while 37375 had joined up with 37667 at Penzance on 7Z07.

37372 had a stint on MOD traffic, working 6B30 Didcot to Ashchurch on the 19th, 37375 working 5M99 Par to Plymouth and 37670 had returned from Georgemas Jnc without 37425 which had gone up with it. Five days later, 37109+37216+37673 passed through Coventry on an Engineers train, 37609+37610 still on EWS work on 6M04 Falkland Yard to Bescot as they were the next day on the 25th. This day saw 37689 received its call from the grim reaper whilst working 6G23 Washwood Heath to Lawley St, then forward on 6G24. It was allocated for scrap at Eastleigh on the 28th. 37503+37674 were working the Safeway train to Georgemas jnc while 37520 was run from Motherwell to Arrochar. 37116 was out and about up north on the 28th, working 7M08 Tyne Yard to Workington and 6E74 return. 37520+37684 were on the Safeway turn (4H45), 37707 was on 6B06 ADJ to Cadoxton while 37051 was back on its old stamping ground on 6Y76 Parkeston to Ipswich.

37406 started May working off East Usk, noted there on the 3rd, but by the 5th it had arrived in Swindon, where it was despatched LD to Cardiff for withdrawal. 37116 had crossed the country, appearing in Usk on 6B48. A pair of heavyweights were working in East Anglia, 37893+37899 working 6V79 Marks Tey to Hayes.

The 6F11 Garston to Ellesmere Port cartics had syphon power on the 9th and 10th of May, 37702 and 37707 respectively doing the works with 37883 the next day. 37669 + 37503 took a train of pipes from Hartlepool to Georgemas Junction as well on the 11th, but there were major problems with the return working on the 13th when 37669 failed in traffic and 37503 was left to struggle on alone via Aberdeen, working so-ith on the Sunday morning.

37895 and 37886 were in use in Scotland on the 13th as well, working the weedkiller from Perth to Inverness via Aberdeen. There was more aggro on the 15th, when 37682 and 37667 were on the 6H54 Aberdeen to Elgin, but it failed in Elgin Yard with binding brakes and had to work forward to Inverness the next day. The locos then dumped the train and worked what should be the last loco-hauled weedkiller to Kyle, 37682 out, 37667 back. Also on the 16th, 37702+37703 were on 6074 from Ramsden Dock. 37216 had a trip back to familiar territory when it worked the 6T50 Didcot to Shoeburyness. 37116 had got wanderlust again, by the 17th working 6E74 Workington to Tyne Yard, 37710 was on 4S93 Wisbech to Deanside and 37668 still on 6C51 Forders End to Cricklewood bins, which it had worked top 'n' tail with 66's all month so far due to track defects at Forders End

37710 was on 6E16 Fort William to Tyne Yard on the 21st, the 23rd recorded 37375 working 4B24 Didcot to Pengam MOD train, working back as 4A25.

The 27th found South Wales reverberating to the sound of pairs of 37's on steel trains, just like the old days really! 37370+37372 were on 6Z97 2012" Llanwern to Margam via Central Wales, 37375+37174 on the 6Z80 Margam to Llanwern and 37401+37426 on 6M24 0550 Margam to Dee Marsh. 37065+37203 and 37516+37712 were all on weedkiller duties as well this day. The 28th found the pairs in action again, 370+372 on 6M76 Margam to Dee Marsh, 401+426 on 6M24 Margam to Dee Marsh, 37426 not under power from Llandoverly to Llanwrtyd Wells which caused the train to stall in Sugar Loaf tunnel and 174+375 on 6Z80. The 29th found 37370+37372 on 6V75 0912 Dee Marsh to Margam. 37055 was on 6F59 0909 Warrington to Dee Marsh and 6F62 return, while the 30th found 37717 on the 7B18 Millerhill to Thornton Yard engineers.

The start of June found 'Royal Scotsman' liveried 37428 working trips off Bescot while 37885 was in charge of the 6E52 Holyhead to Humber tanks. June 5th found two pairs of refurbished 37's working in southern england, 37801 + 37704 working 7V32 Toton to Didcot and 37884+ 37669 on 5Z15 1000 Temple Mills to Shoburness. Jumping forward a few days found 37055 + 37057 teamed up on 6S63 Chirk to Mossend while 37370 + 37375 were also working north on 0905 7Z07 Eastleigh to Hither Green and 37682 was up on the West Highland on the 6D55 Arrochar to Mossend timber, all on the 10th. Two days later, 37216 and 37706 worked top and tail off Carnforth on engineers workings on the Ormskirk line. They repeated the feat the next day. Also in the 13th, 37055 was working off Dowlow and 37051 + 516 were working off Stratford. This last pair split up on the 14th, but by the 15th were back together working 6V34 Fawley to Margam. 37503 was flying the flag on the West Highland working an MOD train from Mossend to Glen Douglas.

The 19th found 37428 increasing its wandering by working 7E16 Bescot to Peterborough and 7M10 return, while 37516 was on 6G23/24 Bescot to Lawley and return. 37219 was working 4B42 Didcot to South Wales. The next day 37428 was stuck on Chaddesden Trips while DRS were still providing power for a short of power EWS with 37608 + 37609 on Falkland to Carlisle MGR. 37174 was working off Moorswater on 6M01. On the



21st, 37428 had changed allegiance to Warrington working to Seaforth Terminal and then on to Ditton, but it stayed there for a couple of days working off Warrington.

37372 had a hard days work on the 26th when 60051 burst and the 37/3 had to drag the whole lot on the 7O73 Acton to Hither Green.

July started with 37682 working from Inverness to Millerhill on three PCA's on 6Z42 on the 1st. The 3rd found 37669 with Ped 5538 on the Forders Siding to Cricklewood turn, 37047 working a rail train through Tonbridge and 37379 stuck on Didcot to Bicester trips. DRS provided 37609+37612 for the MGR turns on the 4th, 5th and 6th. EPS 37604 was on Freightliners 7Y15 aluminium working at Mossend on the 6th, while 37375 had a loooooonnnng haul from Avonmouth to Tyne Dock on 4Z41. 37669 worked a trip from Harwich to Ipswich Griffin Wharf with container flats which were loaded there.

37219 + 31207 worked the Temple Mills to West Ruislip LUL train on the 12th while 37375 was also on LUL stock from Toton to Horbury, then working back to Didcot. 37379 was on the 6B30 Didcot to Ashchurch on the 13th while DRS ran 37610 + 20312 7M53 Bridgwater to Crewe Basford Hall. 37379 was in the news again on the 17th when Heinz 57005 burst and it worked the train through Banbury at 1745 northbound and 37109 was working the 1725 Seaforth to Ditton to Arpley turn. The next day 37415 was on 6A15 Mossend to Aberdeen instead of the usual Red Death. 37065 had taken over as Moorswater branch power.

So, up to the middle of 2000, Class 37's were still holding their own against the tide of red death, but with the final deliveries due by the time you read this and the loss of traffic to other operators, EWS will probably start withdrawing the class in large numbers soon.

# Class 37 Haulage 2000

As we have a colossal amount of information regarding haulages in the first four months of 2000. Because of this, we are only publishing the non-eth haulages with an eye to publishing a supplement later in the year.

04/01/00	37042	1M32 1435 Portsmouth Harbour to Blackpool between Ports H and Didcot
05/01/00	37509	1G79 1822 Holyhead to Birmingham New St from Holyhead to Chester Hauling 56090 (DIT) and 37429 (ETH only)
11/01/00	37055	1A46 0919 Holyhead to Euston between Holywell Jct to Crewe
28/01/00	37884	1V67 1805 Newcastle to Birmingham from Tyne Yard to Birmingham NS
05/02/00	37801	2F09 0715 Rhymney to Cardiff, 2R05 0850 Cardiff to Rhymney, 2F21 1015 Rhymney to Cardiff F, 2R17 1150 Cardiff to Rhymney, 2F33 1315 Rhymney to Cardiff
12/02/00	37042	1Z81 Waterloo to Poole from Salisbury to Poole
23/02/00	37675	1M32 1435 Portsmouth Harbour to Blackpool from Ports H to Didcot
27/02/00	37611	1M26 1905 Glasgow to Manchester from Preston to Euxton Jct where failed.
03/03/00	37602	1M32 1435 Portsmouth Harbour to Blackpool from Ports to Birmingham
04/03/00	37521	1D60 0817 Crewe to Bangor, 1K61 1022 Bangor to Crewe, 1D69 1220 Crewe to Holyhead, 1K71 1541 Holyhead to Crewe, 1D79 1717 Crewe to Holyhead, 1K81 2030 Holyhead to Crewe
	37602	1038 0910 Edinburgh to Bournemouth between Birmingham to Reading
05/03/00	37521+37426	1D60 1541 Crewe to Holyhead, 1G79 1827 Holyhead to Birmingham Intl, 1D99 2330 Birmingham to Holyhead, 37521 off at Crewe
	37612	1M12 1905 Glasgow to Manchester between Preston and Manchester
06/03/00	37219	1H42 1323 Holyhead to Manchester P from Warrington to Manchester
	37370	1D45 1719 Manchester P to Holyhead to Warrington
11/03/00	37602+37604	1M16 2025 Inverness to Euston from Preston to Crewe
	37717	1Z81 Victoria to Victoria via Maidstone 13/03/00
		1D62 0807 Birmingham NS to Holyhead from Stafford to Holyhead, 1K67 1251 Holyhead to Crewe, 1D77 1621 Crewe to Bangor, 1K77 1820 Bangor to Crewe
17/03/00	37602	1V99 1915 Manchester to Paddington from Birmingham to Paddington
18/03/00	37612	1Z28 0831 Crewe to Cardiff 1945 Cardiff to Crewe
	37888	2D 17 1906 Cardiff to Bargoed, 2H25 2128 Cardiffto Ystrad Mynach
26/03/00	37215+37099	1520 Toddington to Gotherington and return.
31/03/00	37883	1K53 0736 Chester to Crewe
01/04/00	37055	1Z91 1643 Bridgnorthto Kidderminster
	37219	1Z37 1615 Buxton to Derby
22/04/00	37029+37038	1Z38 0639 Swindon to Seal Sands Junc between Swindon and Darlington
		1Z39 Seal Sands - Swindon
06/05/00	37520	1Z37 1223 Fort Bill to Mallaig/1Z38 1455 return
	37674+37411	1Z38 1556 Fort Bill to Drem after failure of 37405 on 1Z37 0545 Dunbar Fort Bill at Garelochhead and 37416 pushed to Ft B
08/05/00	37702	1D62 0807 Birmingham NS to Holyhead from LlanJct to Holyhead, 1K67 1251 Holyhead to Crewe, 1D77 1621 Crewe to Bangor, 1K77 1820 Bangor to Crewe This working was caused by 37415 failing on 1G97 Holyhead to BNS at Llandudno Jct and 37429 being taken off 1D62 to work it forward.
17/05/00	37372	1M81 1818 Bournemouth to Manchester from Cholsey to BNS
20/05/00	37029 + 37379	1Z10 Crewe to Blaeneau Ffest from Crewe to Llandudno
		1Z11 1318 BF to Crewe from Holyhead to Crewe via Manchester
	37608 + 37612	1Z10 Llandudno to BF, 1Z11 BF to Crewe from BF to Holyhead
	37038	1V77 0833 Man Picc to Cardiffto Crewe

21/05/00	37038 + 37029	1Z10 0945 Crewe to Blackpool from Crewe to Southport
		1Z11 1540 Blackpool to Crewe from Blackpool to Preston
04/06/00	37038	2Z01 1037 Cardiff Central to Merthyr, 2Z02 1152 Merthyr to Pontypridd, 2Z03 1340 Pontypridd to Cardiff Queen St, 2Z04 1446 Cardiff Qst to Treherbert, 2Z05 1613 Treherbert to Cardiff Central
09/06/00	37606	1M20 0939 Reading to Manchester from Reading to BNS
10/06/00	37038	2Z01 1326 Cardiff Central to Cwnbargoed, 2Z02 1450 Cwnbargoed to Cardif Central, 2Z03 1646 Cardiff Central to Cwnbargoed, 2Z041812 Cwnbargoed to Cardiff Central
11/06/00	37521	1H98 1415 Edinburgh to Aviemore
12/06/00	37521	1H98 Aviemore to Keith
13/06/00	37521	1H98 Keith to Edinburgh
15/06/00	37520	1H98 Boat of Garten to Kyle of Lochalsh
17/06/00	37668	1Z37 1724 Dldcot to Birmingham Snow Hill(!)
18/06/00	37520	1H98 1410 Edinburgh to Taynullt
19/06/00	37520	1H98 Taynullt to Boat of Garten
22/06/00	37520	1H98 1415 edinburgh to Taynullt
23/06/00	37520	1H98 Taynullt to Boat of Garten
24/06/00	37520	1H98 Boat of Garten to Kyle
	37521 + 37419	1Z37 1404 Wick to Edinburgh from Inverness to Edinburgh.
25/06/00	37520	1H98 Kyle to Perth
26/06/00	37520	1H98 Perth to Edinburgh
27/06/00	37667	1H98 Taynullt to Boat of Garten
	37682	1Y11 0450 Edinburgh to Fort William from Drumchapel to Hyndland Due to a fatality at Drumchapel 37682 tailed 37419 back to Hyndland where 37419 carried on 145 late.
29/06/00	37667	1H98 1325 Kyle to Keith
		1H98 2040 Keith to Dundee
30/06/00	37667	1H98 Dundee to Edinburgh





