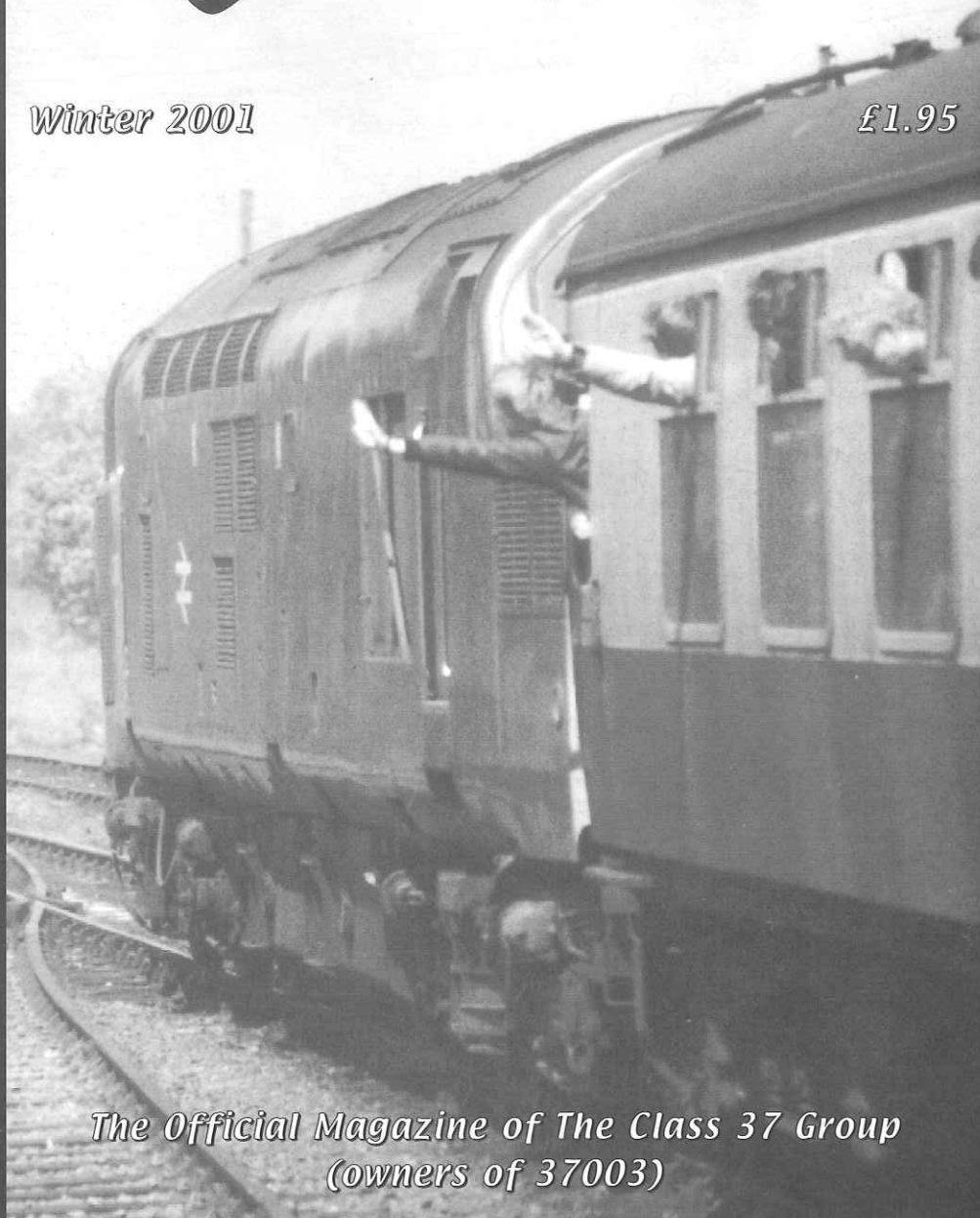


SYPHON!

Winter 2001

£1.95



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

SYPHON!

Winter 2001

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

FROM THE DRIVING SEAT

Well, here we are, at the end of the first year of the new millennium and what have we achieved. In some areas, not a lot, and in others quite a bit. D6703 is looking better than it did last year but we have had a patchy year where the magazine has been concerned. FGT Ltd was launched at the beginning of the year but has gone very slowly, so slowly in fact that we are thinking about either re-launching or changing the format. Basically, the Group is about to get the boot up the backside it has required for some time at the next AGM, the outline of which is below.

We are holding the AGM at the Great Northern Hotel, Peterborough (the one right outside the station) on January 13th 2001 at 1400 so put it in your diaries NOW. Apart from the normal duties of electing Committee, there are several things that need sorting out;

1) A motion from the membership is to drop SYPHON! and replace it with a quarterly newsletter or mail-drops, due to the fact the Class is very well covered by mainstream magazines and our superb website, and it will release additional funds to D6703.

2) We have a distinct lack of funds coming in to the Group to work with D6703. Work and spares do not appear by magic and if we are to see D6703 running in the near future the working parties need the financial back-up. We are looking into starting standing orders to assist and this is also to be debated.

3) FGT Ltd. This has not gone as well as expected so to retain the protection of a Limited Company, we propose to make FGT Ltd wholly owned by TC37G. This is also to be discussed at the AGM so it is in FGT shareholders interests to be there as well.

All Committee positions are up for renewal so if anyone else would like a shot at it, by all means put yourselves forward by Jan 1st 2001. If anyone is wondering why the AGM is next year, trying to get it in this year was almost impossible and most people end up at a loose end after Christmas. Posts for re-election are Chairman, Treasurer, Secretary, Membership, Editor and Two Directorships of FGT Ltd, Managing Director/Secretary and Financial Director. We need new blood in the Committee as over time, the enthusiasm wanes and the Group as a whole suffers and after fifteen years involved in some way or another, I for one would like to step back and rest from it.

D6703 is Forty Years Old on December 27th 2000. That is a lifetime to some people (and longer than I've been around!) so as part of the AGM we will be cutting a 40th Anniversary Cake. I will be back at the EARM as soon as possible after I re-start work (my back injury put me out of action for five months this year, two of which I haven't been paid for!) and hopefully the whole team can finally get D6703 ready to accept a power unit when we get one. Hopefully this coming year we will get a more favourable response from EWS as the last year has been like shovelling water uphill or knitting fog. We have several irons in the fire and hopefully something will materialise this year from these sources.

REMEMBER, the AGM is at the GREAT NORTHERN HOTEL at PETERBOROUGH on 13th JANUARY 2001 at 1400. Be There or Be Square!

See Ya,

Mike Millward.

The First Thirty

Five years ago, the then Editor, Steve Branch, looked into the status of the first 30 Class 37's from D6700 to D6729. Now, at the turn of the century, it is time to see where the original lot of locomotives are now.



In 30 November 1985, 37005 stands alongside 37203 at Crewe Works prior to being converted into 37501
Photo: MIKE MILLWARD

D6700 37119/37350

Now, happily, safe in the National Railway Museum after EWS restored her to 1960 condition for Toton Open Day. Rebuilt using parts from 37015 at Thornaby.

D6701 37001/37707

Still in service for EWS in the WKBN pool, nationwide Class 37 pool based at Toton

D6702 37002/37351

This locomotive was sidelined as a standby for D6700 before it was put in the NRM, being the second oldest original condition locomotive. Now in storage at Thornaby Depot in pool WNXX.

D6703 37003

Preserved by Class 37 Group in 1998. Still under restoration at the East Anglian Railway Museum.

D6704 37004

After a long period of storage at Motherwell, it was cut on site by MC Metals in 1996.

D6705 37005/37601

Now in its third incarnation as one of a fleet of six operated by European Passenger Services for sleeper ser-

vices. Now in pool GPSV based at Old Oak Common.

D6706 37006/37798

Still in service with EWS in WKBN based at Toton.

D6707 37007/37604

Again, another in its third incarnation with EPS in pool GPSV based at Old Oak Common.

D6708 37008

Withdrawn after a collision at Felixstowe, she ended up at Crewe as a stripped hulk missing one cab. Now cut up.

D6709 37009/37340

Stored at Immingham TMD in pool WNZX.

D6710 37010

Spent most of 2000 on contract to SNCF for TGV line construction. Returned to UK late 2000, now partially stripped at Wigan CRDC

D6711 37011

Collided with an EMU in Glasgow in 1987 and cut at Rollasons of Wellington in 1989.



'Preserved' 37029 & 37038 await departure from York with the 'Seal sands' on 22 April 2000. Photo: DAN HITCHENS

D6712 37012

Now a stripped hulk at EWS' Wigan CDRC Depot.

D6713 37013

Stored at Stratford TMD in London after colliding with a rake of engineers wagons in pool WNYX.

D6714 37014/37709

Currently stored in pool WNXX.

D6715 37015/37341

Stored at Thornaby Depot. Used as a donor for the restoration of D6700.

D6716 37016/37706

In use with EWS in pool WKBN based at Toton.

D6717 37017/37503

Still in service with EWS in the Sandite pool WKMS based at Toton.

D6718 37018/37517

Still in service with EWS in the Sandite pool WKMS based at Toton.

D6719 37019

Stored at Healey Mills in pool WNZX.

D6720 37020/37702

Still in service with EWS in pool WKBN based at Toton.

D6721 37021/37715

Now a stripped hulk at EWS' Wigan CDRC

D6722 37022/37608

Another in its third incarnation, this time as one of DRS' fleet based at Carlisle Kingmoor Depot.

D6723 37023

Stored at Old Oak Common depot in pool WNXX.

D6724 37024/37714

Under conversion for RENFE TGV project in pool WKGS.

D6725 37025

Now preserved by the Scottish Class 37 Group at Bo'ness and Kinneil after a traction motor failure in 1999.

D6726 37026

Cut up at Wigan 18-7-00

D6727 37027/37519

Stored at Eastleigh Depot in WYNX.

D6728 37028/37505

In service in the Sandite pool WKMS based at Toton.

D6729 37029

Originally preserved by Pete Waterman, now operated by Riviera Trains in pool RTLO, based at Crewe South.

FORTY GLORIOUS YEARS



37117 sits at Skegness during the Summer of 1987. Photo: MIKE MILLWARD

December 1960, and a new diesel locomotive departs London Liverpool Street on a relief service to Great Yarmouth, heralding the start of passenger work for the English Electric Type 3, better known as the Class 37.

December 2000, the tail end of a sub-class that once numbered 31 storm along the North Wales line to Holyhead on borrowed time, waiting until enough DMU's are available to claim the workings. They are probably the last booked workings for Class 37's, with the possible exception of the Rhymney commuter trains, and as this is written they are to end at Christmas 2000, drawing a veil over forty glorious years of mainline haulage.

At the start of their working lives, the 37's worked mainly out and back from the East Anglian area of the Eastern Region with services to Clacton, Harwich, Lowestoft, Gt Yarmouth, Norwich, Kings Lynn and Cambridge, working away with Harwich to Manchester services as far as Sheffield where dc electric traction would take over. As the Class spread northwards, Hull to Kings Cross services came under the 37's control as did services such as the 'Master Cutler' from Sheffield to Kings Cross. The North East used the class mainly for freight work with a couple in Scotland for the same

reason. The allocation to South Wales were mainly for freight but a small pool were fitted with boilers for passenger work along the main line from Fishguard and Milford Haven. These locomotives were to prove themselves as fast passenger haulage when they were paired up and used for trial workings between Paddington and Plymouth during June 1965, with high 90's and 100 mph seen many times. The experiment was successful but the trains went over to hydraulic haulage.

In 1968, the doyen of the Class, D6700, was used on the East Coast main line to test push-pull workings with a rake of modified Mk1's, the lessons learnt going into the push-pull workings between Edinburgh and Glasgow.

During the 1970's, 37's settled down to working London to Cambridge trains and apart from relief workings, the London to Lowestoft train down the East Suffolk. Internal services in Anglia were worked by 37's, like the Norwich to Peterborough 'toytrain' and the ferry trains from Liverpool St to Harwich. Most of the other workings were slowly dying out but in the early 80's all that changed.

Scotland was looking for replacements for its clapped-out baby Sulzers for the West Highland and



On 22 August 1986, 37431 awaits departure from Aberystwyth. Photo: MIKE MILLWARD

Far North lines so spare 37's from East Anglia were drafted north to take over and start the long association with the West Highland and Far North. Many happy hours were spent by hundreds of bashers roaring up and down the lines behind single and pairs of 37's, personally 37011 on a return from Mallaig to Fort William running 20 late was a run that will stick with me forever as we ran the line at about 20mph over line speed all the way back. The 37/0's worked the line solidly until the mid-80's when more 37's were drafted in, this time from South Wales while they awaited conversion into 37/4's at Crewe Works. This meant there were massive locos available from the 37265-308 batch and created a frenzy of bashing until the 4's arrived.

About the same time, the Aberystwyth and Pwllheli lines were turning over from 25's to 37's for summer passenger workings and when the 37/4's arrived in 1986, they got a daily train from Pwllheli to Euston. London Midland region were not impressed with the reliability of the 37/4's and drafted in locos from the Buxton stone pool which meant that Tinsley locos were working into deepest Wales regularly in pairs. Summer Saturdays during the 1980's could find 37's working all over the system from Gt Yarmouth to Aberystwyth and the south coast to Wick and Thurso. After the 37/4's were finished, the vacuum brake only 37's were the target with the Sheffield to Blackpool train being a favourite, but the Norwich to

Newcastle train dropped one of the longest runs with 37013 which was a vo TE loco. We never had it so good and 37 for 37 moves were available virtually anywhere.

As the 1990's started, DMU's were pushing the 37's out of front line service in Scotland and apart from a



A very cold 37099 at Norwich on 7 January 1985. Photo MIKE MILLWARD



37138, Harwich Town. Photo: MIKE MILLWARD

But, the Indian summers of the 37's were yet to come. The Holyhead to Crewe services needed motive power so the 37/4's were allocated to Crewe to work these trains along the North Wales coast where the 37/4's could be stretched to the limit. Apart from these trains, the Rhymney commuters and the remains of the sleeper services in Scotland, which could be dropped soon, these are the last booked 37 trains left in a DMU dominated railway landscape. It looks as though, apart from the odd main-line registered 37 working specials, 2001 will be the first of the silent summers where 37-haulage is concerned. The roar of a 12CSVT at full bore will only be

heard on freight workings, and that is now a dubious proposition with the impending break-up of EWS. Savour the Class while you can, time is now not on their side.

few for sleeper duties on the West Highland, 37's withdrew from passenger workings in Scotland until InterCity decided to use pairs for the internal sleeper services which saw some re-liveried into IC livery for the service. The rest of the 37/4's were under-utilised and ended up in Railfreight Petroleum and Construction pools, after the Mid-Wales lines finished things looked bad.

All good things come to an end, and after 40 years front line usage, the 37 is now passing into history. Lets hope they go out with a bang and not a whimper.

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37413 and 37423 meet at Tulloch on 16 April 1986 Photo: MIKE MILLWARD



OLD OAK 2000

During August, EWS threw open the doors to Old Oak Common for a very impressive open day. The selection of motive power on display was truly first class with a number of surprises. The Class 37s were represented by three examples: 37906, now repainted into old railfreight grey livery; D6700 in green and 37308 sporting rail blue. The latter two being the first and last members of the class built. **Photos: KEN CARR**



PRESERVATION PROGRESS

D6700

Now happily ensconced within the National Railway Museum, the prototype of the class has a secure future. It was re-liveried and tidied before entering the NRM and as it was handed over in working order, there is no reason why it shouldn't appear at Open Days and Galas next year.

37075

After being bought by the Class 37 LA, this loco was returned to traffic very quickly but has suffered from generator problems. Originally based at the Great Central (Northern) at Ruddington, it has recently crossed the gap and is now based on the GCR where it is undergoing a heavy overhaul on its power unit and

generator for next years season. Plans are afoot to re-instate the missing head-code boxes and a repaint in green is on the cards soon as this is GCR policy.

37108

Owned by Type Three Traction based at Carnforth, this is due for a return to the main line sometime in 2001.

37111

This loco is stored at Barrow Hill pending restoration.

37158

Another Type Three Traction owned locomotive, also at Carnforth awaiting mainline status.

37190

A long-term resident of the Midland Railway Centre, the overhaul on this locomotive should be finished next year with a final finish in large logo livery. This loco also suffered from generator problems that appeared when it ran a train about four years ago.

37194

Owned by HNRC, 'preserved' is a loose term for this loco at present. It is stored at Barrow Hill but is used for brake van rides at Open Days.

37197

Another Ian Riley locomotive, undergoing heavy overhaul at the East Lancs Railway ready for the main line. Reportedly requires a new engine.

37215

The Growler Group's superb restoration of what was a complete wreck continues to serve the GWR reliably on passenger services.

37324

This loco was a complete surprise when it was unveiled recently in the Motherwell iron ore train guise it ran under in the mid-80's. Owned by Steve Benniston, the Growler Group are the custodians and have done their usual high quality job since its arrival from Cardiff via the North Norfolk and Mid-Norfolk Railways.



Heading Home, 37025 is moved onto a low-loader for its trip to its new home at Bo'ness on 22 August 2000. Photo: DAN HITCHENS

D6703

Not much has happened with our loco recently, apart from Steve Pizzey has successfully cleaned the sump out at last which has given us a nice clean engine-room. Parts to complete the restoration are in the pipeline.

37025

Now successfully moved to the Bo'ness and Kinniel Railway from Toton, work has started on overhauling the electrical cubicle and repairing the engine, which has leaky cylinder liners. All glass was broken by the local pond life at Toton (their words, not ours!) so this has to be replaced.

37029

Not really preserved, but doing sterling work as a Thunderbird for TOC's and power for railtours.

37032

Still working passenger trains on the North Norfolk Railway, in BR Green livery.

37038

Operated by Ian Riley Engineering, this locomotive plies its trade in tatty civils livery working for TOC's and as a regular on the East Lancs Railway.

GROUP INCOME

As you will have seen, we are to debate the way the Group raises income to fund the restoration of D6703. Steve Pizzezy and I looked into the accounts still operated by the Group and we have found that our old Standing Order account is still functional, so as a head start, we are putting the Standing Order Form in this issue of the magazine.

As an illustration, we have approx 150 members in the Group. If 50% of these commit £10 per month to the Restoration Fund, we would receive £750 per month or £9000 per year with which we could get D6703 going a lot quicker. If all 150 submit £10 per month, D6703 gets £1500 per month or £18,000 per year to get the work done. With only 50% backing, it would still allow us to get finance via FGT Ltd of up to £50,000!! This would not only secure a very good power unit, but would give us the leverage to get anything we need for D6703 and possibly bid for a second loco once D6703 is running.

Okay, I hear you ask, WHY should we put in this funding. Think about it. £10 per month is not a lot, really to most people. With RAIL at £2.30 per copy, just not buying that would raise nearly £5 per month! Cigarettes are about £3 - £4 per pack, so to improve your health don't buy two or three packs and give D6703 a chance of life! We do have a good loco and a committed team but we really need more financial clout to get the job

done. Other organisations take out massive personal loans to cover the work on their charges; we do not want to commit people to that but £5 or £10 per month is an achievable figure for most people.

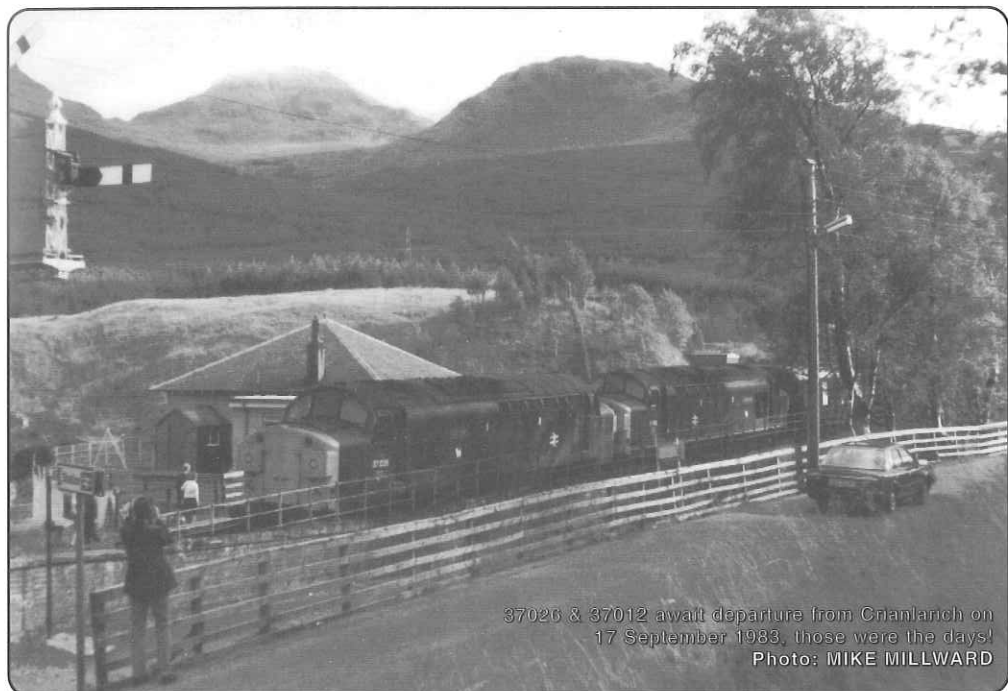
So, what is the next step? The form should be included in the back of the magazine; fill in the boxes marked #, sign it and send it to your bank, they will do the rest. What will you get for your contribution? For one thing, you will be assisting in getting something you are already a part-owner of back on the tracks again, which is something we all want, otherwise we wouldn't be members of the Group, would we? Secondly, once D6703 is working again, we will install a plaque within the locomotive listing all people who assisted the restoration financially and this will stay on the loco forever as a reminder of your assistance.

We are not asking you to sign your life away forever, just £10 (or what you can afford) per month to get D6703 running again in her 40th year.

Thanks for your time

Mike Millward & Stephen Pizzezy

PS: We've just had a quick look and £10 equals approx two packs of ciggies and a pint! Could you afford that a month?



37026 & 37012 await departure from Crianlarch on
17 September 1983, those were the days!
Photo: MIKE MILLWARD

Class 37 Haulage 2000

Once again, there is a colossal amount of information about the last 5 months of 2000, so we will cover only the non-eth 37's and we have in preparation a supplement that will cover 37/4 haulage for the whole year that we will release after the last booked diagrams finish.

03/07/2000	37038		0850 Bury - Rawtenstall 0935 Rawtenstall - Bury 1030 Bury - Rawtenstall with D345 1115 Rawtenstall - bury with D345 1350 Bury - Rawtenstall with 20087 1435 Rawtenstall - Bury with 20087 1620 Bury - Rawtenstall 1705 Rawtenstall - Bury 1040 Edinburgh - Brighton from Hanwell to Brighton
	37606	1O40	
04/07/2000	37520	1H98	Royal Scotsman Edinburgh - Boat of Garten
	37606	1S76	0920 Brighton - Edinburgh from Brighton to BNS
05/07/2000	37038		0940 Bury - Raw 1025 Raw - Bury 1210 Bury - Raw with 31435 1255 Raw - Bury with 31435 1350 Bury - Raw with 20087 1435 Raw - Bury with 20087 1710 Bury - Raw with 33117+D7076 1755 Raw - Bury with 33117+D7076 Boat of Garten to Kyle of Lochalsh
	37520	1H98	
06/07/2000	37520	1H98	Kyle of Lochalsh to Dunrobin to Keith
07/07/2000	37520	1H98	Keith to Stirling
08/07/2000	37411+37419 37418+37427		2253 Sheffield - Millerhill Yard from Braidhurst Loop to Edin. 0711 Morpeth to York/1841 York to Morpeth
09/07/2000	37520 37418+37427		Royal Scotsman 1243 0746 Newcastle - Carlisle/1635 Carlisle - Newcastle
10/07/2000	37520		Royal Scotsman
11/07/2000	37520 37695	2D56 1K61 1D69 1K71	Royal Scotsman 0706 Chester - Holyhead 0950 Holyhead - Crewe 1219 Crewe - Holyhead 1450 Holyhead - Crewe
14/07/2000	37710	1D79	1719 Crewe - Holyhead
15/07/2000	37695	1D69	1219 Crewe - Holyhead from Rockcliffe Hall - Bangor (37425 failed) 1455 Holyhead - Crewe from Bangor - Chester 1719 Crewe - Holyhead from Chester - Holyhead 2022 Holyhead - Crewe 0743 Holyhead - Crewe
	37710	1K71 1D79 1K82 1K57	
16/07/2000	37520	1Z98	Royal Scotsman
17/07/2000	37520	1Z98	Royal Scotsman
21/07/2000	37667	1Y11	0450 Edinburgh - Fort William from Roy Bridge
22/07/2000	37219 37608	1Z42	1741 Carlisle - Blackpool North from Preston 1455 Oxenhope - Keighley 1545 Keighley - Oxenhope 1630 Oxenhope - Keighley 1715 Keighley - Oxenhope
23/07/2000	37029 37075 37608		Crewe - Cardiff - Llandrindod Wells - Crewe GCR(N) 1500 Oxenhope - Keighley 1545 Keighley - Oxenhope 1630 Oxenhope - Keighley

			1715 1805 1855	Keighley - Oxenhope Oxenhope - Keighley Keighley - Oxenhope
24/07/2000	37029 37109	2R42 1G79 1D99	1710 1822 2346	Cardiff - Rhymney Holyhead - BNS from Crewe to BNS Birmingham - Holyhead
25/07/2000	37029 37057 37109	2F06 2R38 1D67 1H42 1D45 1H48 1D51 1K57	0741 1648 1007 1323 1719 1954 2255 0748	Rhymney - Cardiff Cardiff - Rhymney Birmingham NS - Holyhead from Crewe - Holyhead Holyhead - Manchester Piccadilly Manchester Piccadilly - Llandudno Llandudno - Manchester Piccadilly Manchester Piccadilly - Chester Holyhead - Crewe
26/07/2000	37029 37057 37216	2F06 2D56 1K61 1D79	0741 0706 0950 1719	Rhymney - Cardiff Chester - Holyhead Holyhead - Crewe Crewe - Holyhead
27/07/2000	37216 37893	1K57 1H42 1D45 1H48 1D51	0748 1323 1719 1954 2255	Holyhead - Crewe Holyhead - Manchester Piccadilly from Chester Manchester Piccadilly - Llandudno Llandudno - Manchester Piccadilly Manchester Piccadilly - Chester
28/07/2000	37893	2D56 1K61 1D69 1K71 1D79	0706 0950 1219 1450 1719	Chester - Holyhead Holyhead - Crewe Crewe - Holyhead Holyhead - Crewe Crewe - Holyhead
29/07/2000	37670 37893	 1K57	 0748	Royal Scotsman (30/7 and 31/7) Holyhead - Crewe
01/08/2000	37684			Royal Scotsman (for week)
02/08/2000	37694 37884	2R38 1K57 1T50 1G79 1D99	1648 0748 1530 1822 2346	Cardiff - Rhymney Holyhead - Crewe Crewe - Holyhead Holyhead - Birmingham NS Birmingham NS - Holyhead
03/08/2000	37694 37884	2V07 1K57	0723 0748	Rhymney - Radyr Holyhead - Crewe
05/08/2000	37503 37609	1Z37 1Z38 1Z50 1Z80	0524 1500 0626 1652	Edinburgh to Mallaig from Fort William Mallaig to Edinburgh to Fort William Preston - Ipswich Ipswich - Preston
06/08/2000	37670			Royal Scotsman
14/08/2000	37668 37520	2D56 1K61 1D69 1K71 1D79	0706 0950 1219 1450 1719	Chester - Holyhead Holyhead - Crewe Crewe - Holyhead Holyhead - Crewe Crewe - Holyhead Royal Scotsman
18/08/2000	37670			Royal Scotsman
21/08/2000	37702	1Z50	1825	Crewe - Holyhead
22/08/2000	37702	1G95 1D67 1H42 1D45 1H48	0629 1115 1323 1719 1954	Holyhead - Wolverhampton Crewe - Holyhead (started at Wolverhampton) Holyhead - Manchester Picc Manchester Picc - Llandudno Llandudno - Manchester to Chester
23/08/2000	37895	2D56	0706	Chester - Holyhead
24/08/2000	37670	1K61 - 1D69 - 1K71 -	1D79	Royal Scotsman Boat of Garten to Inverness

	37667 37895	1K57	0748	Royal Scotsman Inverness to Kyle of Lochalsh Holyhead - Crewe
25/08/2000	37669	2R38	1648	Cardiff - Rhymney
28/08/2000	37521	1D67 - 1H42 - 1D45 - 1H48		
29/08/2000	37669	2V07 2R38	0723 1648	Rhymney - Radyr Cardiff - Rhymney
30/08/2000	37669	2F06	0741	Rhymney - Cardiff
01/09/2000	37378	2R42	1710	Cardiff - Rhymney
02/09/2000	37055	1Z36	0634	Lancaster - Cardiff from Shrewsbury - Cardiff (+31452)
04/09/2000	37055	2V07 2R42	0723 1710	Rhymney - Radyr Cardiff - Rhymney
05/09/2000	37055	2V07 2R42	0723 1710	Rhymney - Radyr Cardiff - Rhymney
06/09/2000	37055	2V07 2R42	0723 1710	Rhymney - Radyr Cardiff - Rhymney
07/09/2000	37055	2V07 - 2R42		
08/09/2000	37055	2F06 2R38	0741 1648	Rhymney - Cardiff Cardiff - Rhymney
09/09/2000	37065	1Z91	1755	Bishop's Lydeard-Arlesford from BL to Westbury
11/09/2000	37055	2V07 - 2R42		
12/09/2000	37055	2F06 - 2R38		
13/09/2000	37055	2F06	0741	Rhymney - Cardiff
19/09/2000	37219	2R38	1648	Cardiff - Rhymney
20/09/2000	37219	2F06	0741	Rhymney - Cardiff
23/09/2000	37405+37427		1Z36 0620 Berwick - Oban/1Z37 1630 Oban - Berwick	
29/09/2000	37324		1830 1930 2030	Gotherington - Toddington - Gotherington Gotherington - Toddington - Gotherington Gotherington - Toddington - Gotherington
29/09/2000	37324+37215 37906		2130 1150 1330 1620	Gotherington - Toddington - Gotherington Bridgnorth - Kidderminster Kidderminster - Bridgnorth Bridgnorth - Kidderminster (+ 50031)
30/09/2000	37906		0900 1320 1800 2200	Kidderminster - Bridgnorth (+ 56006) Bridgnorth - Kidderminster (+ 50031) Kidderminster - Bridgnorth (+ 56006) Bridgnorth - Kidderminster (+56006)
01/10/2000	37906		0945 1320	Kidderminster - Bridgnorth (+31108) Bridgnorth - Kidderminster (+31108)
03/10/2000	37610	1A33	0640	Carlisle - Euston between Eden Valley Loop to Preston
07/10/2000	37194	Barrow Hill Open Day Shuttles		
08/10/2000	37610	Barrow Hill Open Day Shuttles		
11/10/2000	37370	VSOE Charter Didcot Nth Jnt - Leamington (47758 failed)		
16/10/2000	37606	1S87	1418	Paddington - Glasgow from Paddington to BNS
20/10/2000	37215		1300 1330	Toddington - Gotherington Gotherington - Toddington
	37324		1000 1030	Toddington - Gotherington Gotherington - Toddington
	37215+37324		1600	Toddington - Gotherington

			1630	Gotherington - Toddington
21/10/2000	37215		1410	Toddington - Gotherington
			1440	Gotherington - Toddington
			1705	Toddington - Gotherington
			1735	Gotherington - Toddington
	37324		1035	Toddington - Gotherington
			1105	Gotherington - Toddington
	37215+37324		1225	Toddington - Gotherington
			1255	Gotherington - Toddington (37324 failed Toddington)
22/10/2000	37215		1115	Toddington - Gotherington
			1145	Gotherington - Toddington
	37215+37324		1225	Todd - Goth / 1340 Goth - Todd / 1410 Todd - Goth /
			1440	Goth - Todd / 1705 Todd - Goth / 1735 Goth -
			Todd	
26/10/2000	37893	1D71 1K73	1207 1558	BNS - Holyhead from Crewe to Holyhead Holyhead - Crewe
27/10/2000	37601	1M76	0450	Reading - Liverpool from reading to BNS
	37601	1V93	0917	Manchester Picc - Paddington from BNS
28/10/2000	37038			Pathfinder Steam Charter Birmingham NS - Crewe via Stoke Crewe - Birmingham NS via Stoke
29/10/2000	37324			1045/1145/1400/1500/1600 Todd to Gotherington & return
30/10/2000	37038	1D71 1G79	1207 1825	Birmingham NS - Holyhead from Prestatyn Holyhead - Birmingham NS to Gaerwen
11/11/2000	37609	1H98 1V77 1Z51	0719 0833 1915	Crewe - Manchester via Warrington BQ Manchester - Cardiff Cardiff - Crewe
	37801	2R21 2F37 2R33 2F49 2R45 2F61	1250 1415 1550 1715 1850 2015	Cardiff - Rhymney Rhymney - Cardiff Cardiff - Rhymney Rhymney - Cardiff Cardiff - Rhymney Rhymney - Cardiff
12/11/2000	37324		1400	Toddington to Gotherington & return
13/11/2000	37513+37678		1A84	1730 Manchester - Euston, 86417 fail Northampton Stn Drag back and terminated.





37428 at Mallang with an SRPS
special on 2 September 2009.
Photo: DAN HITCHENS