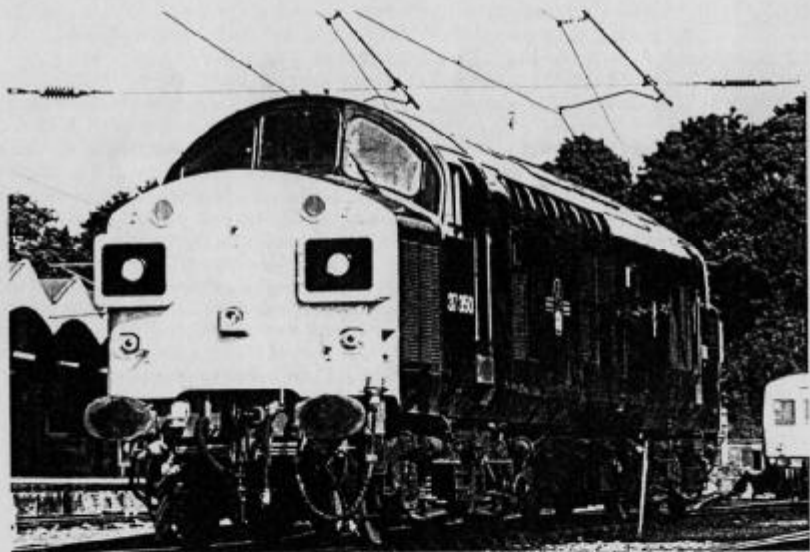


SYPHON!

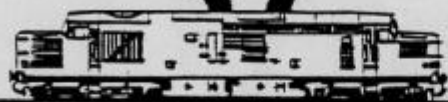
THE CLASS 37 GROUP

AUG 1988



THIS MONTH - PRESERVATION

37



THE CLASS 37 GROUP

SYPHON

THE CLASS 37 GROUP

VOLUME 1 NUMBER 2 AUGUST 1988

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EDITORIAL: Welcome to the first 'Syphon' and,indeed,my first magazine as Editor. The competition to find a new name to replace 'Splitbox' resulted in a variety of interesting suggestions with the Committee deciding on 'Syphon' as the best, with the newsheet termed 'Syphon Extra' - the sharp eyed amongst you will already know this. It was felt that the term 'syphon' is universally accepted by enthusiasts as a name referring to any member of the class 37 fleet whatever its appearance, subclass, etc., and therefore everybody will be able to identify with it. Certainly for the immediate future the format of our monthly publications will remain unchanged. We will continue to publish a bi-monthly, 16 page magazine (Syphon) with a bi-monthly newsheet (Syphon Extra) in between. If anybody out there has any ideas about things they would like to see in the magazine, I am open to suggestions.

A lot of people are still asking me why the recent changes on the Committee? Well its basically this: As the group has expanded over the last eighteen months or so it has become evident that certain people on the Committee were doing far more than others. We all have full time jobs to do as well and it was obvious that the group could function more effectively if the workload was shared out more equally. This is why the Committee was expanded and Michaels posts as Editor and PRO were split into two. This leads me nicely onto thanking Mike for all the hard work and effort he put into the magazine during his time as Editor right from the very beginning of the group. Looking back at the early 'Splitboxes' it is easy to see that this group has come a long way in a relatively short space of time. Mike will continue to perform a very important role in the group, being responsible for all aspects of sales and publicity

Going back to the subject of name changes, you will have noticed that aswell as a magazine, a badge fell out of your envelope this month. As we have now dropped all references to the name 'Splitbox' we have the job of disposing of our remaining merchandise that bears this legend - hence your badge. This just leaves the matter of a few key fobs (real leather!) that we will continue to sell for 30p each until exhaustion, so if your keys look rather bare and would benefit from a splash of colour send your 30p to Mike Millward at the above address.

Andrew Garten, Editor. 31.7.88

Andrew Garten

GROUP NEWS

DIARY

- 17.8.88 Open Meeting, Aston Court Hotel (Tudor Bar), DERBY 2000 hours. Cross the road (Wednesday) outside the station and the Hotel is on the right. Hosted by Kevin Green who will probably be wearing the only embroidered 'Splitbox 37' sweatshirt.
- 31.8.88 Open Meeting, Station Hotel, IPSWICH (lounge side)
- 9.9.88 Open Meeting, EDINBURGH. This will be at the public bar on Waverley Station (Friday) adjacent to platforms 1 & 19. It is thought to be called the Caladonian. As well as a chance to meet Andrew Donald - the group representative living in Scotland - there will be a Committee member present! Kick off is at 1930
- 10.9.88 Pathfinder Railtours 'Tynesider' from Reading (0408!), Bristol etc to the Newcastle area. 37350 requested. Write to Pathfinder Tours, Stag House, Gdynap Lane, Inchbrook, Woodchester, Gloucestershire GL5 5EZ or phone (045383) 5414.
- 10.9.88 'Double Scotch' Railtour. Crewe to Helensburgh and return to Ayr (class 81) then 37/5 Ayr to Crewe via Kilmarnock, Dumfries, Carlisle & Shap. £23. Write to Train Tours, Room 316, Victoria Station, Manchester M3 1PB, phone 061 832 3389.
- 24/5.9.88 Winchfield 150 - we will be present with the Trade Stand.
- 22.10.88 NENTA Traintours Lowestoft (0730) to Portsmouth via East Suffolk line. As with most things in life, a class 37 cannot be guaranteed over this section. Write to NENTA Traintours, 36 Lighthouse Close, Happisburgh, Norwich NR12 0QE or phone (0692) 620715
- 15/6.10.88 Trip to Severn Railway Diesel Hydraulic weekend. A re-run of the trip run in May but this time with 2 minibuses! As a guide pickup's will be at Lowestoft, Norwich, Beccles, Ipswich & St. Neots (for East Coast Mainline). As always its first come first served basis and £30 to the Editor as soon as possible will secure a place. This covers the cost of travel to and from the SVR by minibus & overnight accommodation on Saturday. All profits go to the Preservation Fund
- 12.11.88 AGM - Nottingham. Keep this date free - venue to be announced.

It is very likely that more trips will be run during the winter season to various depots private railways etc - watch the diary for developments. Unfortunately the trek around Scotland planned by Michael Gibson (see June 'Splitbox') has had to be cancelled. Finally, could those members residing within an area covered by a group Representative ie East Midlands, Yorkshire, East Anglia & Scotland at present, who would like to meet us; for a chat write to their Representative with suggestions and ideas for venues, dates etc. This maybe a better way of arranging meetings than the Rep's 'guessing' where the best locations are.

May I on behalf of the Committee extend a warm welcome to the following who have either joined or rejoined (R) the group within the last month.

Glenn Rivett, Mark Colston, Alan Wesson, Steven Evans, Mr I Chandler(R), Dean Clarke, T. Loraine, S. Salter, Matthew Chaplin, Geoffrey Fordham, R. Walkden & Clive Penning.

PRESERVATION FUND: This month I am pleased to be able to report that we have reached our first monetary milestone, as I write the total stands at £500. Before showing where the money has come from I must apologise to both Kevin Green and his Father for stating that the £250 donation was from Kevin alone. This was infact a JOINT donation from both Kevin and his Father for which we are all very grateful. That said, our first £500 is divided as follows. £250 - Mr K & Mr H Green, £100 - Mr M. Reeve, £67 - profit from summer draw, £65 - Mr A. Garten, £13 - Mr M. Millward, £5 - membership number requests. Anybody who would like to make a donation should send their cheque, postal order etc., made payable to 'The Class 37 Group' to the Treasurer - Neil Murphy. Receipt of the donation will be acknowledged and a record kept of who has donated what. Please state that the money is for the Preservation Fund. To see why we have started our preservation please read the next item which contains some hard facts about the classes future. Other issues will be dealt with in the next magazine.

Preservation in Perspective

On June 26th, 1988, our Class 37 Preservation Fund was inaugurated. I am sure that there are many people out in the wide world who will think that we are a bit silly in starting so early, what with the Class 37's having another twenty years or so to go. But they are wrong. We are not too early, and many of the remaining fleet of 37/0's have well under twenty years service left. In fact, as I write this, I forecast that the first withdrawals will start within the next two years and the wholesale destruction of the remaining 37/0's within eight. Let us look at the reasons why.

1) Old Age: Yes, the Class as a whole are rugged and this is shown up by the refurbishment programme that was implemented in 1984, but to refurbish a Class 37 costs a lot of cash. Firstly, the noses are subject to a great deal of metal fatigue around the bottoms of the cab fronts, the worst points being at the end of the rain gutter. Corrosion of the bodysides and filter orifices is widespread and in some cases requires wholesale panel replacement, ie the cabsides. Luckily, the body is a fairly non-structural component but nevertheless, there must be more than one example running around with severe body corrosion and in the present maintenance climate, if repairs are not affected soon they could be the first earmarked for the chop.

2) Traffic Requirements: As was reported in the last SPLITBOX, and by most national railway orientated magazines, BRUSH Electrical Ltd have clinched the Class 60 deal. The initial order is for 100 locomotives which should be the equivalent of 2 X Class 47. After the first six, already allocated to the Transmanche Channel Tunnel project, the prospective allocations are to be Motherwell and Immingham Ore Traffic. One Class 60 is to replace 2 X 37. The effect of this one move will be the redundancy of some 10% of the Class, but of course these should be cascaded onto Class 31 diagrams. This, of course, still leaves a further 70 Class 60's (approx) to be allocated with the attendant cascading of stock. Add to this the impending replacement of the Class 37/4 sub-Class in Scotland and Wales with Sprinters and we are looking at some 20% of the Class requiring re-employment. As yet, I have not included the electrification projects in hand which, with wires running from Edinburgh to London and London to the East Coast Ports (Harwich and possibly Felixstowe), would lead to the redundancy of most of Stratford's fleet of 37's. Of course, it is not only the 37's which will be affected, Classes 47/56/58 will also feel the effects as will the lower power Classes, 20/31. The introduction of the Class 60, and the later Class 65 will see the eradication of Class 31/1 and the severe shrinking of Class 20 to duties only they can get to. One saving grace may be that Class 37's could enter the Southern to replace Class 33's on freight duties, but with the general cascading of Classes that will occur within the next two years, it is too early to tell.

3) Spares: This part has been eased by the refurbishment programme and the six 37/9 which have added a further six spare engines to the pool. The demise of the Class 50's should bring forth mainly mechanical components and of course, bogies, but it is mainly the electrical components and the 'consumables' (motor brushes, oil filters, etc) that could cause problems. You must remember, most Class 37's were built in the early 1960's and modified in the early 1970's and I am sure that any of you who have a car of this vintage will appreciate what the spare situation can be like! Nevertheless, cannibalism of one loco to keep others going will be necessary within two years (it was happening on a small scale in 1984 at March Depot) to the extent that the unfortunate donor will have nothing left to offer but a scrap price. (I can hear many of you thinking 'rubbish' but look back; who, two years ago could have foretold of the decimation of the 'series/parallel' Class 47's?, but it happened.)

Another problem area could be BRUSH themselves. Their order book is full of Class 60 after the final 37/7's are outshopped during this fiscal year and following what has happened in the past with the spares situation through lackadaisical planning by British Rail in general, there could be shortages of components for the existing locomotives until BRUSH sort themselves out. This may not seem serious at first, but if the situation reached the point where the availability of the 37/7's dropped too low, the planners (who never seem to look ahead or to the past) could

sanction Class 60 replacements in the areas that either 37/7's operate, or to areas where Class 55/58 operate to enable the 37/7's to be cascaded down and their duties replaced by 56/58. Of course, this pushes either 47's down or replaces 37/0 which in turn will push something out of the bottom of the pile, or fall out themselves.

All the above are intertwined and what happens in one area will, of course, affect the others. Let us now look to the future and our forthcoming attempt at preservation.

Many Societies have been successful in preserving all manner of locomotive from scrapping. In the majority of cases, three factors have had an effect in determining the subject of the preservation: Cost, Condition and Storage. Let us take them one at a time and project them to our use:

1) Cost: At present, the purely scrap value of a Class 37 must be in the region of £5,000 - £7,000, taking into account the amount of copper and aluminium contained, apart from the steel. To buy a locomotive at this price presently is impossible, as the spares available from the subject double of even treble that price. As an example, a cylinder head from an English Electric engine is worth approx £1,000. Over the next few years, the withdrawal of the Class 20/31/50 will ease the spares situation mechanically, but eventually even these will run out and the price of the spares will, of course, go up. If this price rise co-incides with the mass withdrawals of the 37/0 it could cause a lot of problems. Therefore, the maximum amount of monies must be collected to put the Group in a position to buy a locomotive even if the price increase goes ahead.

Something else has appeared on the scene recently which has caused a lot of hassle and a few red faces. This is 'Locomotive Gazumping', where one Society/Group/Association/Appeal etc does all the spadework to try and save one loco in particular and at the last minute, another Society/Group/Association/Appeal/Individual etc comes up with a larger tender that it knows the original buyer cannot better and gets the loco. This has recently caused red faces where one group were involved in a buy out of a locomotive and ended up paying well over the odds for it, while the original buyers ended up with a more famous locomotive. I am sure you will know who I mean. This Group will endeavour to put itself in a position where it can buy the locomotive that it wants, or to force any prospective 'Gazumpers' to go to needless extremes.

2) Condition: The locomotive that the Group will eventually tender for must be mechanically and electrically sound with a comparatively uncorroded bodyshell and have a good set of tyres. This does not mean a 'celebrity' locomotive will be saved as often the gruelling Railtour duties that these machines go through is the kiss of death for them. The final choice can only be made at the time of tenders being sent out, so nothing can really be said here.

3) Storage: Once we've bought the loco, where do we store it? Covered accomodation is virtually a must and if this cannot be shared with another Preservation Society(s) we will have to fund our own. This could, quite easily, double the amount required. Spares also have to be stored, so once again it will be 'beg, steal or borrow' until permanent accomodation can be found.

All the above problems are to be dealt with in depth by the Committee soon to enable a definite plan to be formulated. At present, though, it is suffice to say that we will need approximately £25,000 to initially preserve a locomotive and provide enough spares to keep it running. We in the Committee hope that you, the membership will support us in every way to get the thing that we all want to see, an operational Class 37 (of 37/0/3/4/5/7/9) preserved on a privately run railway by the members of The Class 37 group.

Mike Millward 37115

NEWSDesk

STOCK CHANGES to 21.7.88 by Douggie

37021 CF	37023 ED	37025 ED	37033 CF	37050 CF	37094 CF	37097 ED
37153 IS	37201 ML	37209 SF	37232 ED	37240 CF	37245 ED	37251 TI
37255 IM	37258 IM	37275 IM	37285 TI	37377 IM	37381 IM	

37183 to become 37884: 37021 to become 37715

Of the CP7 bogie fitted 37's, those known to have been renumbered to date are:

37350/352/353/354/355/356/357/358/370/372/373/374/376/377/378/379/380/381.

LIVERIES Lack of space precludes me from running a full list this month, however, the following two are previously unreported:

37308 - Duotone Coal Sector: 37285 - Duotone at present without Sector markings.

The duotone liveried examples carry sector markings as follows:

Construction : 37354, 37688

Coal : 37167, 37235, 37308,

Metals : 37284, 37423, 37507, 37511, 37521, 37667, 37668

Petroleum : 37887, 37888, 37889, 37890, 37891, 37892, 37893, 37709

General : 37104

Non carried : 37075, 37259, 37285, 37380

Unknown : 37049, 37278, 37673, 37705, 37706, 37707, 37708, 37710

GENERAL: 37183, the last centre headcode version to carry full front end skirting has entered Crewe Works to become 37884 after her HGO. Another celebrity, 37057, which retains skirting at one end only has entered BRML Doncaster for a 'G' exam. It will be interesting to see if she emerges as 37116 did, with these items intact. As can be seen from the reallocations above another four splitbox examples have been transferred to Cardiff, we wonder for how long 37033 will retain its highland stag motif. Most of the seven 'splitboxes' now allocated to Cardiff are expected to go to Crewe for battering in due course.

RADIO 4: This is a new feature in which we will follow the fortunes of the 4 RETB fitted 37's allocated to Stratford, namely 37138, 144, 216 & 219. The picture below, at Woodbridge on the East Suffolk line provides a taster and shows 37138 returning from Sizewell where it had taken a Cement train on 12.2.88. This member of the quartet is instantly recognisable as it is the only one to possess round buffers. Photo. Desmond Game (37110) - yes, that is exhaust debris above the engine!



ELECTRIC THEMES

Due to a void of information from Scotland the EH report this month centres around the Welsh contingent. Starting with 37426 which has spent the entire period out of service being failed on June 11th with a variety of engine faults and transferred to Doncaster Works for repair on the 14th. This is why 37011 was moved to Doncaster so that the good bits in 428's old engine could be used to make good 426. It is not expected to be back in service until at least 6th August. Despite this loss the Western and Midland have not had many problems covering the 4 37/4 passenger diagrams with the 80% required availability being constantly obtained. As well as those sprinter replacement diagrams shown in the last magazine, an additional 37/4 is required Monday to Fridays to work the 1048 Shrewsbury to Aberystwyth and 1309 return. On 25th June (Saturday) 37427 was 1A31 (0714 Aberystwyth-Euston) with 37428 on 1A47 (Pwllheli to Euston), 37429 was on the Liverpool sprinter replacement with 37431 on the Manchester version. 429 put in a fine performance on the 1714 Liverpool-Cardiff, covering the 32½ miles from Crewe to Shrewsbury in 27 minutes 54 seconds with a top speed of 92mph recorded near Wem. A week later on 2nd July 37430 was on the Aberystwyth with 37429 on the Pwllheli. 37431 was on the Liverpool 'sprinter'. At the end of July the sprinter replacements were still running as such, Thursday 21st having 37429 on the Manchester run and 37431 on the Liverpool run. 37428 was on the Cambrian Coast Express this day.

The status report shows the situation at 0948 on Monday 25th July with the sprinter replacements still going strong and a double heading on the West Highland!

37401	ED	Portobello for tyre turning
37402	ED	Eastfield TMD. Allocated 7Y37 1130 Mossend to Corpsach
37403	ED	Fort William. Allocated 2Y51 1005 to Mallaig
37404	ED	En route 1Y11 0834 Glasgow Queen Street to Oban
37405	ED	Fort William
37406	ED	Eastfield
37407	ED	En route 1Y01 0550 Glasgow Queen Street to Fort William
37408	ED	Eastfield. Allocated 1Y13 1204 Glasgow Queen Street to Oban
37409	ED	Queen Street. Allocated 1Y21 1004 Glasgow QS to Fort William
37410	ED	En route 1Y01 0550 Glasgow Queen Street to Fort William
37411	ED	En route 1T12 0810 Oban to Queen Street
37412	ED	Eastfield TMD. Allocated 7Y31 to Fort William
37413	ED	Eastfield TMD.
37414	IS	En route 2H50 0558 Wick to Inverness
37415	IS	Inverness TMD. Allocated 2H87 1110 Inverness to Kyle of Lochalsh
37416	IS	En route 2H80 0710 Kyle of Lochalsh to Inverness
37417	IS	Inverness TMD 'E' exam
37418	IS	En route 2H61 0635 Inverness to Wick
37419	IS	En route 2H81 0655 Inverness to Kyle of Lochalsh
37420	IS	Inverness TMD. Engine repairs
37421	IS	Georgemas Junction 'Thurso pilot'
37422	ED	Oban
37423	ED	Eastfield TMD. Allocated 1Y23 1634 Glasgow QS to Fort William
37424	ED	En route 1T18 0840 Fort William to Glasgow QS
37425	ED	Eastfield TMD
37426	CF	Doncaster Works. Engine repairs
37427	CF	Shrewsbury
37428	CF	Shrewsbury
37429	CF	Canton TMD. Piston repairs
37430	CF	Manchester Piccadilly. Allocated 1V09 1000 to Cardiff
37431	CF	En route 1V08 0915 Liverpool Lime Street to Cardiff

Late news in actually concerns the Scottish area. There is a possibility that from January 37/4's could be used on Aberdeen to Edinburgh/Glasgow services. The 47/7's would migrate to Waterloo-Salisbury/Exeter services. What would work the Edinburgh to Glasgow service is anybody's guess and it would also depend on the Far North Sprinters being ready on time! This all seems a bit fishy.

This months Profile is on 37049, one of the famous 'Anglian Boilers' of the early 1980's. It has also had an interesting life in Scotland as a class 37/3 for the Ravenscraig ore trains. She entered traffic in August 1962 allocated to Sheffield Darnall (now superseded by Tinsley) and was one of the many 37's to be built at Vulcan Foundry, bearing the VF works number of VF703 and the English Electric serial number of 3041. In her early days D6749 worked from Darnall for 5 years on various duties in the North Midlands area. These were mostly passenger duties as 49 was vacuum braked and boilered - as was the norm in those days.

In August 1967, five years exactly since her introduction, she was reallocated to 32B - Ipswich, along with sisters D6750-54 to replace the English Electric Type 4's which went to the Midland. Nine months later Ipswich MPD was closed and all the 37's went to March in Cambridgeshire. In 1973 she was renumbered in accordance with the TOPS system to 37049, and by this time was xb and allocated to Stratford. She moved back and forth between March & Stratford finally ending up at the latter in 1982. Many people in East Anglia remember 049 being one of the best performers on the areas books and she co-starred with 37115 in the last week of the sadly missed Lowestoft to London Liverpool Street return through service in May 1984. This proved to be her Anglian swansong, working the last Friday down train to Lowestoft and then forward to Norwich with the Broadman headboard up front (as owned by our own Sales & Publicity Officer). She then took the final 0722 Lowestoft to Liverpool Street, again bearing the headboard, on Saturday May 12th, 1984. Even in the winter of 84/5 she worked passenger trains in Anglia - steaming! This was mostly on Harwich - London boat trains.

In May 1985 she left Stratford for pastures new, Eastfield. Still 049 retained her boiler and worked a few trains on the West Highland lines complete with her newly acquired Scottie dog. In 1986 she was renumbered to 37322 and in July 1986 adorned with the name 'Imperial', so that she was more closely associated with the steel traffic upon which she now worked, her home depot now being Motherwell. However, she has recently returned to her old guise of 37049 following an F exam at Doncaster Works. As well as the change of number the opportunity has been taken to outshop her in the new duotone Railfreight livery which has necessitated the moving of her nameplates. As these have been retained it would appear that for the time being she will remain allocated to Motherwell or nearby, however, if she was to return to Stratford it would certainly rekindle a lot of memories and please many people.



During her first spell as 37049, with the penultimate through Liverpool Street to Lowestoft train - 11.5.84 (D.Warner)

Regional View

ANGLIA: This months regional round-up encompasses the latter half of June and most of July. I have tried as far as possible not to repeat information that is reported elsewhere. Monday June 13th was very lucky for Norwich as it was the day that green 37350 made her debut, arriving with the Harwich to North Walsham tanks all be it 2 hours late. This was a duty that she continued to perform for the next 4 days aswell. On the 17th 37128 and 37358 were at Ipswich with 128 immaculately outshopped in her new large logo livery. On Saturday 18th 37004+055,104,107,178 and 221 were at Ipswich with 37350 and 37378 at Colchester. With the exception of 378(TI) all are Stratford allocated. After its weekend stint doing Norwich to Yarmouth trains 37357(TI) headed away from Norwich light diesel with 47303 on the 20th. Thursday 23rd had 37891(SF) on the Ripple Lane - Norwich Charrington tanks with 37353(TI) noted at Ipswich. 24th had 37358+128,087+019,010+154 and 140 at Ipswich, again all Stratford allocated with 37144 arriving light diesel at Norwich mid afternoon. On Saturday 25th June, 37140+144 were at Norwich to work portions to Yarmouth, however, 37140 suffered a siezed number 6 traction motor. The only other activity to report for June is on the 30th when 37304(TI) worked the freight to Lowestoft. On Sunday 3rd July syphons were distributed as follows; 37077+107 Kennett then onto Ipswich, 37354 Bury St.Edmunds then onto Ipswich, 37054+055 were at Felixstowe with 37038+047 in the yard at Ipswich coupled to a freightliner and 37104,37178 & 37211 on the stabling point. 37144 worked up light diesel from Colchester to work the 'Suffolkman' railtour. During the week 4.7 - 9.7.88 freightliner pairs around Ipswich included 054+055, 298+003(TI+TI),241+010,077+116,128+074,358+238,178+107,087+104 and 354+211. Other solo syphons noted during the week included 37058(TI),37144,37198(TI) and 37893. The last one 37893 worked the 6P46 Ripple Lane to Norwich Charrington tanks on the 5th. The 7th saw 37219 take the nuclear flask to Leiston with 37304(TI) arriving in the area again on 8th. Also during this week a correspondent noted 37203 under repair for collision damage at Stratford. Thursday 14th July had 37893 on 6P46 again with 37144 working the nuclear flask down the branch to Leiston, 37216 bringing it to and from Temple Mills. On the same day 37003(TI) was in Norwich. On the evening of Saturday 9th July 37100+116 were coupled in the yard at Ipswich to a freightliner whilst 37087(SF)+37104(SF)+37298(TI)+37003(TI) all left the stabling point together, all with engines running and looking to be working in multiple! Also present were 37238+358 and 37178. On the 16th 37356(TI)+37251(TI) were seen passing through Stowmarket at about 1030 with a southbound freightliner. 37144,218 & 219 were at Ipswich. 37708 worked 6P46 to Norwich on Tuesday 19th, whilst on the 20th a short stint at Westerfield witnessed 37054+358 at 1720 and 37004+221 at 1800 - both pairs with Ipswich bound 'liners. Back to Ipswich and the 21st had 37010+128 on 4L97/4M45, 37074+238 on 4M81, 37140+019 on 4L75, 37221+004 on 4L88 and 37107+178 on 4L97/4C71 & 4S80. 37350 ran light diesel to Harwich whilst 37053 and 37055 were also in the area. On the 23rd 37350+285 ran light diesel to Norwich to work their respective passenger turns whilst at Ipswich 37140+019 were in the yard with 37144,178,107,038 & 047 on the stabling point. 37128+010 were stabled at Harwich Parkston Quay. A visit to Stratford on Monday 25th found 37138 & 012 both out of service awaiting materials. 37216 under repair in the DRS and 37891 outside the 'A' shed. Back at Ipswich (again) 37350 was on the Harwich to North Walsham tanks (which it did on the 26th aswell), 37285(TI) was on 6E13 Harwich Parkston to Doncaster, 37009(TI) 6S96 Parkston to Bathgate, 37038 & 047 4M53 Felixstowe to Trafford Park, and 37154+252 on 4L75. 37144 worked the flask to Leiston on both Thursdays 21st and 28th July - this makes it four weeks running the train has run. It usually leaves Ipswich for Leiston between 1200 & 1400. Also on the 28th at Ipswich were 37378+003(TI+TI) to work 4M73, 37194(TI) to work 6E13 Parkston to Doncaster, 37218,219,238 and 241. 37241 has been repainted normal corporate blue by Stratford with its orange stripe now in the standard position around the bonnet. Finally, to conclude this months Anglian report it is thought that electric traction will take over from the 37's between London and Ipswich on freightliners etc, from about September. This means that if you want some photo's of 37's out on the mainline South of Ipswich you may have to be rather quick. Ipswich would still need about 5

pairs to work down the branch to Felixstowe as well as those services that depart to the North. Unless stated otherwise, please assume all loco's in this section to be Stratford allocated.

EASTERN: Starting at Rotherham Masborough 37517+514(TE/TE) headed a northbound empty 'Tubeliner' through at 1237 with a mixture of 22 BBA/BAA's on Tuesday 31st May. Thursday 2nd June at the same location saw 37062(TI) hauled through dead by 47152 at 1358 while at 1459 37201(IM) headed through with a partly loaded steel train of 10 BDA and 6 SPA's - both southbound onto the Tinsley line. Still at Masborough and Monday 6th, 37519+518(TE+TE) headed south with a loaded Tubeliner while 10 minutes later at 1535 37509+510(TE+TE) headed north with an empty set. Onto Doncaster now, Tuesday 7th 37095(TI) passed through southbound with a 15 wagon Speedlink comprising a variety of vehicles at 1232 while back at Rotherham Masborough on Monday 13th a most interesting observation was that of 37426(CF) and 47051 being towed through by 45046 at 1520. 426 was of course on its way to Doncaster Works (see 'Electric Themes'). The same day 37521+507(TE+TE) were heading a southbound 'Tubeliner' at 1403 whilst at 1508 37677+688(TI+TI with 688 un-named) headed north with a Peak Forest to Hunslet Balm Lane(Leeds) stone train with 30 loaded MSV's. This train uses the Sheffield line as opposed to the Tinsley line. Tuesday 14th had 37514+512(TE+TE) empty Tubeliner north at 1220, 37521+507(TE+TE) south at 1355, 37686+681 (TI+TI) at 1404 to Leeds again and 37888(SF) at 1418 with Kilnhurst West to Ripple Lane empty oil tanks - a good variety of refurbished examples there! On the 15th June at Doncaster 37194(TI) headed a southbound speedlink at 1010 with 37062(TI) light engine south at 1102. The colourfull pair 37501+502(TE+TE) were on the 'Tubeliners' on the 20th, passing through Rotherham south at 1419. On Tuesday 21st BRML Doncaster contained 37057(SF), 116(SF) & 174(CF) for intermediate exams, 426 for its engine repairs and 066(TI) with collision damage. Also in the area were 37050(IM)-stopped with traction motor problems, 37353(TI) was at Doncaster TMD, whilst 37015(TI) and 37063(TI) were actually out earning some money. We turn our attention now to Chesterfield, on 22nd June 37303(TI) headed 9 TTA oil tanks south at 2012, whilst at 2027 37073 (TI) headed north with a mixed speedlink. On Friday 24th the following were seen through Chesterfield; 37153(IM) southbound steel train at 1108 37514+515(TE+TE) northbound empty Tubeliner at 1215, 37519+504(TE+TE) southbound loaded Tubeliner at 1507, 37687+686(TI+TI) southbound loaded cement at 1600, 37510+513 (TE+TE) northbound empty freightliner flats at 1646 and 37098(TI) northbound with a very mixed speedlink at 1708. Wednesday 29th had 37507(TE) on Tiphook containers at 1007, 37678+677(TI+TI) Washwood Heath to Peak Forest stone at 1135 (also light diesel at 1556), 37514+505(TE+TE) northbound Tubeliner at 1210, 37668+667(TE+TE) southbound Tubeliner at 1510 and 37153(TM) on a southbound steel train again at 1316. Further activity at Rotherham Masborough is as follows: 28th June, 37705 Kilnhurst West to Ripple Lane oil empties(1350), 37678+677 (TI+TI) Peak Forest to Leeds stone, and 37515+518 southbound Tubeliner(1435). On Friday 1st July, 37062(TI) southbound speedlink(2023), 37357(TI) ICI tanks at 2116, 37202(IM) empty steel at 2126 and 37242(TI) speedlink south at 2156. 8th July, 37106(IM) 6 BDA steel wagons north at 1006, 37153(IM) 9 BEA's south at 1052 and 37511+509 on a Tubeliner at 1401. Finally on Saturday 16th July 37264(CF) Freightliner south at 1156 (Leeds to Rugby) and 37069 (TE) northbound at 1411. 264 was noted to still be carrying its Motherwell 'salmon' whilst 37069, now of course in duotone livery, has a black nameplate with silver etching - thus nameplates change colour to! To finish with Doncaster, 37222(CF) - southbound coal empties(0910), 37167(CF) southbound speedlink and 37355(TI), stabled outside the 'Plant' were observed on 7th July. Activity at the same place on 20th July saw 37230(CF) northbound steel at 0926, 37193 (CF) as yet un-renumbered on the 'Sheffield water train' at 1017, 37031 on southbound speedlink at 1409, 37106(IM) southbound Carriacs at 1500, and 37378(TI) on southbound speedlink at 1541. It is reported that 378 carries standard sized cabside numerals - not as stated elsewhere. In the Works (BRML) 37209(SF) could be seen under repair. On Wednesday 27th July 37075(SF) was noted at Peterborough.

Unfortunately, the rest of the round-up will have to become more brief.

MIDLAND: 37507 and newly outshopped 37521, both Thornaby were on display at Coalville Open Day with 37350 arriving on railtour duties then going on exhibition. During June 37127 & 37226(ML+ML) were reported to be dedicated to the 6883 Clitheroe to Gunnie cement workings. The same day as Coalville (5.6.88) 37031(TI), 37008(TI) & 37197(CF) were at Gloucester. Up at Carlisle 37672 and 37674, both Laira, are reported to have worked through on June 14th and 21st. On July 14th 37153(IM) was employed to move 5 condemned class 25's from Kingmoor yard to Upperby for inspection prior to movement to Vic Berry's. It is interesting to note that all of the 25's are three years newer than 37153! 37508(TE) was used on July 16th to haul the stock from a steam excursion to Upperby. On the 20th July Stratford celebrity 37038 along with 37047(SF) arrived at 0750 with a freightliner off the Newcastle line and then headed off north. On 25th June 37220(CF) was stabled at Crewe, whilst on the 26th 37667+568(TE+TE) were on display at Swanwick on the Midland Railway Trust. Despite the publicity that led people to believe otherwise they did not end up being used to haul any passenger trains. On 2nd July 37705(SF) and 37242(TI) were viewed at Bescot from the M6 (definitely not advised if one is driving). On Tuesday 5th July 37072(TI) was at Derby with 37217(CF) & 31252 hauled dead by 20063+032, 37679+682(TI+TI), 37029(TI) and 37050(IM) all observed at Willington Power Station between 1113 and 1229. 37905(CF) was observed at Buxton from at least 5th to 7th July - why?

SCOTLAND: At Millerhill on 2nd May was 37414(IS) with 37308(CF) arriving at 1457 with an MCR train. The same day 37406+422(ED+ED) double headed the 1415 ex Fort William into Queen street. 37378(TI) was stabled at Dundee on the weekend 4th-5th June whilst on Thursday 9th 37513(TE) was seen hauling a dead 47210 southbound through Carnoustie at 2030. 37520(TE) was at Dundee on 13th June, whilst on 30th June the 1540 Aberdeen to Carstairs postal (1C89) was unusually hauled by 37031(TI) due to a class 47 failure. On Sunday 3rd July 37378(TI) was on the Royal Scotsman charter train noted through Arbroath, whilst on 5th July 37356(TI) 'Crainflow' was on the 6M46 Craiginchies to Willesdon speedlink. It is noted that 37/5's are becoming more common in North East Scotland with 37505, 507(twice) & 510(all TE) being observed on pipe trains to Aberdeen.

SOUTHERN: 37250(CF) was on display at Portsmouth & Southsea on 2nd July

WESTERN: Starting with Gloucester, present on 13th June were 37096(TI) and 37167(CF). Noted through Cheltenham on 16th were 37050+094(CF+CF), 37146(CF) and 37381(CF). Worcester on the 18th had 37215(CF) and 37355(TI) on shed whilst a burst of activity at Hereford on the 20th saw 37428 (coal!), 37895 and 37431(Manchester 'sprinter') all heading south between 1200 & 1215 with 37264 stabled. 37094 was seen at Barnt Green on the 21st and later on 37293(CF) at Wadborough near Worcester. Trains through Cheltenham on 23rd included 37381 (northbound steel - 1521), 37153 (IM southbound steel - 1550), 37142 (CF southbound freightliner - 1639) and 37142+215(CF+CF) heading off for banking duties at 1758. On 26th June 37029(TI), 215(CF) & 185(TI) were on shed at Worcester with 37372(CF) noted on a southbound steel train the following day at the same place at 1043. On the 28th 37381 and 37215 were at Gloucester and 37504+519 (TE+TE) noted through Cheltenham at 1203. Our correspondent reports that this is a regular working, usually through Cheltenham at about 1330-1430 and in the hands of two Thornaby 37's. On 30th June 37139(CF) was at Oxford with coal empties with 37232 (CF), 153(IM) & 381 seen at Cheltenham. On 2nd July 37212, 229 & 235(all CF) were seen at Didcot with 37711(CF) and first reported sighting of this loco! and 37381(again) at Hereford. 37431 was on the Liverpool 'sprinter'. On 4th July 37214, 280, 294, 897 & 898 were all out of service at Cardiff Canton, others being out and about in the area were 887, 899, 889, 072(TI), 223, 232, 254, 275, 278, 293, 374, 381, 710, 905, 906, 690, 894, 430, 693, 703, 701, 800, 902, 903, 431, 167 & 690. On the 9th July a visit to Newport found the following stabled: 37142, 158, 197, 689, 690, 692, 694, 695, 711(second observation), 904 & 905 - quite an impressive line-up. On Sunday 10th 37702 was stabled at Porth(Rhondda) on the former Maerdy line with loaded ballast wagons. Another trip on the 24th July found 37263, 690 & 694 at Radyr at 1035, while at Canton were 37033, 094(both recently reallocated to Cardiff), 133, 142, 146, 174, 197, 374(ED?), 429, 430, 431, 701, 702, 710, 711, 797, 902, 904, 905 & 906. Unfortunately I am now out of space.

This month's 'gen' of non ETH 37's on passenger work is as follows:

1.7.88	37512	IS88	1753 Carlisle-Glasgow Central
6.7.88	37071	IM16	1935 Inverness-Euston (Carlisle-York via Settle & Carlisle)

16.4.88	37116/047	IC47	1840 Harwich Parkeston Quay-Liverpool Street
20.4.88	37024	IM15	2100 Inverness-Euston (Abington-Carlisle)
22.4.88	37023	IE31	1145 Glasgow C-Harwich PQ (Lockerbie-Carlisle)
		IS85	0750 Harwich PQ-Glasgow C (Carlisle-Lockerbie)
22.4.88	37516/26037	IM18	0600 Glasgow C-Euston (Gretna-Carlisle)
10.5.88	37158		1458 Weymouth-Cardiff (Bristol-Cardiff DMU Drag)
4.6.88	37159/284		1441 Swansea-Paddington (Newport-Paddington)
			1805 Paddington-Bristol
14.7.88	37512	IS50	0805 Carlisle-Glasgow C/IM03 1313 Glasgow C-Carlisle
16.7.88	37679/682	N31	0620 New Street-Aberystwyth/1010 Aberystwyth-Euston(to Wolves)
	37215/062	N32	0740 Euston-Pwllheli(ex Salop)/1505 Pwllheli-Euston(to Wolves)
	37689	1P31	0913 Yarmouth-Liverpool Street (Yarmouth-Norwich)
		1D95	1000 Yarmouth-Leeds (Norwich-Leeds)
	37198	1L82	0650 Manchester P.-Yarmouth (Norwich-Yarmouth)
		1M08	1400 Yarmouth-Manchester P.(Yarmouth-Norwich)
22.7.88	37116	2P53	1710 Manchester V.-Blackpool North
	37031	1M06	1105 Stranraer-Euston (Barrhill-Carlisle)
23.7.88	NB1=37683/685	NB2=37215/251	
	37350	1L93	0750 New Street-Yarmouth(ex Norwich)/1340 Yarmouth-New St(to Nch)
			0908 Liverpool Lime Street-Yarmouth (Norwich-Yarmouth)
			1615 Yarmouth-Norwich
	37285	1L95	0722 Newcastle-Yarmouth (Norwich-Yarmouth)
		1E94	1530 Yarmouth-Newcastle (Yarmouth-Norwich)
24.7.88	37350	1P14	0830 Liverpool Street-Yarmouth (Norwich-Yarmouth)
		1P45	1715 Yarmouth-Liverpool Street (Yarmouth-Norwich)
25.7.88	37109	1T30	1230 Inverness-Glasgow Queen St.
	37114	2H63	1135 Inverness-Wick/2H63 1812 Wick-Inverness
26.7.88	37073	2A72	0648 Aberdeen-Inverurie/2A78 Inverurie-Aberdeen
	37109	1H07	1005 Edinburgh-Inverness (Perth-Inverness)
	37260	2H87	1110 Inverness-Kyle of L./2H86 1505 Kyle of L.-Inverness
27.7.88	37009	2A72	0648 Aberdeen-Inverurie/2A78 Inverurie-Aberdeen
		2A80	1740 Aberdeen-Montrose/2A76 1838 Montrose-Aberdeen
	37170	1A02	0700 Stranraer-Glasgow C
	37260	1H11	1135 Edinburgh-Inverness (thought to be from Aviemore)
29.7.88	37084	1J37	1740 Euston-Aberystwyth (Wolverhampton-Aberystwyth)
30.7.88	NB1=37682/684	NB2=37185/278	
	37084	1A31	0714 Aberystwyth-Euston (Aberystwyth-Shrewsbury)
	37352		0707 Sheffield-Leeds
	37356	1L95	0722 Newcastle-Yarmouth (Norwich-Yarmouth)
		1E94	1530 Yarmouth-Newcastle (Yarmouth-Norwich)

12.6.88	37035/245	'The Caledonian' Mossend Yard-Inverness & Return
	37261	'The Caledonian' Inverness-Dufftown & Return
		It is thought that 37059 took some part in this tour aswell!
3.7.88	37378	'Royal Scotsman' noted through Arbroath.

As you may have gathered, things on the Cambrian remain unchanged since the beginning of the summer timetable, with both sprinter replacements operative, Tinsley 6's from Buxton on the Aberystwyth run and 37/0's from the Lickey bank on the Pwllheli run. The Yarmouth to Leeds additional train is not now the loco from Friday nights 6L81 following a re-jig of the diagrams, but the loco off NB3 does work the 0908 Liverpool to Yarmouth and 1615 return to Norwich only which is an all stations local service.

The following is a commentary to compliment the gen list in this months magazine aswell as last months newsheet. I shall run through in date order rather than by regional divisions with the idea being to give reasons why the train was worked by a 37 in the first place, how it got there and an indication of performance.

As already reported, the end of the winter timetable amazingly witnessed syphons on each of the last three Liverpool - Yarmouth - Liverpool locomotive hauled trains. Friday May 13th saw 31408 fail at Nottingham with the inbound 1885 and 37212 was obviously the best thing that could be found to take the train forward. With Norwich for once unable to build any Electric Heat fitted locomotives overnight they had little choice but to return it the next morning on the last ever 1M31 as shown. She put in a fine performance covering the 81½ miles from Norwich to Peterborough in even time with approximately seven minutes lost through signal checks. Stoke summit on the East Coast Mainline was passed at a speed of 53mph with us being allowed up on the fast line and a deficit of 2 minutes away from Peterborough was turned into a 10 minute early arrival at Grantham. All this with a heavier than usual load seven. In the evening, the locomotive at Norwich diagrammed to work the portion of the Liverpool to Yarmouth was sent to Ely with a failed DMU, the only locomotive remaining at Norwich being 37892. Any other day would have seen the main train engine run-round or a spare DMU commandeered, but tonight 37892 was used, making it the first refurbished 37 to visit Yarmouth.

On 20.5.88 37218 was used to drag a dead 86260 to Ipswich where the train was terminated. With the advent of the summer timetable we are seeing good use made of the syphon fleet this year - as predicted in the May newsheet. The Cambrian lines have suffered from an amazing catalogue of catastrophes as will be revealed. The first weekend, 21.5.88., witnessed an alleged 'riot' by so called enthusiasts with the long arm of the law being needed to restore order. This resulted in late running of upto 75 minutes and consequent weeks have seen uniformed police officers patrolling those trains that are syphon hauled. On the 28.5 37008+095 were delayed heavily on the Pwllheli run due to somebody trying to board the train at New Street whilst it was moving. This resulted in what is believed to have become a fatal accident with the person slipping between the train and platform. This should be a lesson to us all that aswell as contravening British Rail by-laws, joining or leaving a moving train is an extremely dangerous practice. The same day saw 37213 on a DMU substitution with 3 Mark 2 carriages. It worked the trains shown and managed to keep to time despite a tight 10 minute turn round time at Cambridge. Two weeks later on 11th June and back on the Cambrian, 47441 failed at Wellington whilst working the 0740 Euston to Pwllheli. 37079+197 were waiting at Shrewsbury to take the train forward but were summoned to start the journey early by rescuing the 47. However, they fouled the points at Shrewsbury and aswell as being unable to rescue the train prevented the duff from entering the station which the driver had by this time managed to restart. By the time 079+197 took over at Shrewsbury the train was 66 minutes late. Consequently this put 681+686 30 minutes down on the 1010 Aberystwyth to Euston which were passed at Welshpool instead of Newtown. Inverness seems to be constantly short of power, mainly a lack of electric heat fitted 47's. On the 18th June two 37/0's were out and running, 37101 & 37175, whilst it was same again on 25.6.88 with 37260 and 37261 providing the power with one on an Edinburgh to Kyle of Lochalsh additional train and one on the 1110 Inverness to Kyle. It seems that the middle runs to the Kyle, 1010 & 1110 ex Inverness are the best bets for NB haulage, as 37114 has also traversed the line during July on one of these trips.

Still on the 18th June 37357 was at work on the Norwich to Yarmouth portions. What is significant about this is that a week earlier it had been out on the Cambrian carrying its previous number - 37079. My entry for 25th June was not a typing error, 37144 did in fact work both diagrams NB3 and NB4. 37140 was diagrammed to work NB4 but suffered a seized traction motor and was sent back to Crown Point. 144 worked its second train to Yarmouth leaving Norwich about 55 minutes late. To date this has been about worst mishap to occur at Norwich this summer - quite an achievement! On the same day 37380+688 were causing trouble, standing at Welshpool for over an

hour for no apparent reason on their outward run. This made them so late that the train was terminated at Machynlleth with the passengers for the return journey bussed forward from Aberystwyth.

On Monday 27th June 47546 failed at Perth whilst working the 2050 Inverness to Euston overnight train. 37033+009 banked the train to Stirling where 009 was removed and 37033 dragged the 47 and train to Mossend.

There was much excitement in Anglia on 3.7.88 with two syphons out and working - on a Sunday! 37144 as expected was assigned for the East Suffolk line portion of Pathfinders 'Suffolkman' railtour, 50022 working the train to Ipswich and from Norwich. Departure from Ipswich was right time at 1245 and we soon arrived at Woodbridge for a 23 minute photo stop. We the exception of a storming ascent of Halesworth bank the journey was rather uneventful and arrival at Lowestoft was about 10 minutes late. She then ran round the stock the silly way (but with no shunting as per 37138). As we reached departure time it became apparent that nobody had realised you cannot leave Lowestoft via the run round loop and therefore departure was about 7 minutes late as we waited for 144 to reverse and then reverse a bit more to clear the loop. Copious amounts of time had been allowed to get to Norwich which more than made up for the late departure time from Lowestoft. Thanks to Pathfinder for allowing Class 37 Group members on the train from Ipswich, it's a shame the weather could not have been more agreeable. The other syphon out was 009 as shown. This came about through 31417 disgracing itself in front of its patrons and 37009 was hurried out of the sidings at very short notice. The return departure from Yarmouth witnessed something approaching a full throttle exit from the station.

On the 9th July 37304 turned up at Norwich to work forward on the 1053 additional train to Leeds, 1000 from Yarmouth. She worked down Friday night on 6L81 from Doncaster to Harwich Parkstone before proceeding light diesel to Norwich with a stop at Ipswich for refuelling. Departure from Norwich was at 1105 as we had to wait for Norwich to find a guard. With the need to change crew at March now obviated all locomotive hauled trains are booked non-stop to Peterborough and we covered the 81½ miles in a nett time of 88 minutes 25 seconds. This is not bad considering we had to follow a 56 on the Norwich Trowse to Mountsorrel stone empties, being right behind it from Ely to March at least. The following week saw 37689 on the same train making an attempt at the 24 hour milage record. It commenced from Millerhill on the Friday evening working 4L87 as far as March from where it ran light diesel to Cambridge to collect the stock for the Leeds. It then ran ECS to Yarmouth via the Wensum curve before working forward to Leeds as shown. Also on 16.7.88., it was the turn of the ETH pair to cause trouble on the Cambrian. 37428 and 37429 were the loco's in question with 428 refusing to start and when it did the pair refused to work in multiple with one thrashing and overloading whilst the other just idled nonchalantly (Thomas the tank engine eat your heart out!). By the time they were finally ready to depart the 1300 from Sarewsbury to Aberystwyth was 50 minutes late. Thankfully the Tinsley 6's have continued to work NB1, despite predictions that dreadful things were about to happen to this train. The 23rd July saw 37350 work what is believed to be its first timetabled passenger train in its new guise and went on to complete two round trips from Norwich to Yarmouth on the Saturday aswell as an appearance on the Sunday London portion to Yarmouth thrown in for good measure. She worked up Saturday morning light diesel along with 37285 (in duotone railfreight) which must have made some sight.

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Please make all Cheques/ Postal orders to THE CLASS 37 GROUP and send them, with your order, to Class 37 Group Sales, 14 Speedwell Close, Pakefield, Lowestoft Suffolk NR33 7DU. Please remember that a high percentage of all profits go to the Preservation Fund.

Forthcoming Attractions: Audio Tapes of the 37's in action; Mugs; Pens; Limited Edition Tankards (all subject to confirmation).

Committee members Mark Aldous and Martin Reeve have obtained some high quality 7" by 5" card framed reprints which are available for sale at £1:75 each - all colour. Designs are: 37350 (as on this months cover); 37285 (Duotone)+012: 37412 at Queen St. 37144/31108/47590 at Stowmarket in snow (as on magazine cover February 1987); 37405 at Queen St.; 37427 at Crewe; 37116+241 (as on this months rear cover). All profit goes to the Preservation Fund and all prints are hellfire!

ALL orders via Mark Aldous please (address at front of mag.) including 13p for postage

Many thanks this month to: Colin Wilks, Andrew Donald, Kevin Green, Michael Gibson, Paul Lambeth, Jin Ramsay, Jerry Dickinson, All on the Committee, Alan Pulford, Des Game, and anybody else I might have forgotten - keep up the excellent work!



This month's cover shows three very different forms a syphon can take upon leaving works.

FRONT COVER: 37350 at Ipswich on 12.6.88 resplendent in green and slightly cisfigured with no front end doors and headlight installed. This print is available for purchase in slightly enlarged, framed format (see 'Sales')

THIS PAGE TOP: 37116 again at Ipswich during June 1988 virtually unscathed after her visit to Doncaster for 'G' exam. Outshopped in large-logo blue and paired with 37241 on freightliner duties. This print is also available for purchase in the same format as 37350.

THIS PAGE BOTTOM: 37075 completely battered with splitboxes removed and front end plated over. Ductone grey livery but as yet without sector markings. Paired with 37154 at Ipswich, June 1988.

All photos. Mark Aldous

