

Syphon!

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The official magazine of the Class 37 Locomotive Group



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Bashing the
Skegness reliefs in
1987

37003 in OO scale -
more than we
bargained for!

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the Tiberius Kirk

class **37**
loco group

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If you supplied us with your email address when you joined the Group, you will have been invited to join the Members' Forum. Feel free to contact the Committee - and other members! - via the forum. If you haven't joined it yet, *we strongly recommend you do*, as forum members receive group news before anyone else - just e-mail Mick Parker with your name, address and membership number. Mick P also deals with general enquiries and coordinates our website (including adding gen to the Fleet History). Philip handles Spitfire Raitours bookings for members. Mick S is your contact for any queries about *Syphon!* and about the *Buy Your Own Tractor* lottery. But all the committee are there for you - feel free to contact us!

FRONT COVER:

Definitely not a candidate for *Spot the Syphon!* here! Classic raitour improvisation is seen unfolding at Crianlarich on Mercia Charters' *Tiberius Kirk* (24 July 1999), as 37114 is seen having successfully dragged the train "over the top" solo, after the failure of 37023. To the right we see blue 37116 about to administer a little "sisterly love" in the form of assisting the long journey back south. See page 12 for more memories of this memorable tour.

Photo: Martin Ranson



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CONTRIBUTORS TO THIS ISSUE (articles and photographs):

Philip Cole Wallace, Michael Collins, Steve Hollis, Mike Millward, Mick Parker, Martin Ranson, and Michael "Rugby Town" Ratledge - thanks also to Bachmann Europe Plc/Kader Holdings for the very impressive CAD work!

HELP TO MAKE IT YOUR MAGAZINE?

Syphon! relies entirely on your contributions - and we're tremendously grateful for all of those we have received - words, pictures and both! *Please* keep them coming in: if they dry up, *Syphon!* dries up! I'm also always open to suggestions regarding content: what would you like to see more (or less? I hope not!) of in you magazine? Just let me know: details opposite. Finally, my perennial plea for you to help feed my addiction to photos: any era, colour or black-and-white - vertical ones for covers are always especially appreciated.

If you think you might have something for me just given me a shout - my details are on the left.

Deadline for Syphon 142 will be 30 June 2010! Thanks a lot!

EDITORIAL & NEWS

Dear members and supporters,

As spring seems finally to be upon us, there seem to be positive developments on several fronts simultaneously to report. As you'll see elsewhere through this issue, we're getting very close to 37003's first "test-firings" since her move to Dereham - this should be just a matter of weeks away. So, with all the usual preservation caveats, we're close to being "quietly confident" that our beast should be a going concern, at least on test, before you read the next *Syphon!*.

Meanwhile, things seem to be looking positive for our application for charitable status, which is a step whose importance we can't overemphasise: if granted, it will not only bring us real financial benefits, but will show the wider world what we are about and raise our profile significantly.

While delays seemed to have dogged our exclusive Bachmann OO-scale model of 37003 going into production, we're delighted to say that we are finally there - we met recently with Bachmann, and, as though to compensate for the delay, they not only gave us the first drawings of the proposed models - but gave us a *very* nice surprise, too... see page 14 to find out what!

As I write this, it seems that the 24 April *Spitfire Railtours* trip to Yarmouth and, via the brand-new connection at Sheringham, to Holt using EE power is almost sold out, and it promises to be an excellent day. The tour underlines the value of heritage railways having a mainline connection which passenger trains can use, as seen amongst other places on the East Lancashire and West Somerset lines - and of course on our own Mid-Norfolk Railway: we very much hope to see 37003 (and our members) benefiting from this before too long... While I'm on, just a quick reminder too that whenever you want to go on a *Spitfire Railtours* 37-hauled trip, do it through us - we can offer you a discount: just contact Philip Cole Wallace.

Not so many "corrections 'n clarifications" to make this time, I'm pleased to say (other than my having accidentally let the cat out of the bag slightly sooner than intended for last month's *Spot the Syphon!*) - though I should apologise that a couple of the articles flagged for this issue are, in fact, being held over until next issue - this is largely because there's quite a lot of news to report this month, and extra items and features - but don't worry: they haven't been forgotten!

Finally, a special "thank you" to all of those who have recently submitted material for *Syphon!* - I've had a fine crop lately, all of a very high standard. As I say, without it, there's no *Syphon!* (or just a deeply tedious one written by me!) - so thanks very much, and keep up the good work!

Sincere thanks to you all for your support,

Mick Sasse editor@c37lg.co.uk

Membership update

This issue we're delighted to welcome the following new members on board:

Adam Kerrigan (37272), Andrew Lacey (37273), Chris Webb (37274), Gary Brzeczek (37276) and David Roe (37277)

- and to thank all of you who've renewed:

David Harrison (37013), Ray Manka (37127), Tim Dawe (37136), Peter Sweetman (37149), Mike Wedgewood (37164), Steve Flowerday (37174), Nigel Holden (37199), David Anderson (37245), Stan Loneskie (37251), Kevin Jarvis (37252), Nathan Rennie (37253), Martin Ranson (37892)

If your membership is close to expiring, please do keep supporting us. Renewing is easy - either the traditional way by form and cheque, or simply do it on-line at our website!

Loco update - Early spring 2010

Text: Mick Sasse & Mike Millward; pictures: Mike Millward



Bit tired! The old inner bearing race.

Progress has been good since we were able, as reported in the last issue, to remove 37003's worn-out main generator support bearing. This has now, despite the ghastly weather which afflicted East Anglia until very recently, been replaced with a new one, using the special tools we fabricated for the job.

The engine has now been fully checked through, and no other areas of major concern have been found. This being the case, after some general service work, we hope to be in a position to start her up very shortly, and, if all goes to plan, to make our first test runs soon after that. We should still be on track for '003 to star in a members' day in the summer - we'll keep you all posted!



All gone: the shaft with the old bearing fully off.

Once we know 37003 is a runner, and she's had some public runs in blue guise, we intend to shift our attention to the bodywork. While overall she's in fairly good condition, and the combination of the preventative works last autumn and the acquisition of the tarpaulin has helped to keep things under control, it's a decade since the bodywork received a thorough going-over (don't forget, she's been in preservation since 1998 - doesn't time fly!). The plan is for her to re-emerge as a very green D6703 in time for the MNR's 24-26 September Class 37 Golden Jubilee event.



Steve and Gary crack on with the bodywork

Meanwhile, we are hopefully on the point of acquiring a sorely-needed storage facility for all our gear at Dereham - until now, almost everything has been crammed into 37003, not exactly a viable long-term solution - and would make life especially interesting once she's returned to traffic! We're expecting shortly to acquire (financed by a couple of our members and placed on long-term loan to the group) a suitable piece of rolling stock, which clearly will be extremely versatile and useful in the longer term - more gen on this in the next issue.

Fundraising update

Since last year's AGM resolution mandating us to seek registration as a charity, plenty of work has been going on behind the scenes. There is a lot of paperwork, and in particular the Charities Commission need to be satisfied that what we do not only is a potentially charitable activity, but that it actually brings tangible public benefit. While this is not yet finished, after submission of our case at the start of the year and supplying some further information, we have now had a preliminary response. The Commission tell us that it is likely that we will be granted charitable status, though it is possible that one or two tweaks could be needed to our constitution wording at the next AGM. We shall, of course, keep you posted on this one, but we're very pleased to tell you that so far things are definitely looking good. As we've said, this is an extremely valuable step: not only are there major tax advantages (all donations to a charity can be gift-aided), but also it would underline what we are about and raise our profile. Fingers crossed...

Lincolnshire light relief - Grantham-Skegness extras in 1987

Text and photos by Steve Hollis (unless stated otherwise)

Steve Hollis recalls how a typically pragmatic BR decision aimed at cutting peak holiday-time crowding brought an unlooked-for bonus in the tractor-scratching stakes... and tells us how he managed to get his first one in, against the odds and with a fair bit of ingenuity!

As the summer timetable began in May 1987, plenty of "move" options still existed despite the demise of steam heat class 1 diagrams by this time, and a general feeling that the ETH monopoly was really beginning to take hold of loco hauled travel.

Many would have thought at this time that the occupation of loco bashing was in its twilight years, with several of the old favourite loco classes already gone or in the process of being eliminated. Looking back as I write this now (in 2009) it certainly makes you realise that so many opportunities were still around then, even though it did not feel like it at the time, and most importantly our beloved class 37s had many more years of service ahead of them.

Following my successful exploits chasing the freshly refurbished examples from Crewe works on the North Wales coast test trains during March, April and May of 1987 [see *Syphon!* 137 to 140], the obvious option was the Cambrian summer Saturday turns from Shrewsbury, which, although booked for ETH machines by this time, still produced freight variants regularly. The Cambrian however was always felt to be a little inaccessible to me given my home location of West Hallam, near Ilkeston in Derbyshire, along with the funds, various buses & train moves required just to get in position at Shrewsbury.

Also, about this time the delights of under-age drinking were beginning to appeal, creating another interesting diversion to a young, impressionable teenager... However, my determination to follow class 37s thankfully meant that I could avoid participating in Friday and/or Saturday night sessions with fellow connoisseurs - if I really concentrated....

Touching base with one of my old school friends, I learnt that a new relief off Grantham had started to run to Skegness in mid-May to ease overcrowding on the route. This diagram used a spare loco off Doncaster depot with a spare set of mark 1 stock - coaches that were still plentiful at this time.

The train was apparently stabled in the sidings south of Grantham station for up to several hours before leaving for Skegness, which meant that gen could be obtained in sufficient time to react - depending upon what was up front of course.

Running as 1G02 or 1D12, departure time from Grantham was around 10a.m., returning as 1G10 or 1D13 off Skegness just after midday. Further runs in the afternoon also took place, leaving Grantham around 2 p.m., and returning off Skegness around 4 p.m., using the reporting codes 1D14 and 1D15.

First out was 31293 on 16 May 1987, which did not really make me sit up and take notice much. Then I heard after the event that 37242 & 37031 had worked the following weekends on 23 and 30 May 1987 - which certainly did make me take notice!

Speaking with various people about the diagram, the loco would be whatever Doncaster had spare, so it would always going to be a bit of a hit-or-miss affair. As Doncaster usually had a handful of class 31s, 37s and 47s, it was inevitable that one of these types would find its way to Grantham on the Saturday morning to work the Skegness reliefs.

The next three weekends only produced 47285 and 31264, either side of 37209 on 13 June 1987 - which actually burst before working, resulting in a no-show - so I therefore simply cursed

the two tractor workings in late May that had been missed. Thankfully these locos would be scored in later years.

A compulsory family holiday to Rhodes was then “endured” during late June / early July - which produced only sunburn and boredom. You’ll note that I have never been a holiday abroad type person and never will be! - The mid-1980s bashing exploits, especially on summer Saturdays, easily outweigh anything on offer from Thomas Cook or Lunn Poly in my book. Anyone remember that awful TV advert with the sad catchphrase “Ooh, get away...”? - Well. I always wished that the travel agents would do exactly that!



Back in the UK, my former school friend and fellow basher had great delight in advising me that I had missed 37065, 37153 and 37116 in the three weekends I had been away. This “agitated” myself somewhat as missing any top NB loco, especially tractors, was something that I did not like at all.

Sleepless nights followed thinking “if only I had done...” this or that – I even stressed my annoyance to my bemused parents that the stupid holiday that I had not really wanted to go on had cost me dearly in my pursuit of class 37 haulage. [*Bet they were chuffed!-Ed.*] Whilst 37065 and 37116 were eventually scored, 37153 managed to elude me for the rest of its career.

The following weekend I was expecting the phone call to say that it was either a NB goyle or duff on the diagram. When the phone eventually rang on Saturday morning, the question was asked “do you need 37092?”. After a brief pause, I replied “Certainly do”, which was followed by confirmation that indeed 37092 was allocated to 1G02/1G10 on 18 July 1987.

May 1977, just over than a decade before Steve’s encounter with 37092 on the Skegness relief, sees this atmospheric shot of the same loco passing Stonea (between March and Manea) with the 4-coach 16:45 Norwich-Peterborough, and still sporting classic “domino” headcode boxes. As the photographer notes, very little now remains at this once interesting location.

Photo: M J Collins, <http://michaeljcollins.fotopic.net/>

At the time 37092 was a recently allocated Motherwell freight engine, although it was no stranger to passenger turns, having been an East Anglian stalwart for many years, and it had

recently worked earlier that month assisting a loco failure on a Paddington – Hereford diagram. What it was doing in sunny Lincolnshire that weekend is anyone's guess though! *[Our fleet history confirms that 37092 was transferred from Stratford to Motherwell on 5 July 1987.]*

The next dilemma was how I would actually get to Grantham for 10am.

My parents were out shopping, so no chance of blagging a lift to either Nottingham or Derby to catch a unit across to Grantham. Buses were a non-starter as this would have used up over an hour getting to either starting station.

The only option therefore was my pride & joy – a 1981 Vespa 50 Special scooter complete with a mildly illegal 100cc cylinder conversion kit and awful L-plates that you were forced to display. The downside of this would be a full-fare ticket, as trying still to get away with half-price travel for claiming to be under 16 with crash helmet in hand would no doubt fail on even the most blind or stupid ticket office clerk or inspector.

Not having ventured too far on my scooter till now, Grantham would be a real endurance test for me – a whole 35 miles there, equating to around 70 miles in total - at a top speed of 50 mph. Time was a little tight, but I was confident that it could reach Grantham by 10am, provided I did not spare the horses.....

With the weather being a bit overcast I made sure that I took my leaking waterproofs, and set off, after leaving a note for my parents on the expedition I had just set out on. It read something like: "I am just going out for a while, and I may be some time....." Today Grantham was to be my North Pole - and defeat was not an option!

Surprisingly, the outward journey was uneventful, and it was actually quite enjoyable riding along the A52. Parking up at Grantham station, I could see 37092 with stock already in the sidings, so I bought my full-price ticket with gritted teeth and made my way onto the station platform.



A few weeks before she worked the relief to Skegness, and before Motherwell had a play around with the headcode boxes, Steve had caught up with 37092 working a ballast train in Derby - on 15 April 1987.

Unfortunately I had not brought my camera with me due to being on the scooter, which is something I regretted once there. However, I already had a photo of 37092 on a ballast working at Derby though, taken earlier in the year whilst leaving for Crewe to pursue the refurbished machines on the works test trains.

Back to the action... 37092 rolled into the platform about ten minutes before departure. The Eastfield depot-generated trend of painting the plated headcode boxes black to replicate the former domino headcode box

effect adorned the loco, which whilst looking OK was not my preferred style of just leaving them painted yellow as BREL Doncaster intended. [See the back cover for an image of '092 in her classic East Anglian "domino" guise.-Ed.]

Finding a window near the front of the train, we left roughly on time at around 10 a.m., storming up the East Coast Mainline through Peascliffe tunnel to Barkston South Junction, before turning right across the up line of the EMCL and along the now-lifted chord (replaced by the Allington chord) towards the East junction and the Skegness line.

Not renowned for its high line speed, this rural line has always appealed to me as it was like travelling back in time to the steam era. The line still retained many Great Northern and steam-era features such as the signals, signalboxes, telegraph poles, stations with brick buildings and decorative canopies etc. Being fascinated by the long-closed Great Northern route into Nottingham Victoria and across to Derby Friargate, which passed through West Hallam where I lived for nearly all my childhood, it was almost like being able to see at first hand how the line would have existed in steam days.

A relatively pleasant amble was had behind the loco to Sleaford, before alighting for a unit back to Grantham.

Back at Grantham, I was eager to make tracks back home to get my pride & joy back under cover safe and sound.

Things did not go quite to plan on the return however, as the scooter started mis-firing near Trent Bridge in Nottingham, then the heavens opened and I was soaked through.

Finally the scooter "expired" about half a mile from home resulting in a final push along the uphill pavement which was absolutely exhausting as no light engine locos or Lickey bankers were available to assist I am afraid.

Eventually I coasted down my street to our house – tired, wet and cold, but happy that 37092 had not eluded me, and another (former) Eastern Region split-box beast was in the bag.

Repairs to the scooter on shed were effected the following day, in the form of replacing an overheated spark plug with a brand new one, so I was back in service for Monday morning diagrams.

Sentimentally I still have my precious first Vespa scooter along with five other various scooters in my collection in the garage. Today it still reminds me of 37092 each time I take it out of the garage to fire it up occasionally.

As for 37092, this machine has not survived so well and unfortunately is no longer with us, being stored unserviceable in May 1996 before finally being cut up at TJ Thompson's in Stockton in October 2001. A sad end for a fine machine that I will always remember for providing a slightly unusual day out in acquiring it into the book!

What a monster! The beast herself, in a contemporary 1987 photograph... note the obligatory L-plates to boost the rider's credibility! Mylords...!



More of Steve's tractor-chasing exploits next issue - with or without the Vespa!

Back in the bad old days before privatisation brought entrepreneurialism, BR used to fill its trains at quiet times (and encourage long-term rail use) by allowing railcard holders to go anywhere they chose for a flat fare of next to nothing. One such wheeze took place in February 1988, and Kyle Of Lochalsh was an obvious destination. 37416, in need of a new lightbulb it would seem, awaits departure time with the early train back to Inverness on 23 February 1988. Your Editor (then still unconvincingly pretending not to be into trains) had just "crossed the sea from Skye" on the ferry from Kyleakin - no ugly road bridge in those days! A short while later (*inset*), '416 is seen passing an unidentified sister 37/4 at Strathcarron (told you I wasn't interested in trains, didn't I?!).



Classic Railtours: It was Life after all, Mr J Tiberius Kirk!

This issue kicks off a new, occasional feature, focusing on, well, classic 37-hauled tours, oddly enough! Our top men Martin Ranson (words) and Mick "Rugby" Ratledge (pictures - and stewarding!) were on board an eventful Mercia Charters special...

With the impending four-day Spitfire tour to the Highlands [18-21 June - *The Highlander* - Ed.], and a request from Mr S to write a few words to accompany this edition's front cover, vague and distant memories of my last overnight railtour came drifting back... the Mercia Charters *Tiberius Kirk* to Fort William and Oban in July 1999...

Luckily (?) I was now living in Coventry, so it was only a leisurely stroll into town for the evening's advertised departure North.

At the requisite time, 37013 and 37165 rolled in from Northampton ('165 being required) for the long haul up to Mossend. This was to be the start of a re-acquaintance with some old Stratford friends. Additional mileage by way of Crewe via Telford then a textbook run to Mossend, dossing in and out of reality, where 37114 and 37023 took over for the run to Fort Bill, the distant thrash bringing on the zzz's once more. A drizzly, on-time arrival allowed a breakfast and restock courtesy of Mr Morrison. Having run round ready for the onward journey, '114 had now mysteriously acquired a Highland Rail Stag!

With 023 now leading, the train began retracing its steps back to Crianlarich. Unfortunately all was not well, and somewhere near Tulloch '023 suffered traction motor problems, which, coupled with the wet rails, caused 114 some performance issues, and the RST clock started ticking... [Note for the uninitiated: Railtour Standard Time is generally one hour behind standard British time, but for reasons connected with space-time or something can be a multiple of this...-Ed.]



Tulloch, with 37114 about to abandon the errant 37023

37023 was left at Tulloch, and '114 soldiered on alone to Crianlarich, where it ran round. The call for help had gone out to Mossend, who were to dispatch another loco to assist - out of Oban, or so I believed. 37114 ran round, and continued downhill to the "Little Bay".

A good leg-stretch, the customary photos of McCaig's Tower, and some hearty fish and chips, and we were back on the train - with no sign of any assistance! '114 was going to take on the 1 in 50 out of Oban single-handed! Oh My God, I had never heard anything like it, and I don't think since! With some cracking driving, she got everything up and away, and we were met at Crianlarich by a very old friend, not had since September '87: 37116, although now heavily vandalised (IMHO). The "vandalism" was slightly improved by the mysterious appearance of a Scottie Dog on her side during the seemingly short time she had been sat on the stock!

Now running many RSTs, it was time to go home. With the whole weekend now catching up on me, the lasting memory of the journey home was the cracking opening of the loud handle through

Having cast the "naughty" 37023 into exterior darkness, 37114 steels herself just outside Tulloch for the single-handed climb to Corrou - and beyond!



Glasgow Central Low Level, much to the amusement of all involved. It should have been Queen St Low Level then round to Mossend, but the late running meant a direct route was taken back to the West Coast Mainline. I can't remember what time we got back to Coventry - sometime early Sunday morning - but I know it was too dark for a photo!



Above: '114 prepares to return solo from Oban - note the well-deserved Highland Stag just visible on the cabside!

Right: Job done! With only the empty stock to take back to the adjacent yard, a tough weekend is over for 37114 and '116, having just disgorged the last of their passengers at Rugby, just before dawn on 25 February.

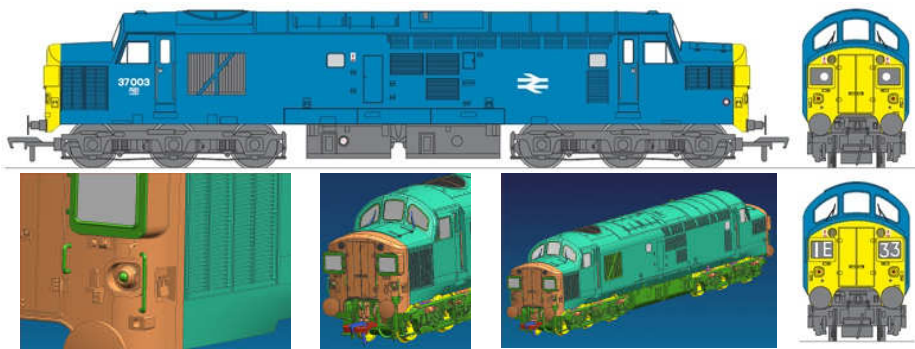
Suggestions for future Classic Railtours features are welcome!

All in all, a cracking couple of days, lots of thrills, spills and thrash. Definitely Life as we knew it!



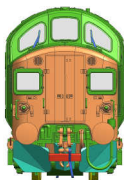
Bachmann/C37LG 'OO'-scale model of 37003: **An update - and an upgrade!**

We recently announced that, after a bit of a delay, Bachmann have now completed the final design work of their brand-new class 37 - of which ours will be the first. We thought we'd show you what's been going on in the background... worth the wait, we think!



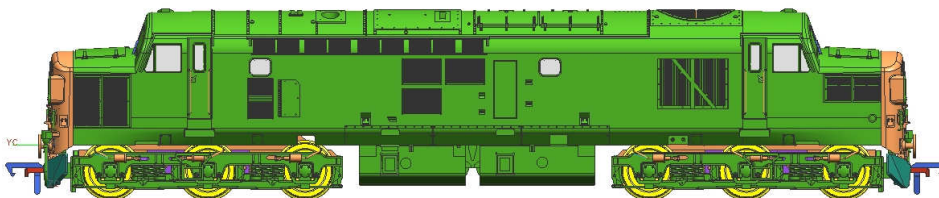
Bachmann's development work has produced these (provisional) preliminary illustrations of what the finished model should look like - together with some striking CAD images showing just how much precision goes into designing what should be a truly world-class model.

Some other unexpected bonuses of the DCC-ready model will now include:



- *switchable* marker lights, tail lights, *and* cab interior lights
- exchangeable headcode panels: allowing either dominoes or a reporting code - or even a mixture of both of you want!
- etched radiator fan grilles on the roof, and wire handrails on the front and cab doorways
- a detailing pack including buffer-beam detail and miniature snow-ploughs

The loco has now gone into production, and we are advised that delivery will be in the "fourth quarter" of this year - hopefully in time for Christmas (though regrettably we can't guarantee that). If all this has whetted your appetite, just either contact Mick Parker or Mick Sasse, or visit www.c37lg.co.uk/37003form.pdf to download your order form. Be quick: they're going rather fast!



Tramway tractors - 37s on Manchester Metrolink

In an interesting new twist on the "tram-train" concept, in February 2010 Greater Manchester Metrolink needed to renew a lengthy section of track between Whitefield and Radcliffe, just south of Bury, and they needed some traction to move the engineers' trains. The East Lancashire Railway stepped into the breach, using their direct physical link just south of Castlecroft yards - and the four locomotives were the line's three 37s (37109, '418 and '901), together with "shredder" 33109. Given it was but a tram ride from his house, your Editor felt he ought to be there - albeit that a combination of a minor Metrolink farce and the short February days meant that daylight shots weren't an option!

As can be seen, the conditions were not ideal for photography: with the only lighting coming from the locos' marker lights and the site spot-lighting, and the whole site hidden in a deep cutting with tree growth overhanging both sides of the line and the few overbridges having very high parapets (together with the favours which catenary always does for photography!), recording the workings at all proved something of a challenge to your Editor's already indifferent skills!



The first view (left - camera propped on high bridge parapet hidden behind thick bushes!) sees 37418 *Pectinidae* (a.k.a. "no. 3") north of Whitefield, pausing to make what is believed to be the last ballast drop of the day. The train is on the northbound Metrolink track, and has been proceeding northbound, stopping repeatedly to make ballast drops on the southbound

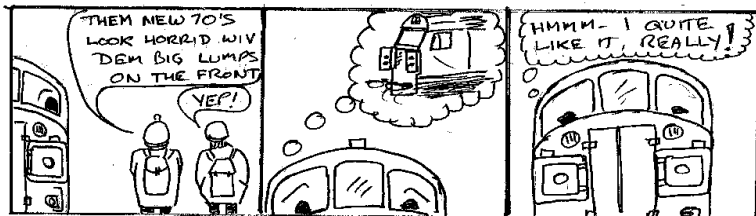
trackbed - it will be seen that the southbound track has been lifted beyond a point almost exactly level with the loco's nose-end: the train has reached what was then the northernmost extremity of the work-site.

On the tail of the train was rail-blue 37109 (right), calling itself "no. 2" for the occasion, captured (from the relative comfort and convenience of a road over-bridge) a few moments before, with the day's work finished, both blasted off back to Bury. Again note the lifted southbound Metrolink track at the worksite.



**Syd the
Syphon**

By Mike
Millward



Syphon! Pictorial

On shed twenty years ago...

Philip Cole Wallace shares these two images which show how the railway of 1990 was in a state

of flux, as the unified, rail-blue, corporate British Rail of the 1970s and 1980s gave way to the business-led sectorisation of the 1990s...



Not much clue that this is 1990 rather than 1980, other than the orange cantrail stripes on 37038 and 37185, seen stabled at Gloucester on 1 July 1990. Just visible in the background is the seemingly obligatory GU.V.

Actually a month *earlier*: on 2 June 1990, here in the more modern-looking surroundings of Tinsley we see Railfreight triple-grey 37101 in the company of 47238, under repair from what was clearly a very unpleasant incident. By 1998, TI itself had been closed - and since 2006 the whole site has been just a memory.



Spot the Syphon!

Yes, it's time for our regular "*How on earth am I supposed to work out where that is?*" spot... As ever all you need to do is to use your skill and judgement to deduce where Rugby the Man of Mystery was to catch this issue's '37 at work, rest or play...



First the solution to last month's conundrum (*left*), which personally your Editor had in the "*They'll never get that one, man!*" category. Clearly I underestimated you all, as I gather from the Yahoo members' group (you *are* a member, aren't you?) that quite a few of you did get this one. Mind, due to a "clerical error" there was a bit of a, err, premature feline/bag release incident on your Editor's part on the e-group! Anyway, I suppose it will have been easy enough, if you were on the Class 20 Locomotive Society's *Vladivostok Avoider* railtour on 12 May 1990, because the chances are you'll

have seen 37104 as 20010 and 20132 paused in (wait for it...) **BRIDLINGTON!** (Incidentally, much credit must go to the whistling-wardrobe followers for a fine example of the "obscurely-named railtour" genre.)

Right, clearly you have now got the hang of this lark, so what about this one, then:

We are in August 1991 - the precise date lost to posterity. The loco is certainly very familiar - none other than West Highland legend 37175, now of course owned by Group member Matt Stoddon and looked after by our friends Highland Traction at Bo'nness.



'75 is viewed, complete with Highland headlight - but with no stag or Scottie dog apparent - keeping some slightly dubious company while reposing between jobs, somewhere... If you think it will help, we know that the spoon adjacent is 47218, and if it does, there are sure to be counselling groups for that... Once again, the background is not quite bereft of clues - isn't that a bit of industry we can see there? No more clues: you clearly don't need them! Though, by rather odd coincidence, your Editor went through here today (and can assure that it doesn't look like this any more...).

So where are we? As ever no prizes except a warm glow of satisfaction, and of course the solution will be in Syphon 142...

Volunteering with us (pics: Mike Millward)



As you'll have seen in the loco update, we really are - touch wood - now on the home straight to having a working class 37 on our hands. The days are getting longer, and (finally!) the weather looks to be taking a turn for the halfway springlike - so why not join our friendly team of hands-on volunteers down at Dereham, so you can say you too played your part ("*What did you do to get 37003 running, Daddy?*") when the day comes for the big button to be pressed and those 1,750 English Electric horses to growl their way into clagging life.... If you come down,

you can of course also take look at the great progress the Mid-Norfolk Railway themselves are making: above all check out that very-nearly-finished passing loop which will be truly life-enhancing!

But, as ever, don't forget that you can play an equally critical role by helping us out with our sales stands at diesel galas - yes, it's getting towards gala season again! - and on railtours, helping us tear and fold all those thousands of raffle tickets! As always, just contact any committee member (see page 2) if you might be interested.



Diary

Firstly the following *Spitfire* tours featuring class 37s. Don't forget that members booking through us get a **discount** on the public ticket price - just contact Philip Cole Wallace (see page 2).

24 April: Crewe/Stafford/Birmingham/Leicester - Norwich, Yarmouth **and Holt***

29 May: Preston/Crewe/Penkridge/Telford - Porthmadog/Pwllheli - 2 x DRS 37 **and** 2 x NR 97/3*

18-21 June: *Highlander*: Full weekend in Scotland: Birmingham/NW/Carlisle - Kyle/Wick/Thurso

26 June: Gloucester/Bristol/Taunton - Penzance (37s awaiting confirmation)

3 July: Tour to Paignton - further details and confirmation awaited

31 July: "Spin & Win" tour - details shortly

* C37LG sales stand and raffle confirmed for these tours

We'll shortly be announcing our sales stand dates at various diesel galas - watch this space! Finally, remember to keep **24-26 September** free for *the* event of the year: the MNR's 3-day **Class 37 Golden Jubilee** - with more tractor action than you can shake a crankshaft at!

Buy-Your-Own-Tractor winners (February - April 2010):

The last quarter, the following tractors have brought joy to their owners...

	February:	March	April
1st prize-	37906: Nigel Holden	37262: Richard Robinson	37216: Ian Simpson
2nd prize-	37068: Ian Simpson	37430: Barry Wetherell	37156: Andrew Long

Rather worryingly quiet over the last quarter - with only one new member starting a personal class 37 fleet (thanks very much, Steve Hollis!). So, after the little "surge" towards the end of last year, I have to report that we haven't yet after all broken the 100-loco barrier: we're stuck at a stubborn 93! Do please, if you're not already a member, give it consideration: it's really a very valuable way of raising a regular income for 37003, at this most crucial of times - it's good fun, too, and it might just change your life... (though to be fair it probably won't).

Over on the sales stand...

Lots of news this issue from the sales section of www.c37lg.co.uk - we've got new items left, right and centre - so why not pay a visit - or come and see us on any of our "physical" sales stands (see *Diary* to left). New items include...



New mugs! - For all those of you who'd like a bigger cupper, or one you're less scared to throw at your nearest and dearest, this will be just the thing: a sturdy new "Spata" (so we're assured!) style mug - still featuring the popular dual design with our logo on one side - and our loco on the other! The colour is, of course, classic rail blue, and the price is just £6.00, including protective case.

Over on the **DVDs** desk, we've got the brand-new **Thrash Three**, which, despite featuring a spoon on the cover, should be another cracker: we're assured that it's "a third volume of excess for those who like their entertainment noisy, varied . . . and mildly bonkers" - and its footage from 1993 to 2009 showcases more than 155 locos from 18 different classes, providing enthralling diesel action from all over Britain. Many of the locos and workings featured no longer exist, adding an extra dimension to your visual and aural pleasure - nostalgia! Yours for just £19.00 (RRP: £19.95).



Meanwhile we've now, by popular demand, taken delivery of our new **C37LG sweatshirts!** And remarkably tasteful they are too, in navy blue with a simple white Group logo. Available in S, M, L, XL and XXL, they're a very reasonable £20.00.

Finally for now, the new **C37LG badges.** These quality 38mm enamel models will set you back all of £4.00!



Remember that our members *automatically* qualify for **free P&P** on all purchases. Just enter "postfree" in the "discount code" box.

Meanwhile at www.buy.at/c37lg, the excellent free fundraising webshop now includes yet more new retailers: hotels from **LateRooms.com**, noises from **HMV**, slow travel from **National Express** (not trains yet, we fear), undies from **La Senza**, or indeed pants from **Marks & Sparks** (we leave it to you to decide which of these your Editor uses). All you need do is *always* go to www.buy.at/c37lg first and just click the link - BuyAt then pay us a very useful commission on your purchases, always **at no extra cost to you**. Of course, you can also order the traditional way: just drop Mick Parker a note with a cheque. Thanks for your support!

In the next issue... (honest!)

- Martin Ranson's eagerly-awaited story of D6703 as *First East Anglian Regiment*
- More gratuitous bashing nostalgia from Steve Hollis and Philip Cole Wallace
- "So how does that bit of a '37 work anyway, then?" - our new series explaining what really goes on behind those rail-blue bodysides
- ... and, of course, news, nice pictures, and all the regulars!

Syphon! 142 due out in July!

Syphon!

Just checking the starboard bow for Klingons, err, changing the headboard over... The photographer's tasks as steward (and his valid personal track safety card!) enabled him to grab this quick shot as 37114, having dumped the errant 37023, prepares to tackle Corrou Summit single-handedly - and ends up taking the *Tiberius Kirk* solo to Oban and back, just for good measure! The name? Mercia Charters were just fond of Star Trek!

Photo: Mick Ratledge

