

Syphon!

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The official magazine of the Class 37 Locomotive Group

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class
37
loco group

**37003 Latest
Freedom of Scotland: Part 2
The Return of Electric Themes
and Model Behaviour**

Syphon! Magazine

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If you supply an email address when joining the Group, you will be invited to join the Members' Forum. Feel free to contact the Committee - and other members! - via the forum. We recommend joining, as forum members receive news first. Just e-mail Mick Parker with your name, address and membership number. Mick P also deals with general enquiries and coordinates our website (including the Fleet History). Philip handles members' Spitfire Railtours bookings. Mick S is your contact for any queries about *Syphon!* and the *Buy Your Own Tractor* lottery. But the committee members are all there for you - don't hesitate to contact any one of us!



FRONT COVER: Back to front! 37109 brings up the rear of the late-afternoon Kingsley & Froghall - Caudon Low service on the newly reopened Moorland & City Railway on 27th November 2010 as it passes the site of the former Winkhill station. 37075 leads the train and heat is provided by a GWR tank engine. *Mick Sasse*

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CONTRIBUTORS TO THIS ISSUE (articles and photographs):

As well as our Committee and Editors, thanks go out to: Andrew Bald, Roddy MacPhee, Rob Norman, John Pinion, Al Pulford, Steve Potter and Martin Taylor.

HELP TO MAKE IT YOUR MAGAZINE!

We've gone to great efforts to search for quality material in the last couple of months, and through several internet forums and websites we have been granted access to some excellent photographers' collections and memories. We will be bringing these to you. However we feel we can never have too much material for *Syphon!* and we're still on the lookout for more.

If you think you might have something to share, just drop us a line - details are on the left.

Deadline for Syphon 145 will be 25th March 2011! Thanks a lot!

Editorial & News

By Mick Sasse

Dear members and supporters,

While the New Year has brought – for most of us – a bit of a thaw in the weather, the recent early cold snap has yet again, just like last winter, shown how even today's modern railway still appears to be patently unable to function without the targeted assistance of the English Electric Type 3! Intensive snow-clearing activity – at times not just using the locos' own miniature fitted snowploughs but the "serious" independent ploughs – kept members of the class busy from Thurso to Whitby, and from Cumbria to Kent. Serious and strenuous work for the extremely dedicated crews, but also quite a way for a loco to be celebrating its half-century. Back in the 1960s, there were steam cranks who insisted that these nasty new diesels would never last like their coal-burning predecessors...!

Indeed, as I write these lines, I have just had an e-mail telling me that pairs of DRS 37s are apparently slated to go back on the Sheerness – Stockton scrap metal job again (northbound on Wednesday, southbound on Saturday plus a return trip to Hitchin on Tuesday, for the record). This from a company with near-new EMD kit available at a moment's notice! Why? It seems that the twin fuel tanks on '37s give them a very useful advantage over '66s in terms of range, and of course reliability is not an issue with a well-maintained Syphon, even less so with a pair – while at the same time the accountants may like the fact that a class 37 owned outright doesn't rack up the lease charges that attach to a Shed actually owned by one of our esteemed financial institutions!

Meanwhile, the rectification work that 37003's first run on the Mid-Norfolk Railway showed up has been continuing, albeit without very much assistance from the elements! As you can see in the Loco Update, most of the jobs identified during that test run have now been done, and '003 has been "winterised" to protect her from the elements. All that's now needed is a full oil change, and we should be ready to go! (Fingers should of course always be kept crossed in preservation...) Once again, all our thanks must go to our dedicated team of volunteers at Dereham.

Don't forget to take a look at page 21, where our *Diary* roundup lists some forthcoming events which should be of interest. Remember to book through us (Philip Cole Wallace is your contact) if you fancy doing any of Spitfire's tours – we can usually offer our members a discount on Spitfire's already very reasonable prices. Barring major incidents, the diary should get increasingly interesting this year, with the usual selection of railtours, galas and other special events supplemented by scheduled running days of our own loco. These will initially, of course, be on the Mid-Norfolk Railway, but I would emphasise that our print magazine can't hope to be bang up to date: things change very quickly on the railway. So please always check before making a trip, and if at all possible subscribe to our members' gen list: any action involving 37003 will be publicised first (and last!) to our members there.

Also something rather different this month on the sales front: we managed just before Christmas to secure the services of a specialist company to prepare for us a rather classy postal first-day cover, especially designed and properly stamped to mark that most special of days: 37003's 50th birthday on 28 December 2010. Meanwhile, our excursion into matters sartorial continues to develop... again, more details at the back of the mag!

In other news, shortly after *Syphon*! 143 went to press our application to operate a Gift Aid scheme was accepted by the Revenue – and we would urge anybody who hasn't yet given us a Gift Aid declaration please to do so. The wording is very simple, it can be in writing or

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by e-mail, almost anybody who pays income tax is eligible, it costs you absolutely nothing, and some things that you would not have thought of can count as a donation, including even your membership subs. And the best bit is that it increases the value of every such donation by no less than 28%, at no cost to you! If you're not sure, please just ask Mick Parker or myself.

Back to *Syphon!* itself, you'll hopefully notice a few more improvements and innovations over the next few issues. We're expanding our usual length to 24 pages, plus you'll see some new regular features, extra articles, and some improvements to the formatting – as well, we hope, as more consistent print reproduction quality. We are having to increase the cover price to non-members, as you might have noticed, but in fact we would have had to do this anyway as printers appear to have increased their rates across the market. The improvements are largely being made possible by, well... the fact that I'm no longer Editor – or rather, I'm now Joint Editor! In other words, I'm very grateful to welcome Michael "Rugby Town" Ratledge back on board. In fact, this issue, I'm very much in the secondman's seat, though we're expecting to share the top-link driving duties and remain double-manned (to stretch a metaphor just a tad too far...).

Here is a quick word from Rugby about plans for the future of *Syphon!*;
So, there you have it. We hope you enjoy the coming issues. Now read on...!

Sincere thanks to you all for your support,
Mick Sasse editor@c37lg.co.uk

Hello All. I hope you're well. Is that a new haircut? Splendid. Anyway, I have been drafted in to help Mr Sasse with formatting and to bring extra content of your magazine. We will be introducing some new features and we'll also be bringing back a few old ones. Firstly, after an eighteen-year absence, this issue sees the return of *Electric Themes*, our feature specifically concentrating on Class 37/4s. This could not be a better time for *ET* to return to these pages as DB Schenker prepares to sell off all of its remaining examples of this sub-class. This issue will feature the last *Spot the Syphon* for a while. This will be replaced next issue by a similar conundrum. Rather than guessing the location, you'll be asked to identify a particular 37. Also returning in this issue is *Model Behaviour* where we present a gallery of members' Class 37 models.

Mick Sasse's recent short story about his favourite engine (37201) and part one of Philip Cole Wallace's 'Freedom of Scotland' - in which he recalls his various rides behind 37128 - have given us the idea of introducing a new feature called '*Beast!*'. I'll be starting with my favourite 37 in a coming issue and would welcome your submissions on this subject. Mick Parker has been busily compiling technical material and Mick Sasse will be re-introducing a rather 'silly' feature not seen in *Syphon!* for some years.

It should be fun. More on that next time. You'll just have to wait...
R ugby rugby801@googlemail.com

Martin's Membership Musings

By Martin Ranson

So here we are, edition two of Martin's Membership Musings, and a Happy New Year to you

all. A very busy month of renewals and a very heartening increase in the rate of new members to report.

Thanks to all of you that responded to my database update request. We are only a couple of email addresses short of a full house now, so you can be guaranteed to be first with the group gen as it breaks!

This issue we welcome the following new members on board with a ceremonious bellow! -

Chris Watford (37298), Mike Day (37300), Roy Mylchreest (37301), Peter Aston (37302).

- and in no particular order, an all-hailing flail to those kind souls that have renewed for another thrilling year:

Michael Rouse (37003), Derek Lott (37056), P.G. Carress (37060), James McPhearson (37067), Emyr Walters (37081), Barry Wetherell (37098), Mike Millward (37115), Ian Dobson (37132), Roger Parr (37133), Phil Broadbent (37147), Michael Driscoll (37150), Stephen Barrow (37166), Steve Flowerday (37174), Michael Ratledge (37176), Richard Davis (37193), David Carley (37233), David Anderson (37245), Nick Chadha (37264), Jan Niemczyk (37265), Colin Brunt (37266), Mark Clamp (37270), Stephen Ireland (37271), John Gothard (37610), and Les Emery (37797)

As promised in the last edition, I have been dusting off the renumbering scheme which last saw reported class one action way back in May 1996! (How time flies!) Following a full overhaul I am pleased to announce that the membership TOPS office has now reopened for renumbering/reallocation requests, but this time with a new twist.

After the ensuing years, the list of available numbers has grown due to additional sub-classes, so the opportunity to cop your favourite loco is very high, whilst the price of this well-earned line in the book, and a long-lasting dose of smugness for supporting the group, is a very respectable £5 donation to the preservation fund.

And the twist? Well unlike before, if the number is already allocated, then I will mediate with the current owner of said loco to see if they will release it to you. If successful there will be an extra £2.50 donation required to cover the reallocation of a new number to the parting owner. In the event that we have more than one request for a number then I will initiate a sealed bid process between the interested parties with it going to the highest bidder.

So what are you waiting for? All enquiries for number availability and payment by PayPal to members@c37lg.co.uk or by the good old-fashioned means to the usual address with a cheque for £5 payable to "The Class 37 Locomotive Group"

It all goes towards the upkeep and restoration of 37003. I hope you all have a bit of fun with this, and I look forward hearing from some of you soon.

Loco update - Autumn-winter 2010-11
By Mick Sasse & Mike Millward. Pictures by Steve Potter



A little bit less frenetic this issue, perhaps, without the immediate time pressure we had before the Jubilee Gala; also there is not as much left to do on 37003 to get her serviceable again! However, the Dereham team were very busy before the weather closed in, with results we'll be ready to appreciate very soon.

First of all, all of the crankcase door gaskets have been removed and replaced. *Left* we see Al Pulford removing the old gaskets from the engine inspection chambers. Having these off gives the chance for an interesting and unusual perspective of what the inside of an English Electric 12CSVT engine actually looks like - and *below* you can see the answer!



What's visible here is essentially, in the centre, the connecting rods of two pistons, joining them to the crankshaft - the bottom of the left-hand cylinder liner is just visible. The engine is, of course, in V12 formation, and you can see how the two visible pistons are offset at an angle. To either side of the pair of pistons, you can also see the counterbalance weights which ensure that the crankshaft is balanced and so rotates smoothly. There are, naturally, six such pairs of pistons in a Class 37.

Steve Potter and Gary Brzeczek have also changed both the oil and fuel filters - the old ones can be seen *left*. (The blue strings, by the way, are to secure '003's winter coat in place!) Meanwhile, Mike Millward has busied himself by re-soldering the power supply cables within the electrical powerbox which link the main generator to the auxiliary generator, as these had been identified as being loose. One of the connection mounting blocks failed at the Jubilee Gala, overheating the joint and melting the solder.



Readers will remember the headaches we had in the run-up to the



September gala with the automatic voltage regulator (AVR). After examining 37003's unit, which had given us trouble, in some detail and stripping it down, it was decided that it was in fairly good condition, but needed overhauling. This has now been done (thanks in particular to Mike and to Peter Clay), including a very thorough clean of this very low-tech piece of electro-mechanical kit.

The AVR can be seen *above left* after removal from 37003 and *above right* after overhaul. The decision was taken not actually to refit it until we are ready to re-start the loco - a decision which the sudden onset of severe weather suggests was the right one!

Finally, the loco has now been drained of oil, removed via the bedplate sump, in readiness for a full oil change - the new oil is ready and waiting!

With all of this now done, all that is needed, when the weather improves, is to complete the oil change, screw the AVR into place, and fire her up for a test.



On reflection... 37003 at Dereham in December 2010.

MODEL BEHAVIOUR



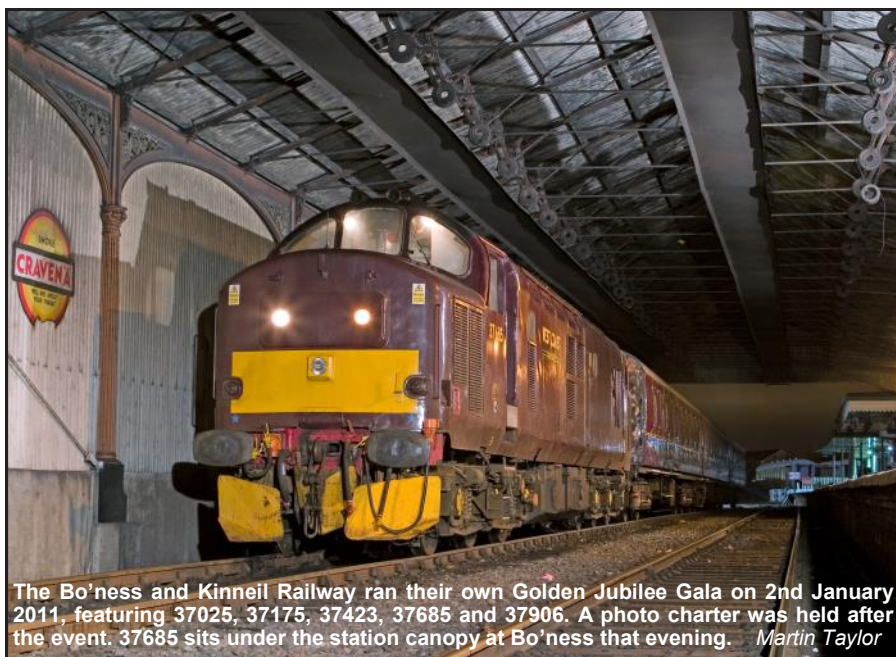
John Pinion

Showcased this issue, we see the work of John Pinion on his Glasgow Queen Street to Fort William OO gauge layout. The three locos seen here - 37410 (*above*) and 37025 & 37175 (*below*) - are all Bachmann products weathered and detailed by JP.



John Pinion

Syphon! PICTORIAL NEWS







**Storming away from the camera at Kiln Lane, north of Ely, 97303 brings up the rear of 1Q14
Network Rail test train from Cambridge to Derby on 20th October 2010. 97301 is leading.**
Michael Ratledge



Freedom of Scotland: Part 2

Philip Cole Wallace continues the tale of his memorable week's bashing north of the Border in 1990. In Part 1, you will remember from Syphon! 142, we left him at Inverness after having fallen in a big way for the charms of 37128...

We pick up this tale on Monday 23 July 1990. After grabbing some breakfast and a couple of quick early morning duff moves to Huntly and back, I found a service which I used every day for the rest of the week: it was the 09:15 1A62 Inverness – Elgin and 10:18 1H41 return. My first 37 on this service was ex-Stratford machine 37708 in two-tone grey livery. My plan for today was to stay close to Inverness as I was due to book into my B&B today (thank god) – so a trip to Kyle of Lochalsh was the order of the day.

After 37708, the 12:25 2H87 to Kyle was my next move. I thought I had done well with '708,

37707 and 37708 were favourites 'across the top' in 1990. On 23rd July, 37708 stands at Inverness with 0915 Inverness-Elgin.



but things were going to get better, as ex-Motherwell beast, and rare at the time, 37156 was my steed for the rest of the day. It still retained its name *British Steel Hunterston*, but it was spoilt by the drab all-over grey departmental livery. What a beautiful trip it is to Kyle - I personally believe only beaten between Fort William-Mallaig. So I settled down to enjoy the scenery and the noise of '156.

Reaching Kyle I just decided to find something to eat instead of going to Skye (been there, done that), and wait for the return 15:30 2H84 service. Going back was the first time I had actually felt relaxed so far that week – maybe it was the thought of being in a bed at last, or just enjoying what was a great time. Leaving Inverness station I took a short walk to the B&B, which was run by an enthusiast. Once settled I then went and explored the town. I

booked an early wake-up call so I could have breakfast before heading out for the 09:15 Elgin service.

This was Tuesday the 24th. I had already had a great few days, and Lady Luck was about to smile on me again. I have never been what you call a person "in the know"; I just had a rough idea what was 37-hauled – I still don't know to this day why I never had a Loco-Hauled Travel book!

Walking onto the platform I was surprised to hear a "Hello", from a friend of a friend. I only knew him as Terry from Burton. After the polite chit-chat he made my eyes light up by saying "Do you want to know what 37's are out today". He had friends in the TOPS office, and he obviously only had to ask the once! The moves of the day were 1A62/1H41 (Elgin and back), then the only other required 37 working was the 17:12 2A74 Dundee-Montrose and 18:08 2Y46 Montrose-Perth. This service became my favourite working of the whole week. 37262, again in drab departmental grey, worked 1A62/1H41. Then, after following a leisurely route via Perth, I got myself into position for 2A74. A drab grey 37 again, but this time it was 37240. This pretty much set up the pattern for the rest of the week.

On Wednesday the 25th, after getting the gen from Terry, today was going to be a busy day. 37262 was on 1A62, which today I only took to Nairn, as 37419 was rostered on what I think was 2H83, the 10:15 Inverness-Kyle. It had just come out of works, as it was now sporting a very fresh and clean coat of Intercity livery. I took '419 as far as Strathcarron, as I had to get to Aberdeen for the 1638 2A68 Aberdeen-Dyce and 1658 2A69 Dyce-Montrose which put me nicely in position for 2Y46 from Montrose to Perth. 2A68 produced 37175 in large logo, and very smart it looked too. Dyce also had a very impressive signal box, which I managed to photograph with '175 in the foreground (below).

37240 was on the 18:08 to Perth (2Y46). Going back to Inverness, this was going to be last night in the B&B: after that, it was back to the rancid overnights!

On 25th July 1990, 37175 is seen running around its stock at Dyce. It will work the 1658 to Montrose.



After checking out on Thursday and getting the gen for the day, this was going to be probably the best overall 37 day I had in the week – though 37128 overnight will always be my best of all! 37708 was on 1A62/1H41, my usual morning constitutional. This I took as far as Nairn, because Inverness beast *Caithness*, 37261, was on the 10:30 1A48 Inverness-Aberdeen. 37261 looked and sounded fantastic; I do like a 37 in large logo, with BR blue and green running a close second. This was, I think, the only 37/0 I ever had between these two Scottish cities (well, nearly the full length), and it didn't let me down. After a great run, more excitement was waiting at Aberdeen.

Now this is a little bit hazy, and if any information is incorrect I do apologise. After arriving at Aberdeen the shout came up that a duff had failed and 37261 was scrambled off 1A48 very quickly to take its place, my notes say that I took '261 back to Dyce with 47706 dead in tow.



37261 is scrambled from Aberdeen to assist 47706 in from Dyce on 26th July 1990.

Now I don't know if I just had a numpety moment, received some bad gen, or I went and got some provisions for the day. I can only rely on my notes and memories of twenty years ago, but after leaving '261 and in the three hours or so before catching 2Y46 from Montrose to Perth, I only seem to have had 37156 from Dyce back to Aberdeen. Then I stayed in Aberdeen for 2A68, which was a duff to get me Montrose for 37153 on 2Y46 on to Perth. So the services 261 and 156 were on, I presume, were other services to and from Inverness and Aberdeen – but they seemed so close together, as I can't believe that I would bale at Dyce when I had so much time? Sadly my rationale now escapes me!

Standing on the footbridge at Montrose I waited for 37153 to arrive. I managed to grab a photo of it approaching: another large logo 37, but unlike its sisters from Inverness it didn't carry a headlight on the front. After the run to Perth I then had to get my fill-in moves for the usual overnight from Glasgow back to Inverness. This overnight fortunately (?) had much less drama than the last!

On arriving at Inverness early on Friday morning, I must have been told about another 37 working, as I made my way to Insh on what must have been the first working out of Inverness. This was to catch what I presume was 1H23, the 06:08 Stonehaven-Inverness, which produced 37416, so a good start to my last day! 37708 was on 1A62/1H41 again, the

return from Elgin back to Inverness putting me in place nicely for 2H87, the lunchtime Kyle, which had 37421. I only took this to Dingwall, as I wanted to finish with 2A74/2Y46, the Dundee – Montrose – Perth move. And it didn't let me down: 37170 in BR blue rounded off what had been a fantastic week.

In total I had twenty-nine 37-hauled services pulled by fourteen different class 37s. 1990 was not what you might call the glamour period for class 37 haulage, but I hope this account shows how much was still around at the time.

I would like to thank a few people for helping me with this article: Al Pulford for providing a photo of 37128, as unfortunately one of my two rolls of film was damaged – either by Doubleprint or by myself! Thanks also to Nick Meskell for his Scottish Class 37 books (Volumes 2 and 3), which show some of the workings mentioned - there is even a photo in volume 3 of 37262 on the 25th of July working 1H41. Also I would like to thank the Class 37



Freshly painted 37419 awaits departure from Inverness with the 1015 to Kyle on 25th July 1990.

Group for a copy of the October 1990 Syphon, which was given to me after the Tyne Tees and Wearman Railtour. This was a valuable piece of info for the workings and times of this year. Finally I would also like to thank Mick Parker, whose website is a wonderful source of information. I would also like to apologise to Mick: in his 1990 records there are still quite a few gaps, and I have not passed my gen on to him, until now. So if you have any old notebooks stored away check out your 1990 haulage and see if you can help Mick in keeping the C37LG website *the* number one class 37 information source!

PCW



electric themes

By Michael Ratledge

To me, it seems like only yesterday that Andy Wilkinson and Alan Richards (a.k.a. Rishton and Little Al) wrote their last edition of *Electric Themes*, our former feature dedicated to the working lives of the popular Electric Train Supply fitted Class 37/4 sub-class.

Thirty-one locomotives were converted from the late 37265-37308 batch wired with series 3 electronics and released to traffic as 37401-37431 in 1985 and 1986, twenty-five examples for use in Scotland and the remaining six earmarked for Wales, predominantly on provincial passenger services on lines with limited route availability. Since then, they have gathered quite a following among rail enthusiasts and, in particular, die-hard haulage bashers. Some have proved to be stand-out celebrities whilst others have had mixed fortunes.

In the last issue of *Electric Themes* way back in June 1993 (*Syphon!* 57), we left the 37/4 story at a point where things were really starting to take off for the class. With their original work in Scotland and Wales mostly turned over to Sprinters in 1989/90, many 37/4s found themselves primarily used on freight sector work for the next few years. In the early 90s, a handful of them hardly ever went near a passenger train, one or two reaching 'Massive' status amongst their enthusiastic followers.

The status of the sub-class on 1st June 1993 was as follows:

Loco	Sector	Depot	Livery	Loco	Sector	Depot	Livery
37401	MDRM	ML	Railfreight Distribution (RfD)	37417	MDRT	TI	Intercity Mainline
37402	RAJV	IS	Intercity Mainline	37418	RCMC	CD	Railfreight Petroleum
37403	MDRM	ML	Railfreight Distribution	37419	MDRT	TI	Intercity Mainline
37404	RAJV	IS	Intercity Mainline	37420	MDRT	TI	Intercity Mainline
37405	MDRT	TI	Intercity Mainline	37421	RCMC	CD	Railfreight Petroleum
37406	MDRM	ML	Intercity Mainline	37422	RCMC	CD	Regional Railways
37407	RCMC	CD	Intercity Mainline	37423	MDRM	ML	Intercity Mainline
37408	RCMC	CD	Large Logo Blue	37424	MDRM	ML	Intercity Mainline
37409	MDRM	ML	Intercity Mainline	37425	RCMC	CD	Railfreight Construction
37410	MDRM	ML	Intercity Mainline	37426	MDRT	TI	Intercity Mainline
37411	MDRL	LA	Railfreight Distribution	37427	RAJP	IS	Regional Railways/ScotRail
37412	MDRL	LA	Railfreight Distribution	37428	RAJP	IS	Railfreight Petroleum
37413	MDRL	LA	Railfreight Distribution	37429	RCMC	CD	Regional Railways
37414	RCMC	CD	Regional Railways	37430	MDRM	ML	Intercity Mainline
37415	MDRT	TI	Intercity Mainline				
	37431	RAJP	IS Intercity Mainline				
37416	MDRL	LA	Intercity Mainline				

Sectors

MDRL	RfD St Blazey
MDRM	RfD Motherwell
MDRT	RfD Tinsley

37410 at Tyndrum Upper with 0900 Fort William—Glasgow Queen St on 3rd September 1992.
Rob Norman



RAJV & RAJP Regional Railways Scotrail
RCMC Regional Railways North West

June - December 1993

At the start of the 1993 Summer Timetable, the 37/4s had gained regular passenger work on the North Wales Coast and still retained some 'Club Train' work in the North West of England. Crewe Diesel provided the mainstay of traction for these services. In the latter half of the year, the Crewe allocation also found themselves in use on Cardiff to Weymouth services too.

A quartet of locos had already been painted in Regional Railways livery including 37427 which was now employed on provincial services in Scotland. It would be the only engine to receive Scotrail branding. Based at Inverness, 37427's stable mates were 37402/404/428 & 431. Meanwhile, following on from the previous year's West Highland daytime loco-hauled

37427, carrying its *Highland Enterprise* nameplates and headboard, passes Tomatin with 1015 Inverness - Edinburgh on 17th May 1993.

Roddy MacPhee



passenger revival, 37401/403/406/409/410/423 & 424 shared work on Fort William and Oban trains. 37428 also appeared on the West Highland Line a few times in 1993.

Although allocated to Tinsley, 37405/415/417/419/420 & 426 could be found working out of Buxton on aggregates trains. At the beginning of May, 37415 & 416 had been unofficially named *Mt Etna* and *Mt Fuji* at Tinsley, and 37416 was then transferred south to Laira to join 37411/412 & 413 on Cornish China Clay services. In July, 37419 received the unofficial



name *Mt Pinatubo* and 37426 became *Mt Vesuvius*. However, '419's name was removed after just a few weeks.

So, other than their normal sphere of work, 37/4s continued to be a popular choice for railtours. Notable workings included a revival of the 'Skirl of the Pipes' tours - 'The Skirl Revisited' - which ran on 12th June, 37410 & 37196 bringing the tour back from Fort William to Glasgow. Also of note was 37421's visit to Scarborough with a charter from Derby on 4th July. 37413 joined 37669 on the Bere Alston branch out of Plymouth on 26th September with a charter organised by local staff. 37422 worked two tours over two weekends in October. On the 9th, '422 featured along with 20066 & 20138 on Pathfinder's 'Anglesey Odyssey II' from York to Amlwch, returning via Silverdale Colliery. Eight days later it took another charter from Wolverhampton to Swansea and back. 37405 made it to Weymouth Quay with another Pathfinder tour, 'The Itchen Piddle' from Manchester on 6th November, with 37377 lending a hand.

Weymouth Quay was visited a number of times by the sub-class by additional from Yeovil, 37407/408/425 & 429 working over the branch between June and August. Other slight diversions along the South Coast included 37407 & 408's forays to Southampton in December.

Other than the above workings, 37/4s tended to stick to their booked work in 1993. However, on 26th September, Motherwell's 37409 found itself partnering 37230 on Cardiff to Liverpool trains. Whilst most enthusiasts sampling Inverness 37s found themselves travelling between Edinburgh/Aberdeen and Inverness and the Kyle line, a lucky few would've been treated to a trip to Brora on 18th July. 37402 took the leisurely Sunday drive on this occasion.

Before the end of 1993, two more 37/4s received major overhauls at Doncaster Works, both being Motherwell examples 37406 & 37423. Both emerged from 'The Plant' in Railfreight Distribution livery. One other repaint during the final months of 1993 was that of 37421, which received a coat of Regional Railways colours. It was also the only 37/4 to receive an official name in the last half of the year. After losing its *Strombidae* plates earlier in the year, 37421 was named *The Kingsman* on 9th November, a name previously carried by 86417.

Before the end of the year, several transfers were undertaken. On 22nd August, 37404 was transferred into stored pool RAJW for weekend only work. However it still seemed to get used on a regular basis. On 3rd October, a minor reshuffle was executed. 37402 moved south from Inverness into the RCMC pool at Crewe. 37404 stayed in Scotland but moved to Motherwell's FCPM Coal pool. Tinsley lost its entire 37/4 allocation with 37405/417 & 420 moving to Immingham's FABI pool (still outbased at Buxton) and 37415/419 & 426 taking up residence at Thornaby to work pipe trains with the FMPY pool. The year closed with only a handful of the sub-class having not worked a passenger train, 37420 still being the rarest of the class for a number of years.

We continue the 37/4 story in the next edition of Electric Themes tracing the events of 1994.

DIARY

Here is a list of forthcoming events for your enjoyment over the next few months. Further events scheduled for after May can be found on our website - as can latest updates.

12th February	2x37 DRS	Pathfinder Tours 'Galloway Galloper' Glasgow - Stranraer
13th February	37025/175	37 Running Day, Bo'ness & Kinneil Railway
18th-20th February	37003	Mixed Traffic Event, Mid Norfolk Railway
19th February	2x37 DRS	Spitfire Railtours 'Cumbrian Crusader' Birmingham International - Carlisle
5th March	37 DRS & 2x20 DRS	Pathfinder Tours 'Norfolk Broadman' Crewe - Dereham & Norwich
5th-6th March	TBC	Nightrider Diesel Event, East Lancs, Railway
26th March	37240	Diesel Day, Llangollen Railway
26th-27th March	37075/109	Diesel Gala, Churnet Valley Railway
22nd-25th April	67 & 2x37	Pathfinder Tours 'Easter Highlander' Salisbury-Wick
1st-2nd May	37216/421	Mixed Traffic Gala, Pontypool & Blaenavon Railway
14th-15th May	37003	'Drags & Rescues Gala', Mid Norfolk Railway
14th-15th May	37009	Diesel Gala, Great Central Railway (North)
20th-22nd May	TBC	Diesel Gala, Keighley & Worth Valley Railway
21st-22nd May	TBC	Diesel Gala, Midland Railway Centre
28th May	2x37 DRS	Pathfinder Tours 'Curnow Irrupter'

BYOT winners (November 2010 - January 2011)

By Mick Sasse

The last quarter's victors in our monthly Buy-Your-Own-Tractor lottery have been...

	November:	December:	January
1st prize -	37042: Ian Dobson	37893: Tony Nuttall	37008: Steve Hollis
2nd prize -	37111: Alan Henry	37419: Nick Chadha	37219: Ian Simpson

Since last autumn, the virtual fleet has stabilised at 105 active BYOT locos - not bad in itself, but it's still a minority of our members. BYOT is an excellent way of supporting our work at a time when 37003 is about to re-enter regular service, and doing so at a very low cost - with the chance every month of winning back much more than your stake of only £1 per loco. So we would appeal to members who aren't currently BYOT-ers to think about joining up - we've plenty of locos still to be had - just contact Mick Sasse for more details.

Meanwhile, several of our recent BYOT winners have been generous enough to donate their winnings to the Group. Now that we have charitable status, those donated winnings can be covered by the Gift Aid declaration (which we hope you have all returned to us!), increasing the value to us of your generosity even further!

Spot the Syphon

By Michael Ratledge

It appears that last issue's Spot the Syphon (right) was quite difficult, so below we have two visual clues. From a slightly different angle we have 37184 and a 31, and also an overhead shot. If we had made the shot slightly wider, the station, which is to the right of the shot, would've been a huge giveaway. Notice the mainlines, which are electrified, and the long footbridge. Also notice the relative positions of the 37s in the accompanying pictures. We promise we will reveal the answer in issue 145. Send your answers to the editor@c37lg.co.uk . Good hunting!



Next issue, Syphon! 145, due out in mid-April 2011!

What lengths would you go to for 37218?

Working with the "brilliant" EE Type 3 - Fireman Fred's 1960s memories

Sales Stand

By Martin Ranson

Clothing Expansion

As you will hopefully have seen from the last edition of Syphon and our pre-Christmas e-flyer, the group has been investigating a potential niche in the market for Railway symbology-based clothing.

This has proved a very successful fundraising scheme, thanks to all the members (and non-members) that our now parading around in their new attire.

We will be shortly re-launching the shop on the group's website (www.c37lq.co.uk/shop.htm), in parallel with our Ebay shop, to offer the **fully customisable range of clothing** (t-shirts, sweatshirts and polo shirts) that we now have. Because of the good relationship we have with our supplier, and an in-house designer (Thanks, Mrs Ranson!) we are also able to offer a tailor-made service for any ideas that you might have for a personal logo.

We already have several members that have contacted us about this, and they are now adorned (not literally as we don't do tattoos yet!) with Scottie Dogs, Highland Stags and several versions of Depot Plaques. If you are interested in something that is not shown on the website, do not hesitate to contact us by email or post.

We would also like to announce, in continuation of the 50th Anniversary celebrations, and more specifically the 25th Anniversary of the group's first piece of clothing memorabilia, the "**splitbox sweatshirt**" a special limited-edition run of 50 polo shirts with the group's original (well, slightly modified for the occasion!) "Splitbox" logo embroidered on. These will retail at a price of £17+£2 p&p. These won't hang around for long, so get your orders in now via email for PayPal payment, or the usual address and a cheque for £19 payable to The Class 37 Locomotive Group. Usual sizes and delivery times apply: see website for details.



Happy Shopping!

BACK COVER: Front to Back! Here we see the same train as the one on the front cover, just a few seconds beforehand, approaching Winkhill on 27th November 2010 with 37075 at the helm.

Mick Sasse

Syphon!

