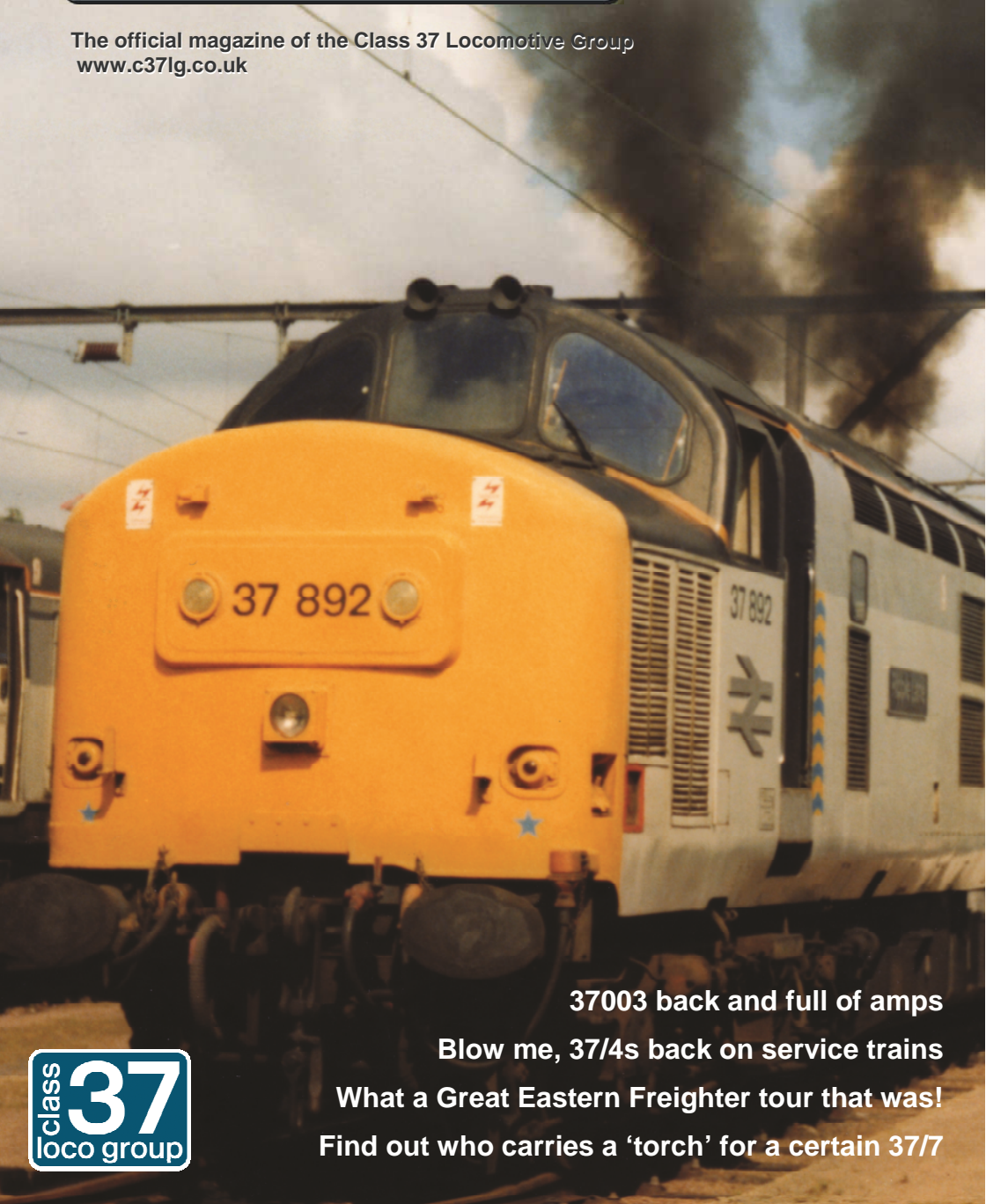


Syphon!

The official magazine of the Class 37 Locomotive Group
www.c37lg.co.uk

Issue 154

July - September 2013
£3.00 (free to members)



37003 back and full of amps

Blow me, 37/4s back on service trains

What a Great Eastern Freighter tour that was!

Find out who carries a 'torch' for a certain 37/7

class
37
loco group

Syphon! Magazine

Editor: Martin Ranson

c/o members@c37lg.co.uk

The Class 37 Locomotive Group

Registered as a charity in England, no. 1137787

NEW Correspondence address:

8 Sutton Lane
Adlington
Nr Chorley
Lancs, PR6 9PA
www.c37lg.co.uk

The Committee: (T) denotes registered trustees

Mick Parker (T)	Chairman, Treasurer, Website Manager Email: <u>mick@c37lg.co.uk</u>
Mick Sasse (T)	Vice-chair, BYOT Lottery Co-ordinator Email: <u>micksasse@googlemail.com</u>
Mike Millward (T)	Technical Officer Email: <u>michael.millward@virgin.net</u>
Ian Simpson (T)	Sales & Fundraising Officer and Archivist Email: <u>ian9006@hotmail.co.uk</u>
Martin Ranson	Membership Secretary, Magazine Editor (One time only!) Email: <u>members@c37lg.co.uk</u>
Philip Cole Wallace	Officer Without Portfolio, Railtour Bookings Co-ordinator Email: <u>colewallace@btinternet.com</u>
Steve Potter	Officer Without Portfolio Email: <u>pottersrock@btinternet.com</u>



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. There's also a separate forum for general discussion. 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). Mick Sasse 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: Ripple Lane's finest plays to the crowd, and in particular our Mr Ranson, at Southend Victoria of all places on 28th August 1989 during their gala weekend.

Contents

- Page 4: EDITORIAL**
C37LG exploit membership secretary's goodwill to the max!
- Page 5: NEWS ROUND UP**
All the gossip, and some.
- Page 6-7: LOCO UPDATE**
New Batteries and super slick whirly bits...Good work Mr Millward!
- Page 8: TRAFFIC UPDATE—Sorely Lacking, but prospects good**
- Page 9: On Tour**
Chris Watford reports on the Great Eastern Freighter
- Page 10: ERMMM (The editor does MARTIN'S MEMBERSHIP MUSINGS as well)**
News from the membership desk
- Page 10-11: SALES AND FUNDRAISING UPDATE**
A record breaking railtour! Not sure we need to say any more? But we will, and slap another great phot of it in to!
- Page 12-13: THIS EDITION'S SEXY CENTREFOLD**
- Page 14-15: BEAST! MY CLASS 37: 37892 'Ripple Lane'**
Are you spotting a bit of theme to this issue? Our guest Ed tells us why he holds a torch for this East London porker, and possibly why he has hi-jacked the magazine! (Love or Money? Definitely the money!)
- Page 16-20: SYPHON PICTORIAL: OUT AND ABOUT**
Spot it, jot it, and PHOT it! Some of the recent workings from around the country brought to you by the power of the pixel.
- Page 21-22: AUDIO CD REVIEW**
37416 gets down with the 12CSVV massive and spins some banging tunes.
- Page 22: B.Y.O.T. UPDATE , DIARY**
Recent winners, and the all important dates for your next fix of thrash
- Page 23: SALES STAND**
A OO-scale Brush fest this issue. I'm sure somebody out there has a use for them, maybe DIT with 37003 on top! At those prices you really can afford to relive those glorious failures we all enjoyed and prayed for!

CONTRIBUTORS TO THIS ISSUE (articles and photographs):

Syphon! only becomes *Syphon!* thanks to the contributions of our members and supporters; this issue our thanks go to: **Steve Hollis, John Steele, Derek Lott, Mike Millward, Mick Parker, Al Pulford, Martin Ranson, Mick Sasse, Ken Thomson, Chris Watford. Mike Wedgewood and 37416**

SYPHON! NEEDS HELP!! (URGENTLY!!!)

While members help in a big way to make Syphon! by contributing photos and articles, the editing process is a great deal for one person to do alone. So, with Mr Sasse now in therapy, we need your help to transform these contributions into a magazine. If I can do it solo, then no one else has any excuse for not lending a hand! So, don't delay and get in touch. Thanks! Martin

Editorial

Dear members and supporters,

I hate to recycle bits of old magazines, and in particular editorials, but I think this phrase is highly appropriate, so here we go!

Oh my God! What have I done..... (To quote a certain Mr Millward who also volunteered to do a guest editorship!)

So, I also am sat here in front of a blank screen with folders full of photo's, articles and templates galore all waiting to be put into the baffling world of Microsoft Publisher.

Let's start with why I am here. We all know (or should) that Mr Sasse has been at the helm for a long time, and has repeatedly put a call out for help, and even resigned several times, to no avail. Well this time, not only has he resigned, but he has left the country! A dose of loud Czecho motive power the required therapy apparently.

In light of this, I was sat here thinking about my time in the group. Having been here for pretty much 24 years, the one thing that hadn't changed was my expectation for the group to deliver me the magazine that I was paying for in a timely manner. I also realised selfishly, that now I'm on the committee, you expect this deliverable even more, because you make a regular contribution to its content, and want to see it in print.

If the 100+ people reading this, are all doing the same, then we don't have a very good future do we. Think about it. Are we paying for a service, or preserving an Icon, with the material benefits being a bonus?

To cleanse my sins, I decided that I should have a go and see whether I could pull off an acceptable mag as standards now dictate. I have never designed anything. But in a world of Powerpoint slides and Project plans, it shouldn't be that hard should it. So I hope you enjoy reading it. Yes it's my own personal ego trip, but that's one of the bonuses of doing it ☺

Before I go. Please take this lasting thought away with you. Every edition of this magazine that you receive could now be the last. Without a new Editor, the group's primary form of media propaganda disappears. Maybe we have been too ambitious in trying to fill a very daunting task full time? After all, Spinal Tap's turnover of drummers is coming close to our editors. It should not be a case of only the brave, Nomex® clad amongst you should apply. Does the idea of a "Have I Got News For You" style guest editor work better? Could you do a single copy and walk away happy in the knowledge that you have contributed to one of the most important assets that we have. If you can that's great. It took me about a week of evenings to knock this out, to give you an idea of the time involved, oh and I juggled the membership housekeeping, two kids, a wife (who actually did the front cover! Massive thanks for that Sue!) and a Fiesta with a failed MOT!

To widen the plea. If editorial work really isn't for you. Then consider all the other cogs that keep the group turning over. We have asked before for people to help collate the data for the fleet history on the website. This is a very important record and used widely. I believe it only involves transferring data to a spreadsheet which is then uploaded to the website. This leads onto the other task of sorting out our archive. How many of us now spend evenings engaging in train porn to relive those glory days when we were all in our prime. Well how about killing two birds with one stone, and reliving those days whilst recording it all on the groups database. Interested in any of this? I can't believe somebody is not tempted. If you are, please get in touch with Head Office via mick@c37lq.co.uk
I very much look forward to seeing the next edition of the magazine. So who's going to make it happen!?

Sincere thanks to you all for your support, and I hope you enjoy my mag!

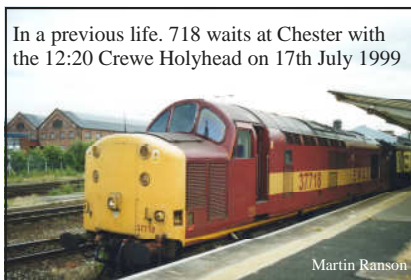
Martin

News

The recent (well I can still just about remember it) hot weather played havoc with the mainline tea making devices around the country, so 37516 in particular has been a busy bunny "lightening" their loads so they didn't incinerate the local flora and/or fauna! Unfortunately the long term stored HNRC loco, 415 has finally entered the final stages of life at Booths. And along with 229 will no doubt be heading to China very soon! 696 has been sold back to HNRC in an unexpected twist that should see it join 503, 521, and 670 back on the mainline following overhaul.

The conclusion of the Dollands Four story finally got resolved, although not in the way I wanted, having bid on 716! So with all four now playing for the Blue Team, and being attended to with haste: 703 & 714 at Barrow Hill and 716 & 718 at RVEL, we can look forward to seeing them do what they do best. I've read that 703 & 714 will be heading out first as Daventry super shunters, releasing the /O's for RHTT work. On that subject, the RHTT contracts have landed favourably with DRS, hence the urgent need for traction. Looking at the weather I suspect these might start sooner rather than later, so keep your cameras peeled for the next edition of Syphon!

If the return of four heavyweights to the mainline was not enough, 800 & 884 have finally left EMR Kingsbury for a new life under EuroPhoenix's umbrella. They are both now at Washwood Heath being made ready for a potential Colas contract, and not a new life in Hungary with our other ex-pats, even though they do both have valid passports.



In a previous life. 718 waits at Chester with the 12:20 Crewe Holyhead on 17th July 1999

Martin Ranson

No excuse needed for a NW Coast Photo! 'Bob' also in a previous life at Rhyl on 16th July 1994



Martin Ranson

Following their premier on a Carlisle Newcastle (and return) special in conjunction with the DRS open day (TnT by 261, making it's passenger debut in DRS ownership, and 423) The swanky new DRS coaches, TnT with 405 and 425, made an unexpected return to service trains in the shape of "Replacement Rail Service" between Crewe and Derby on Sunday 25th August. Over 52 years old and still proving their mixed traffic credentials. By all accounts this was a successful substitution, and should the need arise, it could be used again.

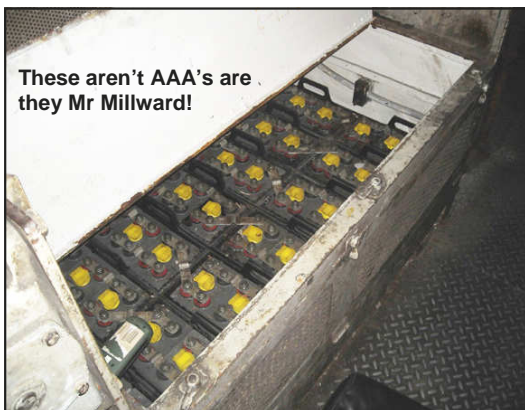
Our own loco should have featured heavily in our news this edition, as she was destined for another 60 (and some) minute makeover. Unfortunately the ambition to go back to the Tiger Moth era has not been possible for the Mid-Norfolk's September gala, but this will happen in time for the spring event. I'm sure a lot of you will be looking forward to this, as I will. This is the condition I remember her in most prominently so can't wait.

We've had the usual plethora of Railtours and Preserved line galas, and you will find some of the highlights later in the magazine. Most notable for me was completing two 24+ hour days in pursuit of this ridiculous hobby, travelling to Oban and back from Crewe with Compass Railtours. And then on the most excellent Great Eastern Freightier run by Charity Railtours from Eastleigh to various places of rarity in East Anglia. Unfortunately the planned use of 37003 on the tour while it visited Dereham had to be curtailed due to a revision in the Itinerary. None the less. A most excellent day, and we were lucky enough to be invited to co-run the raffle and have a sales stand. You will find a summary of the tour and the takings later on. And we will get 003 on another of Dennis's fantastic days out. Promise!

Loco Update - Autumn 2013

Text and pictures by Mike Millward

37003 has suffered from dodgy batteries for some time now. We nursed them through last winter but the really cold weather during the spring was the last straw for them and after the last Gala, they deteriorated to the point of being useless. A Driver Experience had to use 50019 after 37003 failed to start and the batteries gassed badly.



So, it was down to us to work out what we could do. All options were on the table including modern gel truck batteries, but in the end (helped by one company not bothering to reply to us for six weeks and getting sniffy when we told them this....) we went with Shield Batteries of Bishop's Stortford who made us a set to BR Specs at a very good price. They arrived at the MNR during the hottest part of July, so the decision was made to wait until the weather cooled off a bit before fitting them and to allow the steam Gala to be got out of the way first.

Martin Ranson came over to assist one weekday and Pete Clay helped by forklifting the batteries from the Goods Shed to the platform so we could ferry them into the loco. It was heavy and hot work, manually lifting sixteen 50-odd kilo batteries out and fitting the same number back in, but once all in and bolted up, 37003 roared into life with more vigour than it has shown in years.

Hopefully the combination of a matched set of new batteries and the Craigen electronic AVR will see us good for the foreseeable future; after all, the old set went in during 2004 and they were second-hand then.

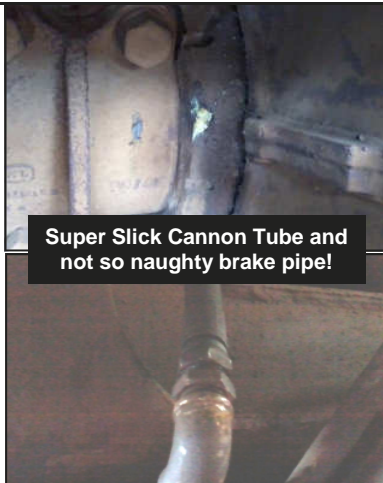
Whilst waiting for Pete to turn up, Mike stripped the controller air control valve in no.2 cab and cleaned out some detritus that had got in, also fitting the seals in better. The loco now drops revs far quicker when the controller is shut as it was 'hanging on' a bit, which unnerved some drivers.

The rad fan clutch has been rebuilt by a local rewind company to a very high standard and new clutch friction material fitted. We found another buried in



'Savoy' so these will be swapped and this one, once overhauled, will go to the guys who look after D6732 as a 'Thank You' for digging us out of the smellies earlier this year when ours failed!

The next work took place after the B1 "Mayflower" had left the line and the pit area became free. Mike had had concerns that the traction motors and cannon tube bearings (Ed: answers on a postcard please. I've no idea what these are!) needed lubrication as he hadn't found any evidence in previous paperwork, so 37003 found itself over the pit and Mike found himself squeezed into small spaces squirting BR-spec grease into all the necessary places. He also found a leaking bogie air brake supply pipe which, thanks to a donation of some Imperial spanners by one of his workmates, was soon stripped and refitted and now doesn't leak!



Super Slick Cannon Tube and not so naughty brake pipe!

A list is being compiled of work that must be carried out this winter. This ranges from tappets and timing through to refurbishing the No.2 cab, as it is looking a tad tired and the floor is in a deplorable condition and needs renewing. We still have to free off No1 handbrake as it is solidly jammed against the end stop in the 'Off' position - we will need to get creative with this one.

Anyone who would like to come and help with battering 37003 is always welcome. Please contact us via the website or message through Facebook.

Two broken blokes later, and they are all in. Now where are those tinnies...



37003 Traffic Update - 1 June to 31 August 2013

Whilst the last issue had a considerable amount of activity, 37003 has been laid up of late with poorly batteries amongst other things. So here were the last workings before her extended rest.

8th June 2013:

11:30 Dereham - Wymondham Abbey
13:00 Wymondham Abbey - Dereham
14:30 Dereham - Wymondham Abbey
15:40 Wymondham Abbey - Dereham

9th June 2013:

11:30 Dereham - Wymondham Abbey
13:00 Wymondham Abbey - Dereham
14:30 Dereham - Wymondham Abbey
15:40 Wymondham Abbey - Dereham

Total Mileage this quarter: **84.88**



Flashback to Dereham on 6th April during the Spring gala. And we see 37003 finally getting back to base after her little hiccup. 50019 bids farewell to her after the rescue mission.

John Steele



Wymondham Loop. 8th June. *Al Pulford*

On Tour

Chris Watford caught up with the recent Charity Railtours "*The Great Eastern Freighter*" which ran from Eastleigh to Wymondham Abbey (well almost) via a few rare sites on Saturday 10th August. Here is his recollection of the day.



Charity Railtours is run by DB Schenker driver Dennis Barnes, and the tour was organised to raise much needed cash for the Alzheimer's Society. The Tractor Traction for the day was 37605 and 611 and I joined them at Stratford, roughly right time, on the outward leg.

The tour recessed many times at some unusual locations, such as Ingatestone Loop and visited Griffin Wharf, Ipswich, Wymondham and the amazing Felixtowe Docks complex.

With load 13, the run round at Griffin Wharf (Ipswich) was quite complex as the loop there was not long enough to make a straight-forward run-round – the Tractors being split to shunt the stock forward. This involved '605 running round on her own and then hauling the entire train a short distance forward on a tight curve and fairly heavy gradient there; this seemed to prove a bit of a challenge for that machine and resulted in some fairly hellfire noises.

Later on the outward journey, after having travelled south again, a DB Schenker Class 60 (054) joined the rear of the charter from Colchester Up Loop.

The tour's itinerary had been modified several times before the actual day of operation. (I believe plans were originally mooted for some triple-headed running with 37003 on the Mid Norfolk Railway (MNR)). (Indeed they were – Ed) Anyway, in the event, one of the Tractors developed a "Sticking Brake Valve", according to the announcements on the train, and this resulted in a delay on the main line at Wymondham where some passengers were invited to alight for a leg-stretch and a beer if they so desired.

Although the train eventually set off round the curve onto the MNR for Wymondham Abbey Station (Pushed by the 60 unfortunately – Ed), the train stopped short of the level crossing there, where an intense level of activity was taking place in and around 37605 and 611 by DB Schenker and MNR staff. Rectification of the apparent "Sticking Brake Valve" problem on one of the two DRS Tractors appeared to have been achieved and - being conscious that the train had to be ready and waiting back at the MNR / Network Rail boundary signal by 16.27hrs - the run into Wymondham Abbey was called off and the Class 60 drew us to the said signal on time.

A quick stop at Wymondham Main Line station was then made for those that alighted earlier to re-board and we set off at a top speed of 60mph for Trowse Lafarge Siding. A reversal there meant the Tractors were leading once more and a stop was made at Stowmarket station. A reasonably respectable level of Tractor thrash was enjoyed on the departure from Stowmarket with load 13 plus the Class 60 in tow and this was also enjoyed by many line-side bashers and photographers.

After even more hanging around and careful running, the train eventually traversed the massive complex of Felixtowe Docks (where security was clearly very tight) with the Class 60 leading. Upon arrival back at Ipswich yard, the 60 was un-hooked and disappeared and the 37s ran round via the main line on to the front of the train for its final run home. Unfortunately I had to leave at Colchester, where we see 605 & 611 waiting for the road.
Chris Watford



(ErmMmm) Editor regresses momentarily - Martin's membership musings

So, with my membership hat on now, here is the latest news from the membership cupboard cum Editor's Office.

Once again the new recruits are coming in healthy numbers. This is a great reflection of how the group is performing in the public arena, especially as we don't actively advertise anywhere. We still have the worrying trend of a falling renewal rate in our first year members. I am not sure whether we're not delivering to their expectations, or whether it was just a membership bubble associated with the sales of the model, and will settle down. If you were/are a new joiner, especially if your current membership term is coming to an end. I would really like to hear your feedback on how you feel the group has delivered against your expectations. This goes out to all the established members as well, as you have the experience of spotting long term trends in group performance. We need to stem the decline in membership as we can't afford to lose our critical mass.

Anyway: to the new members. I would like to welcome the following to the group (hopefully for more than 12 months!)

Dennis Barnes (37605) Brian Dixon (37372) Mr I Gormley (37360) Nicholas Hair (37370) Graham Morton (37373) and Peter Southall (37374)

Special thanks to Brian and Mr Gormley for choosing Gold membership. I hope you like your sweatshirts. You will also see that the highly prized 37360 is now active within the membership.

Last, but not means least. Huge thanks to our renewing followers. And in most cases, for your very kind donations and a surprise increase in the BYOT applications via the renewal form. You are:

Alex Ayre (37307) Malcolm Hicks (37181) Nigel Holden (37199) John Ireland (37026) Suzanne Jarvis (37345) James Powley (37099) Phil Roberts (37427) Neil Ruffles (37906) Richard Wills (37352)

No renumberings to report this quarter. If you are interested, a £5 donation to the preservation fund secures your desired number (subject to availability) All enquiries to: members@c37lg.co.uk

Until next time...
Martin

Sales and Fundraising Update

Philip and the sales team have been busy raising those hard earned, all essential pennies once more.

As is often the case, it is a tale of two extremes.

The summer season continued with a first time visit to Toddington on the Gloucester Warwickshire Railway on the 27th July.

Whilst the preservation debuts of their Class 26 and 45 drew in the crowds, these people did not materialise in the Sales Stand area, which was sited away from the main station area.

The usual passing and often spontaneous trade was non-existent which had a big impact on the takings. Whilst not a complete disaster, the team only managed to take £245 for the day, which was very poor based on the number of attendees. Hopefully the railway will review their sales strategy and we can return next year to a more productive area.

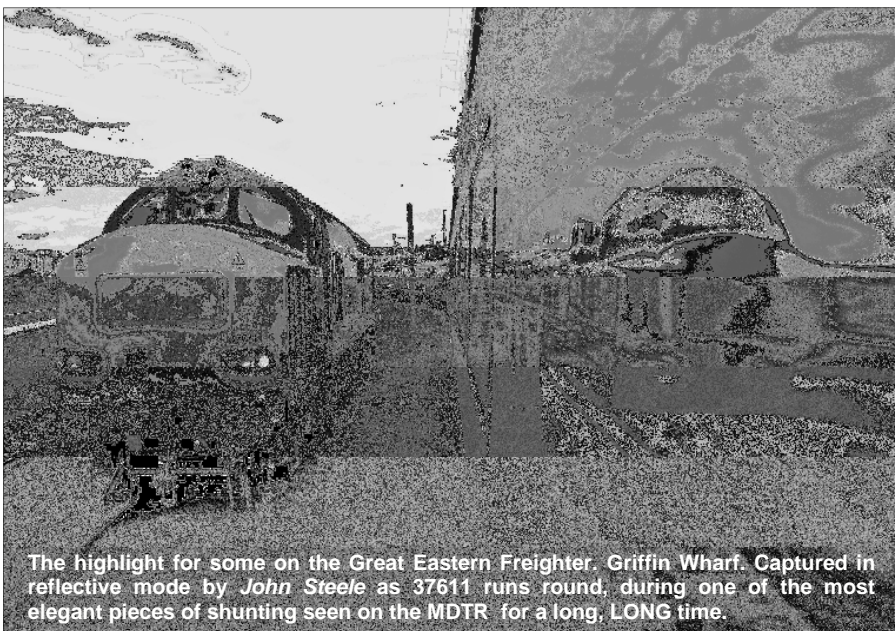
And as a complete and utter opposite, we turn our attention to the 10th August, an event that in the end took over two years to come to fruition. But boy was it worth the wait! We had been invited to bring the sales stand, and co-run the raffle on what became the Great Eastern Freighter. The aspiration was to run a Class 37 to tour to Dereham, and at some point in the proceedings, bolt 003 onto the front to warm the parts that haven't been warmed in a long time!

As reported elsewhere, the tour wasn't able to achieve its original destination, but we still brought the sales stand, and ran the raffle along with the 71A Group (Owners of 33012) With an 05:50 departure from Eastleigh, an early start from Oakham was unsurprisingly on the cards! Stopping in Coventry at 3am to pick up Martin Ranson and Richard Barnes who'd driven down from Nottingham, we then headed to Eastleigh, arriving in time for a McDonald's breakfast. Not the best start! After demobbing at the station, we met up with our final helper for the day. Neil "Lucky Charm" Ruffles of record breaking Swanage fame.

After Stratford the raffle got going and took an incredible £1221.50 (god knows where the 50p came from), so ourselves and the 71A group made £610.75. On top of this, the sales stand took £636, making a grand total of £1246.75. Considering we couldn't take everything, as I had to restrict it to four boxes, I think this was outstanding. Mr Ruffles' good fortune strikes again!

Well done Dennis for a great day out, and many thanks for inviting us!

(Ed - Thanks from me to Neil and Richard for holding the fort while I selfishly bailed at Stowmarket on the way home for a leg stretch. I did get a great shot of the train coming into Ipswich, so that's my real justification for doing it!)



The highlight for some on the Great Eastern Freighter. Griffin Wharf. Captured in reflective mode by *John Steele* as 37611 runs round, during one of the most elegant pieces of shunting seen on the MDTR for a long, LONG time.

A fine 35mm study for our centrefold, and a little taster of an article to come in the next edition. 37406 storms through the valleys on the approach to Bargoed en-route to Rhymney on with the 11:59 from Cardiff. 14th August 2004. *Derek Lott.*

Syphon!



BEAST!

My Class 37: 37892 'Ripple Lane'

Continuing the theme of centre headcode beasts, I'd like to introduce you to my machine 37892 (RIP). It's scary to think that I was a spotty 14 year old when I first encountered this beastie in its refurbished guise. This was at the Crewe Works Open day on 4th July 1987, but at this stage it was just another "non-descript" 37 undergoing refurbishment.



This was all to change on 17th October of that year, although it nearly never happened due to the Hurricane two nights before. Of which the lasting memories were climbing over trees while walking to school on the 16th and missing D200 on the trip to Thameshaven on the 17th. I suppose on reflection, if this trip had run, then I would have missed my first, and most memorable naming ceremony. I never fully understood why it was accompanied by a full suite of Pipers, but the revealing of the blue name plates (Typically Stratford!) proudly declaring the name of my local stabling point,

made this machine just that little bit more special to me.

Trips to Ripple Lane were made on an ad hoc basis, as and when I could use Dad's Taxi. But once I had my own wheels in 1990, weekly visits were the order of the day, bashing trips excluded of course. Admittedly this was not for the purpose of seeing 892 and friends. But to cop the foreigners that usually stabled over the weekend. The rateability of these increasing once 85s and then 90s were allocated to the Ford trains. Another notable period was when a Cardiff 37/7 worked up on a Friday and stopped over. This was always kept inside to foil the spotters, and getting 885 in the book resulted in the only time I had my collar felt by the "Bad Cop" supervisor. Good cop Cyril being off that weekend! Anyway, back to 892.

Being based down south meant an unofficial obligation to cover all the 37 hauled tours emanating from those parts. The perfect package came along on 22nd June 1991 in the form of the Monmouthshire Railway Society's "Taff Vale Triumph" to various Welsh Valleys, with two Ripple Lane machines up front out of Paddington. Whilst I have had the ridicule on several occasions, for not being on another tour this day (37 'cough' Group tour) I still believe that this was one, if not the best (Settle Syphons aside) tour that I have ever been on for raw and unadulterated thrash. It also still makes me smile, that when I submitted the review for Syphon! Magazine back in the day, I got censored by the then Editor, Mr Garten, for using the word "Tractor" in my article. The words accompanying the returned photo along the lines that this was a derogatory term, and would be substituted by something more appropriate! For the reasons of this tour, and specifically the performance of 892 on the ascent of Mount Cwmbargoed in the wet, and frankly dire conditions, she was cemented as my top machine. Clag, Wheel Slip, Flames, Armageddon!





As is usually the case for something important, my camera film burst at some point en-route. So apart from the earlier photograph at Paddington, I have had to rely on the excellent archive of my travelling companion Jason Shergold, for providing this phot at Cwmbargoed.

If having 892 out of one London terminal was not enough, she reappeared two weeks later on the Roarer Requiem, working from Shoburyness to Liverpool St. This was a massive home territory tick being born and bred in Upminster, although I can only claim it DIT as it was

on the rear through Upminster with 85101 at the helm. The return journey with 892 coming back via Tilbury and Ripple Lane. More mileage was had from St Botolph's (Now Colchester Town) to Walton on Naze (No buffer stop incidents to report!) Now any haulage into/out of 'The Street' always enters my wall of fame, and this went to the top of the inward workings purely due to favouritism! With the same film in the camera, I once again call upon the Shergold Archive for our next study of 892 on arrival in London.

In the summer of '91 I headed north to University, and never moved back south. Apart from a visit to the depot that Christmas, I never returned.



Three Grey Sisters in the morning mist. The classic view over the fence at RL sees 892 with 709 and 890 resting over the weekend ready for Monday's oil duties. Martin Ranson 2nd March 1991



In 1993 it all came to an end without ceremony on my part when the depot closed, and all the loco's moved "Home" to Stratford. This is something I do regret, as it was the end of an era. She'll always be a Ripple Lane machine, and during that time, my Beast! The memories will never fade. RIP.

Syphon! Pictorial

Out and About...

Time for your regular photographic round-up of 37s at work and play in recent months, courtesy of our loyal members and supporters... It would be great to see more of your photo's, so just stick them in an email and send them in. Saves you looking at all mine!



When I submitted my membership report last edition, I was rushing to Holt for the North Norfolk Diesel Gala, to travel behind many fine loco's. And in particular this one, D6732. Seen at Sheringham after working the first train from Holt on the 15th June. *Martin Ranson.*



When I got back on the Monday, I posed the question to the committee as to whether this was the best 37 in pres. I think it was a resounding YES as the restoration has been meticulous, and the shine? well this photo at Holt says it all. *Martin Ranson.*

Mike Millward was lucky enough to get a ride up front recently and talk to the team responsible for this great job. And we will cover this in the next edition.



And now for our standard “DRS on Tour” spot. Our first shot, takes us back, for many, to Pastures Old! A classic shot at Crianlarich, if not a tad busier than normal! of 37607 and 602 en-route to Oban on the 24th June’s Compass Rail “Tour”. This was more of a marathon for most, involving in excess of 24 hours’ travel! *Rartin Manson.*

Our next “mission” exactly one month later on the 24th July, sees 37609 and 603 shatter the enjoyment of one man’s personal juke box here at Coventry. The occasion being Compass Tours’ trip from Milton Keynes to Durham. A damn fine day out. Top thrash, top company and some top ales sampled in the cathedral city.
Nitram Nosnar.





Having covered the West Highland Line, we head even further north for our next two studies. What at first sight rekindles fond memories of Scottish bashing trips, with 37/4's passing at Brora. We actually see the Northern Belle's 37423 and 425 having a shuffle before heading back south to collect its passengers at Dunrobin Castle, thence Aberdeen on the 20th July.
Mike Wedgewood



The return journey would have taken them through Muir of Ord, where, a few weeks later, 37218 and 37423 (Seen here on the rear) TnT the 6Z52 Inverness - Strathcarron ballast on 8th August.
Ken Thomson



Well what to say! After all the waiting for the “Glowexes” to recommence, blow me if the /4’s and stock go and put in an appearance on an easily gettable working on the Crewe—Derby circuit. And on a bank holiday weekend too!



The word on the street was that these were wedged, but that didn’t put off our Steve Hollis who took young Daniel (6 Years old) along for the ride to hopefully kick start a lasting interest in 37’s! Well done Steve, start them young. My three-year-old is of the opinion that they are all “Stinky Diesels” so think I introduced him too early!

Here we see 37425 and 405 after arrival at Crewe on the 25th August off the first turn from Derby.
Steve Hollis



And continuing the geographical Yo-Yo'ing (The problem with trying to do this chronologically!) we find ourselves back in Scotland. 37516 "Loch Laidon" is seen on arrival at Kingussie having towed steam loco 46512 "E V Cooper Engineer" from Aviemore (Speyside). The locos remained here for most of the afternoon as part of the Highland Railway 150 celebrations on the 8th September.

Ken Thomson

So to bring this feature to a close, and bang up to date. Mike Wedgewood tracked down the yellow team at Scarborough on the 14th September. This time in the capable hands of 37402 and 37688. They are seen here waiting for the off with the 12:22 Scarborough to Derby via Hull. Long may Network Rail continue to use our preferred form of traction as it brings a refreshing change, and a splash of colour to many of our more mundane lines.



Review of Audio CD “37 Thunder”

The member currently known as “37416” has kindly provided us with our first merchandise review in a long time. And to be honest, he made such a great job of it, I went and bought one whilst on the Great Eastern Freighter! Perhaps he might have the same effect on you?

By way of introduction to this brief review of this amazing CD, I am keen to point out I am no stranger to railway audio recordings, the first such product of its kind being purchased in the late 70's of the last Century - a 12 inch vinyl LP by Argo Transacord entitled “Diesels In The Highlands”, which features a heavy diet of chiefly Class 26 traction in good quality for the era.

Aside from the mountain of railway DVDs now on the market, there are many much more recent and equally superb diesel locomotive audio recordings on CD these days, not least the “English Electric Tribute Revisited” CD which is also most interesting and entertaining.

But “37 Thunder” – my latest purchase from The Class 37 Loco Group – is without doubt amongst the finest compilation of audio recordings in this format I've ever heard.

Indeed, this is an outstanding album of Tractor sounds that can be consumed and enjoyed whilst driving, at home in the office or while washing up – situations where watching and listening to a railway DVD is not as easy.

“37 Thunder” is a very high quality range of recordings from between 1998 and 2000. The album tracks are intelligently laid out, viz: tracks 1 to 11 at various locations in middle England; 12 to 15 of superb noises at Crewe; 16 to 20 comprising another great selection from a variety of locations including South Wales; 21 to 25 of Slug 6 on the East Lancs; and tracks 26 to 28 finishes the album off nicely with some magnificent Tractor “music” from Bristol Parkway, Bridge Of Orchy and Stafford.

Although the majority of recordings are obviously taken from the line-side or platform, four on-train recordings pepper the album with audio from a refreshingly alternative perspective, these tracks being denoted by an asterisk for ease of reference.

For me, there are two most enjoyable methods of listening to this CD: either by way of a good Hi-Fi system with substantial speakers and significant amplifier output Wattage; or – equally desirable – via a pair of decent headphones with a quality portable or other type of CD player as the sound source.

As with a common music album of a particular group or artiste, beauty (of course) is in the ear of the beholder; so it goes without saying that my recommendation of “best tracks” is borne out of what “floats my boat”.

That said, out of all the tracks on “37 Thunder”, Track 1 is indubitably pre-eminent in that it affords the listener a relatively quiet introduction before being treated to the glorious thrash of ‘401 re-starting her train in a tunnel just outside New Street after a dodgy start from the station itself.

What's particularly good about this CD is the inclusion of a more descriptive account of each track on the inner front-sleeve (in addition to the summary of tracks on the rear cover). This enables one to imagine the scene of each recording more vividly.

Another excellent track is No. 4, where ‘420 in regional Railways livery literally blasts away from Crewe's Platform 11, a recording that will be familiar to many a Basher from that period in railway history.



Continued Overleaf

The bass-end sound of track 5, where '408 and '421 depart Stafford for Brum is outstanding and makes you feel as though you are actually right there on the platform.

Further, track 14 with '426 powering away from Crewe is indeed a "pretty lively start" to quote the sleeve notes and a very clear recording indeed. Track 18's Crewe – Holyhead working is massively enhanced by its outstanding and very clear stereo.

By way of location contrasts, there are sounds of Tractors firing away from such places as Bargoed, Leicester and Wakefield Kirkgate; and in case you are wondering if this is just a CD full of "fours" with the odd Slug thrown in it's certainly not. The 74 minutes of digital stereo recordings include such other delights as 612 & 610, 057, 154 and 377.

All in all a masterpiece of sound for any diesel enthusiast and simply a must for every Tractor fan.

My rating – 10 out of 10.

37416

Buy Your Own Tractor update (July - September)

c/o Mick Sasse

Glad to report we are almost back to the regular report of three months of winners this time! There has been quite a lot of movement to and from store in the active fleet this quarter. This has allowed Phil "The EH" Roberts to pick up another two machines for an almost complete sub class! The "active fleet" is still buoyant, and now affords us with a first prize comfortably over £50, with the runner-up receiving half as much.

So to the winners:

July	August	September
1st prize - 37672: Steve Anstey	37119: Emyr Walters	37042: Ian Dobson
2nd prize - 37409: Mick Parker	37116: Ian Simpson	37215: Ivor Bufton

As always, there are still plenty of locos available (well, other than 37/4s!), and as ever, each loco costs only a pound a month, either by standing order or annual pre-payment. So if you'd like to join, just drop me a line (micksasse@googlemail.com) Thanks for all your support!

Diary

With the heritage railway gala season coming to an end, and the railtour scene quietening down, not so much to report this edition if you are hankering after an EE Type 3 fix.

As always, all events subject to the usual caveats, so keep an eye on the Group's website for the latest.

3rd - 5th Oct: Severn Valley RailwayAutumn Gala (37109 + 37350)^{ss (Sat)}

4th - 6th Oct: Nene Valley RailwayAutumn Gala (No 37 action likely!)^{ss (Sun)}

11th - 12th Oct: Wensleydale Railway Running Day (37250)

2nd Nov: East Lancashire Railway Diesel Day (Locos TBC but 37 action likely!)

21st Dec: Pathfinder Tours - The Beverley Humber: Newport - Beverley (2 x DRS 37)

27th Dec: Gloucestershire Warks Railway Diesel Day (Locos TBC but 37 action likely!)

28th - 29th Dec: Mid-Norfolk RailwayChristmas Diesel Weekend (**37003**)^{ss (Sat on train)}

^{ss} C37LG sales stand attending - watch for announcements of additional dates!

We'll also always try to give notice of extra 37003 running days via the members' e-group!

Sales Stand

Yet another raft of Bachmann OO-Gauge models for you to drool over. With the final curtain now coming down on our own model, we will be focussing more on the plethora of updates heading to our shores. Keep up to date on our website www.c37lg.co.uk/shop.aspx or search "37003" on www.ebay.co.uk then click on the "other items for sale" to see the full range. We are able to offer all these, and anything from the current Bachmann catalogue at specially negotiated preferential prices.



First up, and maybe not to everyone's taste? One of Brush's prolific boxes. D1677 "Thor" in BR Green with yellow ends and DCC on-board to enjoy that Strum. Yours for £105.00

If you model in more modern times, then maybe we can tempt you with 47745 "Royal London Society For The Blind" in RES styleeeeeeeee at a very respectable £89.21



If RES is not your thing, how about one in a very fetching shade of Petroleum? Crewe's lightly weathered 47190 "PECTINIDAE" a bargain at £97.71

And by way of tribute to Mr Sasse. A very 'fine' 150 in First North Western livery with some work staining. Grab one for £89.25



And to squeeze in a couple of new, and exclusive arrivals, our Class 56 and 58 Badges. Just £4.00 inc. P&P

Happy Shopping!



Next issue, Syphon! 155, due out when we can get someone to do it!

BACK COVER: What a great shot to finish on courtesy of Al Pulford who was "sitting on the dock of Oban bay watching the ships coming in and going out again" while 37602 and 607 shunt the Compass Tours stock. 24th June.

Syphon!

