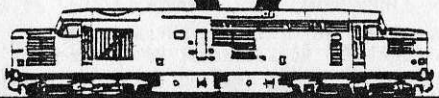


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THE CLASS 37 GROUP

SYPHON EXTRA

THE CLASS 37 GROUP

NUMBER 17 - NOVEMBER 1989

EDITORIAL: Firstly, and most importantly, please note that the new address for the Editor and the Treasurer will be: 1 Leggatt Drive, Bramford, Ipswich, Suffolk IP8 4ET. This should be from November 10th, but is rather a rush job and at the time of writing I am still waiting for the completion date to be confirmed. The mail will of course be re-directed but the above date seems fairly 'solid'. Bearing this in mind, and the fact there should be a few additions to the Committee at the AGM, I have omitted the Committee list for this month only. The new line up will be revealed next month and will hopefully remain stable for the next 12 months.

AGM: A final reminder that our third AGM will be at the Great Northern Hotel, Peterborough, directly opposite the entrance to the railway station, on Saturday 11th November 1989. This will commence at 1400 hours and should be followed by a slide show (not all bashing slides this year - honest!). Please come along if you can, especially bearing in mind that attendance is likely to be affected by other railway events the same day, and these places are not cheap to hire. Sales items will also be available and there will be a collection for the Preservation Fund. The Agenda will be:

1. Minutes of the last AGM.
2. Chairmans address.
3. Treasurers report.
4. Membership Secretarys report.
5. Sales Officers report.
6. Editors report & subscription rates.
7. Election of Executive Committee.
8. Proposals, the only proposal recieved being the ratification of 'voting rights' in any preserved locomotive owned by the Group.
9. Any other business.

CHRISTMAS STORIES & MESSAGES: Yes folks, it's that time of year again already, and as for last year I would like to ask you to put your imagination to work and think of a suitable tale for our Christmas Edition of "Syphon!". It can be fact or fiction and should be about one side of A4 in length, so put your thinking caps on and get writing!

Also, I will again offer the facility of sending a festive (or otherwise) message via the pages of the magazine for the sum of fl. Please send all stories and messages to me at the NEW address above, by Friday 24th November at the very latest.

PRESERVATION FUND total on Friday 3rd November stood at £1581:00. This months increase is thanks to Mr J.R.Woods, Keiron Lewis, Raymond Turner and Neil Murphy. As for the Editor, please note the Treasurer's new address when sending donations.

NEW MEMBERS/RENEWALS: Mr M.Bullock (37015); Mr J.Powell (37028); Mr I.Jones (37043); Mr C.Clarke (37107); Mr H.Freyne (37108); Chris Broadhurst (37114); Mr J.Woods (37119); Raymond Turner (37219); Mr J.Cannell (37096); Mr C.R.Edwards (37117). Cheers!

THANKS to the following who have sent information for this months news-sheet: Julian Shields, H.Egremont, Kevin Green, Martin Reeve, Andy Harlott, E.A.Spencer, J.R.Tilbury, J.Chambers, Colin Wilks, John Forge, Stuart King, Steve Potter, Michael Gibson, Andy Gooch, Jim Ramsay, Neil Murphy, Jerry Dickinson, Maurice Barber.

DEADLINE for the December "Syphon!" will be Friday 24th November.

NEWSDESK

Reallocations for the period 25

37058 FGET-FMTY TI-TE

37096 is now stored unservicabl
signs are clearly not good. 370
was moved from Doncaster Works
cut sometime around mid-Septemb
the disposal of 37062 and 37260
series syphons have been renum
worn. Unofficial namings applic
the Peaks include 37003 'TIGER
the former 'Jimmy Shand' is dena
In a surprising move it's all c
all now back on the 'mainland'
their places (418/419/420). 374
with 2H76 on 31/10. A visitor t
stabled together at the end of
dented at one end with 416 also
surprising therefore that 416 h
On 7/9 37170 failed at Stoneha

REGIONAL VIEW

ANGLIA: The start of the winter
commence, bringing a heavyweight
Details are as follows: 6Y63 (1245)
6H50 (1245) Ipswich-Ely; light
via Bury St. Edmunds; 6V63 (1845)
to Friday diagram, however, the
turning up at Ipswich with 717
actually got as far as Harwich
the weekend where 711 was seen
On 10th September, 37009 was a
the following were seen at Ips
107+194 at 1600 with cartics f
present all day. Wednesday 25th
engineers train and 37892 on t
Monday 23rd with 6P89 Whitemoo
STRATFORD DRS: Only throughflo
Both had been released by earl
with generator problems.

EASTERN: The following were se

'stripping' shops waiting for 'G' to start; 211 - nearing completion, painted triple tone grey with Construction sector markings and mini-ploughs; 212 - in main shops undergoing 'F' exam; 260 - in storage area at rear of works, heavily cannibalised internally; 507 - in main shops undergoing 'F'; 678 - still awaiting attention, certain internal components removed, cab doors open; 906 - outside 'stripping' shops waiting attention, part of roof hatch tarpaulined over, one set of doors left open.

MIDLAND: Present at Buxton on 23rd September at 1500 were 676/679/681/683/688 and 422 which had actually arrived at last via a round-a-bout route of passenger trains. Very unusual was the pairing of 37672(LA) and 37885(CF) on the southbound Irvine-Burngullow china clay on 2nd October, seen at Carlisle at 1935. Also seen were 37010 at 2008 on a northbound pw train and 37111+37156 on a southbound mgr at 2035. On Tuesday 3rd, 37274 passed through Nuneaton light diesel heading towards Birmingham at 1130, 37167 was on a northbound coal working near Ratcliffe-on-Soar power station at 1400, both are CF examples. At Derby, 502+505(TE+TE) were in charge of a westbound steel train at 1530 and another Thornaby pair, 506+512 passed through light diesels at 1600 heading north. On the 5th, 671(LA) was alone on the Irvine-Burngullow 'slurrys', passing south through Carlisle at 1830, while 376+380 were on southbound MGR work at 2030. Also on the 5th, 37904 was in Burton-on-Trent goods yard at 1640 with a train of steel coils. It is reported that 37901 was on this working the previous day. There was plenty of activity on Saturday 7th October as the following shows. 37170(ED) was at Carnforth at 1120 on southbound ICI tanks, 37046(TE) at Carlisle at 1455 on a southbound metals sector working, and 37055(TI) was stabled at Manchester Victoria. 37244(CF), 37514+515(TE/TE) were all stabled at Toton, while 37512+506(TE/TE) were paired on a Wolverhampton to Lackenby working, seen passing through Derby around 1600. Noted at Carlisle station on the evening of 16/10 were 669+670(LA/LA) at 1843 with the Irvine-Burngullow slurry tanks, 380+376(ED/ED) at 1857 with eastbound MGR, 190(ML) at 1910 with southbound steel plate wagons, with 251(TI) stabled. The next day 190 was seen returning north with the steel plate wagons at around 1230 and 049 did a similar working on 19th October. Thornaby's 37520 was on unusual work at Bescot on 16/10, first arriving from Langley Green with an engineers train and then working away down the freight line towards Wednesbury. After returning light engine it then left again, this time towards Walsall. 37501(TE) arrived with a train of steel empties, and 37101(TI) was present in the up yard. Finally, and most unusually, it is believed that 37406 worked the 6S36 Dalston-Grangemouth tanks sometime during September.

SCOTLAND: It's been all change on the far north with 37415/416/417/421 coming south and 37418/419/420 heading north in what must have been a massive road exercise. Noted on the West Highland on Monday 26th September were: 410+403 at Tulloch at 1123 heading towards Fort Bill with a Speedlink; 423 at Bridge of Orchy at 1325 with a Glasgow bound Speedlink; 403&410 (again) at Crianlarich at 1351 but with only 403 now on a train and 410 stabled in the yard; 404 stabled at Oban; and 401 stabled at Taynuilt with the 'Flying Scotsman' charter. On 27/9 37419 was at Perth from 1550 to 1720 with an Inverness-Mossend 'Speedlink', with 420 on the same duty the next day. A trek round the central Scottish depots on Saturday 7/10 found the following: Eastfield - 165/175/196/413/424; BRML Springburn - 098/404/406/411/412; Grangemouth - 184/188/191/232/245/298/359; Motherwell - 010/026/040/049/051/037/088/092/097/108/111/137/145/152/156/190/201/379. The only Motherwell examples not present at their home depot being 099/370/373!

BRML SPRINGBURN: The following have passed through between 26/9 & 30/10: 098 (main generator); 198 (also main generator); 404/411/412/425 (all 'F' exam). 406 has spent nearly the whole month present shown as 'waiting decision' but has a release date of 30th November, so this should not be anything to worry about. 416 has arrived from the Far North for collision damage repairs, expected to be released around 17th November.

SOUTHERN: 37214 was seen at Clapham Junction with a westbound freight heading down the Croydon line at approximately 0700 on 28/9/89. A little further back in time, 37285 was noted through Eastleigh station at 1239 heading a freight into the yard.

WESTERN: There's no discrimination intended here again Western readers but once again I have very little space for your region. I will attempt to redress the balance next month. LAIRA CEM: 37273 was released after Intermediate overhaul around the 7th October and was replaced by 37263 which has a release date of 7th November.