

SYPHON!

The official magazine of the Class 37 Locomotive Group



ISSUE 123

October - December 2005

IN THIS 37/4 PACKED ISSUE:

A West Highland Adventure

“Whoops! Look what we just bought”

BRE Ltd purchase 37414 for preservation under the C37LG Banner

The Class 37 Locomotive Group

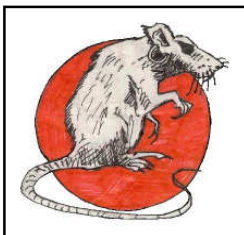
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If you supplied us with your email address when you joined the group, you will have been invited to join the Members Forum. Feel free to contact the Committee via the forum. If you are not a member of the forum **IT IS STRONGLY RECOMMENDED THAT YOU JOIN** as forum members receive group news before anyone else. Email Mick Parker directly, giving him your name, address and membership number and he will add you to the forum.

Subscriptions, general enquiries and any 'gen' for inclusion on our website www.c37lg.co.uk should also be sent to Mick. He also deals with any enquiries regarding the website and access to the Members Area.

If you have any submissions for 'SYPHON!', send them to Michael Ratledge. Articles sent via email should be sent in MS Word format and pictures as JPEG's. Bigger files of 2Mb or higher should be copied onto CD and sent in the post. Include a S.A.E. if you would like your submissions returned.



COVER PHOTO:
37414, the first 37/4 converted for use out of Inverness on Far North services waits to leave Kyle of Lochalsh during August 1988.

Michael Ratledge



Editorial and News

37414 enters preservation!

Well, what can I say? Unless you've been locked in a cupboard for the last couple of weeks, you cannot fail to have noticed that BRE Ltd, a company set up by some of the regular volunteers, have successfully bid and purchased ETH fitted 37414 from EWS.

Myself and Technical Officer Phil Lynch went to Wigan CRDC on 22nd August to inspect the loco. For months, the grapevine would have us believe that the loco was beyond repair but Phil was soon buzzing after having a thorough look around her. We had always hoped to get our hands on a 37/4 and went about the challenge with a couple of things in mind. The volunteers said between ourselves that as long as the frame, rectifier and ETH cubicle were intact we could easily source every other part. We were very happy to discover that 37414 is actually less of a mess than 37003 was when the group first purchase her back in 1998.

Now EWS has renewed its contract to supply traction for the Caledonian Sleeper, it is likely that it will soon carry out its promise to replace 37/4's with 67's on the Fort William portion - although there may be a light at the end of the tunnel for 37 fans as it is rumoured that such a change might create more problems than it would solve for EWS and Scotrail. New member Mark Grimes has sent us an account of his recent West Highland trip starting on page 12, an outing that could turn out to be his last.

This issue of SYPHON! is more or less dedicated to the new addition to our fleet and the sub-class it belongs to. Enjoy!

MICHAEL RATLEDGE

With the C37LG, no job is too big! 37414 awaits its fate at Wigan CRDC on 22nd August 2005. *Michael Ratledge*



"Start as you mean to go on." How is this for dedication? Our first working party was held at Washington Services on the A1 overlooking Tyne Yard! Securing 37414 for its arrival at the Weardale Railway are (l - r: Michael Ratledge, Chris Wilson, Dave Butler, Mark Grimes, Stuart Watson, John Pinion, Phil Broadbent, Craig Armstrong, Mick Chester, Phil Lynch and Chris Thorn.

Picture taken by 'random passer by!'



Here is No2 end cab before the loco left Wigan- better than '003's 7 years ago. Michael Ratledge

....and then there were FOUR!

The Class 37 Locomotive is very happy to have become custodian of the first Class 37/4 in preservation - 37414.

The owners, BRE Ltd, purchased the loco from EWS in August and since then, a restoration plan has been formulated, a new home for the loco has been found at Wolsingham on the Weardale Railway and work has already begun.

As is usually the case with anything the Group tries to do, the transfer of 37414 from Wigan to Wolsingham Depot did not go smoothly. The loco left Wigan on a Heanor Haulage low loader at 1900hrs on Friday 7th October with the aim of reaching its destination some time on the 8th. The volunteers had arranged to meet '414 at Wolsingham but we were informed by the lorry driver on the Friday night that it would not reach Wolsingham until lunchtime on Sunday as a second tractor unit would be coming up to assist the lorry on several steep gradients on the A66 & A68. We were told the route taken would be via the M6 to Penrith, A66 to Scotch Corner, A1 to Darlington, A68 to Witton-le-Wear then finally the A689 into Wolsingham.

At 4pm on Saturday, we contacted the driver again and to our surprise, he told us he was at Washington Service on the A1 near Newcastle - facing south! He'd gone a totally different way so some of those photographers lining the A66 will have been slightly disappointed.

Most of the volunteers were still hanging around at Wolsingham at this time so we decided to form a convoy of cars and drive up to Newcastle.

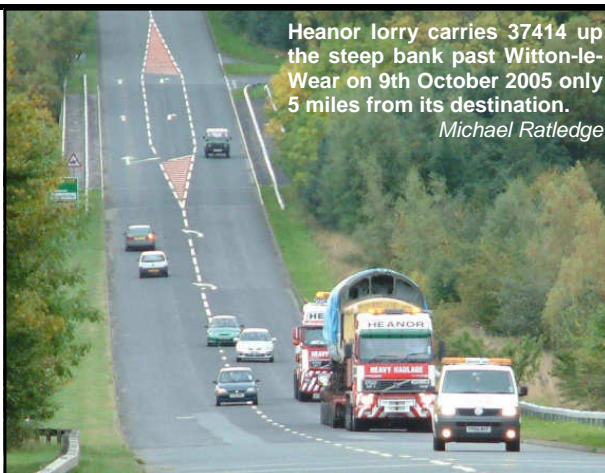
Once there, we adorned 37414 with a large tarpaulin to cover the engine bay as the loco currently has no roof over that section. Only Chris Thorn, Phil Lynch and myself had actually

seen the loco in its current state so this was a opportunity allow to volunteers to have a good look at her. The general consensus of opinion was that she would need a lot of work but, some said, not as much as 37003 when the Group purchased her.

With our new arrival now due on the Sunday, John Pinion and myself decided to stay in the area for the extra day to meet '414. However, despite being made aware of it some days earlier, the haulier had neglected to inform his staff about a set of road works in Wolsingham village that made it very difficult to pass. Unfortunately, the loco had to spend one more night on the low loader outside the village. The Police were very helpful in arranging for the road works to be cleared the following morning. 37414 eventually touched down on the temporary unloading spur at Wolsingham Station at 1200 on Monday 10th October. Several volunteers attended working parties at the station between 17th and 20th October. Both nose ends were thoroughly cleaned out. Over 40 years worth of grime was removed from the floor and pipes in the nose ends. Chris

Heanor lorry carries 37414 up the steep bank past Witton-le-Wear on 9th October 2005 only 5 miles from its destination.

Michael Ratledge



37414 sits on the temporary unloading spur at Wolsingham Station on 16th October 2005.

Michael Ratledge

Wilson successfully freed the latches for the doors on top of the noses allowing the doors to be properly secured.

The under-floor in the no1 end cab was cleaned and the loco made as secure as possible until it could be moved to the depot complex about half a mile east of the station. This happened at 1200 on the 20th.

Our first proper working party could now be arranged on the depot and on 22nd October, a small team of volunteers began work in earnest. I began stripping paint from the cab window frames in readiness for the fitment of windows.



37414 is taken from Wolsingham station to the depot on 20th October 2005. *Mark Grimes*

Chris Thorn continued a pipe survey that he had started back at Wigan to judge the extent of the pipes that would need to be replaced. He also rerouted some of the traction motor cables in the electrical cubicle to save us having to replace them as they had been cut slightly short by vandals during the locos stay at Wigan.

Phil Broadbent removed the compression plugs from each cylinder on the engine to drain any excess water that had accumulated. He and Chris Thorn also started to clean the engine room floor of rubbish. Michael Gibson removed all the old filters from the bodyside grilles and sorted out all the window rubber gaskets.

As well as directing everyone else, Phil Lynch set up the Weardale Railways compressor and started to sand down the bodywork, which is in very good condition considering the time the loco had spent out of service. Unfortunately the weather didn't hold out so we all huddled inside the loco whilst a representative from HNRC assessed the loco.

We hope to arrange working parties every Saturday for the foreseeable future. If you'd like to get involved please contact Phil Lynch (details on Page 2).

MICHAEL RATLEDGE

37414 arrives at Wolsingham Depot for the first time on 20th October 2005. *Chris Wilson*





After several years working in the North West and the West Country, 37414 returned to Inverness over the Christmas period in 1992. It is seen at Inverness with the 1025 service to Edinburgh. *Peter Rowbottom*

37414 IN SERVICE



On 21st March 1996 37414 worked the 1424 Crewe - Holyhead with 37421 dead in tow. It is seen at Crewe shortly before departure. *Michael Ratledge*



Derby.

'THE FELIXSTOWE PHOENIX'

Photographs by Al Pulford

In our December 2004 newsletter we published a picture of 37198 adorned with a 37 Group headboard long before the loco had any connection with the Group. By pure coincidence 37414 also once wore a C37G headboard when it worked 'The Felixstowe Phoenix' from Derby to East Anglia on 17th April 1993. The tour was hauled by three other 37's during the day, these were 37154, 37271 & 37370. Destinations included Norwich, North Waltham, Ipswich and of course Felixstowe.

The Class 37 Group has run several railtours over the years but privatisation has made it very difficult to make money in the current market. Hopefully things will change and the C37LG can run tours again in the future.



Ipswich.



Norwich.

SYPHON! PICTORIAL

Photos - just for the hell of it!



The 0710 Kyle of Lochalsh - Inverness departs Dingwall on 6th July 1988 with 37417 doing the honours. *Jon Sharkey*



37401 arrives at Inverness with The Royal Scotsman during September 2004. *Jon Sharkey*





The 6Y31 Fort William trip leaves the Lochaber Alcan complex on its way back to Fort William Yard with 37406 at the helm on 25th July 2005.

Michael Ratledge



In the days before the demise of Motorail services, 37407 stands at Spean Bridge with the 0440 Glasgow Central - Fort William sleeper on the morning of 25th May 1990.

Andrew Bald

A West Highland Adventure

by Mark Grimes

All photographs by the author

Mark Grimes is an active volunteer with the North East Heritage Diesel Group and is also Chairman of his local 18-30 Deaf Group. He joined the C37LG earlier this year and plans to help out with the restoration of 37414.

With the impending cessation of regularly booked Class 37s on Fort William sleeper and also the fact two EWS 37's were booked to do an SRPS special to Mallaig for what could be the last time on June 11, I decided to make my way north for a few days. These facts coupled with the long daylight hours during that month meant it was an opportunity not to be missed. Traction for future SRPS charters on the line would be facilitated by West Coast Railway Company.

I duly made the trip north of the border at an ungodly hour and was in position at Edinburgh Waverley in the wee hours of Friday 10th June, to board 1Y11, the 04.50 to Fort William - the things I do to get 37 haulage! I was glad to know I was not the only one up at this hour. There were more enthusiasts than 'normals' in the seating carriage of the train. No prizes for guessing why we all were on board. With 37417 taking charge of the train my plans for the long weekend were getting off to a good start. As the journey north ensued, I managed to catch a couple of hours kip in the comfort of the Mk2 coach with a 37 on the front - it could not get any better than this!



Aluminium ingots are collected from the Lochaber Alcan plant by 37417 on 10th June 2005.

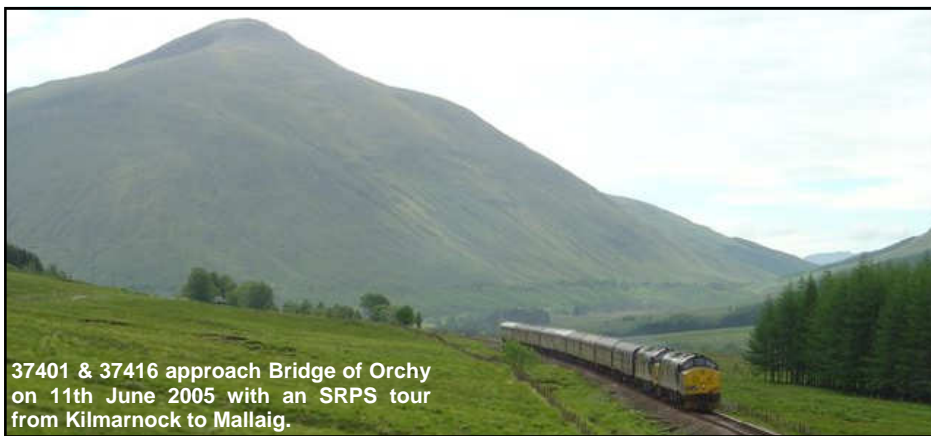
As the trip progressed I enjoyed the spectacular delights of the West Highland scenery and luckily, the sun came out. I revelled in the haulage of a real train. Every door and window was occupied by enthusiasts and 'Y11' seemed more like a railtour than a service train! Upon arrival at Fort William, I joined up with several fellow rail enthusiasts to take photos of B1 steamer no.61264 preparing to depart on 'The Jacobite' service to Mallaig. Then 37417 ran round and shunted the stock into the old Motorail siding. I took up refuge at the well known Nevis Sports restaurant nearby with a group whom I got acquainted with in the morning. After breakfast we made a quick leap into a taxi for the fast move to the Lochaber Alcan plant which diverges from the mainline on the outskirts of Fort William. We had got the gen that 37417 would be out at lunchtime to do local freight trips - cheers to Marty Taylor! Indeed it was the highlight to get these shots of 417 with aluminium wagons, followed by a rake of Alcan tanks (destined for North Blyth). It filled in what would have been an otherwise long fester in the town. I was very pleased to get a few shots.

Later in the day, we met up with a fellow enthusiast who had arrived by car. We went for a drive around and then saw the B1 past with return portion of the Jacobite. I bade farewell to the group whom I had spent much of the day with and headed to Rannoch on the 1740 'Sprinter' and got cracking shots of Alcan freight. It was a good picture, despite having a 'Shed' at front! This was followed by the impressive sight of 37417 crossing the Rannoch viaduct on 1B01, the 19.50 Fort William to Edinburgh. I then retired for the night to Rannoch Hotel, only a stone's throw from the station in middle of nowhere.



Up next morning, after a hearty breakfast, I was going to photograph the northbound sleeper at Rannoch but it was quite late so I decided to try and meet it at a different location! I got on the first southbound unit from Rannoch to Bridge of Orchy and a number of photographers were seen along the line. I then walked to a location just south of the station with view of County March Summit and after a short wait, got shots of 37427 passing on the delayed sleeper. It was quickly followed by matching maroon liveried pair 37401 & 37416 on the SRPS special to Mallaig. Shots of two 37 hauled trains in succession - what a great start to the day!

I walked back to Bridge of Orchy as quickly as I could,





then joined the northbound unit train to Glenfinnan whilst grabbing quick photos of 37427 with sleeper stock on the siding at FW station. I passed the SRPS special which was at Fort William Yard to allow the service train to pass and for the 37's to change to top-n-tail formation. I got off at Glenfinnan and hurried to a spot where I could get shots of the final 37/4 hauled SRPS special across the Glenfinnan Viaduct. 37401 soon arrived, leading the train with 37416 at the rear. Shots done - and with excellent results! I went back to the local visitors centre for lunch and got back to Glenfinnan station in time for another shot of the train on its return journey with 37416 at helm.



All in all, an excellent West Highland trip with great weather. After many visits to the area, it was first time I'd been without any rain falling at all! It will never be the same without 37/4s now they've worked their last SRPS special on the Mallaig extension and with 'Skips' set to replace them on the Caledonian sleepers in the not too distant future. I was thankful for the opportunity to acquire a few decent shots. I'd had it all - with sleeper, freight and charter trains hauled by 37's! It was one of most memorable trips I ever made.

MARK GRIMES

Wensleydale Railway Loco Hauled Services



Two views of 37003 at Redmire on our first Members Special on 23rd October 2004. The top picture was taken whilst a spotlight was positioned on the opposite side of the loco.

Both pictures by Steve Wells.



37198 heads west from Leeming Bar with the 1635 to Redmire on 21st August 2005.
Ian Hardy



Wensleydale Railway



On 13th August 2005 'our Trev' holds the gates at Leeming Bar for 37198 to pass, and pass it does!
Marty Taylor



37198 is seen at Redmire shortly after arrival with the 1635 from Leeming Bar on 21st August 2005. *Ian Hardy*

Loco Hauled Services



37003 is coupled to the 1135 to Leeming Bar at Redmire on 1st June 2005. *Michael Ratledge*

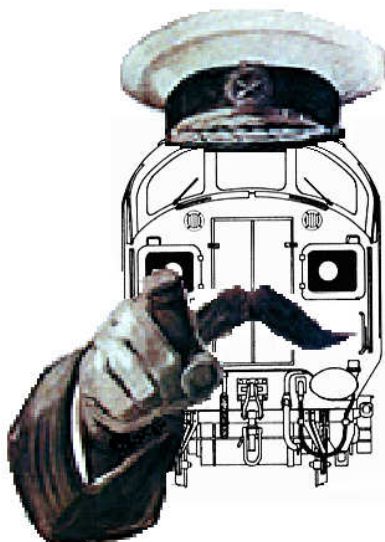
Model Behaviour



A Bachmann 37/0 repainted, weathered and renumbered to 6860 by Nigel Ratledge.

Another Bachmann 37/0, numbered 6602 in BR Green. This one belongs to Dan Nicholls.





The Class 37 Locomotive Group

NEEDS YOU!

The C37LG's belated 2005 AGM was held on 15th October at The Black Swan in Bedale. The minutes of the meeting will be published in an upcoming issue of SYPHON! One of the 'matters arising' at the AGM was the need promote the Group through merchandising. To that end, it was decided that the Group would appoint a Sales Representative, a position not held within the Group for many years.

WE ARE SEEKING A VOLUNTEER TO TAKE ON THIS ROLE!

Such a volunteer would be responsible for procuring and ordering merchandise, arranging and manning a sales stand at railway events and liaising with the committee, in particular with the Publicity Officer to market such events from the Groups perspective.

Ideally, the Sales Representative will have been a member of the C37LG for more than 12 months and be over 18 years old. This will not be a committee position although it could become as such in the future.

If you feel that you could contribute some of your spare time to the Group to take this responsibility on, please contact the Chairman (details on Page 2).

SYPHON! also needs you!

The Editor is always on the lookout for articles and pictures to appear in SYPHON! - in particular for regular features such as 'My Top Ten', 'Model Behaviour' and 'SYPHON! Pictorial'.

If you have anything to contribute to future issues of SYPHON! Please contact the Editor (details also on Page 2).

THE C37LG WILL BE SHARING A SMALL SALES/DISPLAY STAND WITH THE UK ALCo GROUP AT SPALDING MODEL RAILWAY EXHIBITION ON SAT 12TH & SUN 13TH NOVEMBER 2005. SEE YOU THERE.

We'll leave you with a 37/0 - business as usual!
37003 makes its presence felt inside the engine shed
at Chappel on 25th January 2004. *Michael Ratledge*



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