

SYPHON!

The official magazine of the Class 37 Locomotive Group



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The Class 37 Locomotive Group

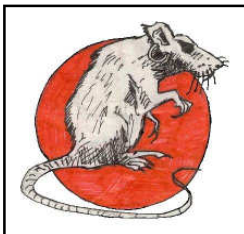
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If you supplied us with your email address when you joined the group, you will have been invited to join the Members Forum. Feel free to contact the Committee via the forum. If you are not a member of the forum **IT IS STRONGLY RECOMMENDED THAT YOU 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 (I'm stuck with a dial-up internet connection!). Include a S.A.E. if you would like your submissions returned.



COVER PHOTO:
During February 2006, the Fort William portion of the Caledonian Sleeper from London was diverted to Oban on two occasions. 37416 is seen with the southbound train at Oban on 11th February 2006.

Michael Ratledge



EDITORIAL & NEWS

Hello again. Firstly, I must apologise for the continuing delay in getting these magazines out to members. All of this is done in my own time and for no reward, although I'm quite proud of the last eight issues that I have been privileged to produce - and that is reward enough for me! This was to be my last issue as Editor but I found I liked doing this too much to give it up to someone else just yet.

This issue of SYPHON! includes a few of the usual features and a 'Top Ten' by our guest writer who goes by the alias of '92912'. Then there are progress reports on the whole Group fleet and a look at what our volunteers get up to.

Of course, you can never have enough volunteers so please don't be afraid to contact us if you want to get involved. Training of traincrew is about to commence at both the Dartmoor and Wear-dale Railways and some of our regular volunteers are to undergo this training. At last they are reaping the benefits of their hard work. This could be you in a few months time if you put in the 'man hours'. You could eventually find yourself at the controls of a 37 as a qualified train driver. All you have to do to get the ball rolling is contact one of us using the details on page 2. Make that call!

MICHAEL RATLEDGE

37416 waits at Taynuilt on its way to Oban with the 0450 from Edinburgh on 10th February 2006.

Michael Ratledge



Progress - 37003 at Leeming Bar

Some confusion has surrounded the future of 37003, currently awaiting use by the Wensleydale Railway at Leeming Bar. The majority of our volunteers see this loco as the one they are most attached too - and rightly so, as the loco has been with us for almost eight years and has had more man hours spent on it than any of the more recent acquisitions.

37003 arrived at Leeming over two years ago and despite all attempts to encourage its use, the current Board of the Wensleydale Railway, under the leadership of Ruth Annison, has failed to exploit this loco to its full potential. The same applies to 37198, 37275 and the Class 31's also based there.

Our running agreement stipulates that the cost of any consumable parts will be responsibility of the railway. 37003 requires new brake blocks as the current ones are nearing the end of their life. The Board have refused to pay for new blocks for economical reasons.



On a very cold 25th February 2005, 37003 is started quite spectacularly on the headshunt at Leeming Bar.
Mick Chester

37003 is due a B exam (calculated by hours worked since its last exam) and to carry out such an exam we require a suitable pit. Note we use the word 'suitable'. The WR are currently resurrecting a pit in Leeming Bar yard but unfortunately this pit is only built to withstand the weight of a 10 ton bus with an axle load of a couple of tonnes. A Class 37, or in fact any loco, might not be able to go over this pit. Aside from this, the pit being built is close to a brick wall on a descending gradient and is too short for the loco to fit over it. The pit is to be assessed by a structural engineer and the WR will be keeping us informed of progress.

We understand that the WR are drafting in a consultant from another railway to see if loco hauled work can be re-introduced and the railways stock is to be restored after at least two graffiti attacks (which also affected all three 37's) so we are hopeful that something will happen there soon.

However, this may all come to nothing. With this in mind, the committee have discussed these issues at great length and whilst we initially chose to bide our time with regard to 37003 and the WR, we have since decided to actively seek a new home for the loco. It will only be moved if such a move is financially viable. If this also comes to nothing then '003 will stay where it is for now.

There are a couple of lines in the frame and discussions are ongoing. C37LG members will be the first to know if any decisions are made.

Progress - 37198 at Meldon Quarry



37198 pushes the 1420 Okehampton - Meldon Quarry up the 1 in 77 incline out of Okehampton on 16th April 2006. *Michael Ratledge*

After its arrival at Meldon Quarry on the Dartmoor Railway on 14th March 2006, 37198 was quickly prepared for duty. It performed its first outing on the line on 10th April - a crew familiarisation run to Okehampton and back using the specially fitted push-pull set. 37198 entered revenue earning passenger service on the line the following weekend. It was diagrammed to work over 160 miles of passenger trains over the four day period from 14th - 17th April. Unfortunately, when departing Meldon on the 1240 to Sampford Courtenay on the 15th, it developed an electrical fault. The set was turned ant Okehampton and on arrival at Meldon, C37LG volunteers began to locate the fault.

As a precaution, it was decided that a thorough clean of the electrical cubicle and control stands was in order. 37198 was ready for the 1240 service again the following day and still managed to make an appearance on all four days. It has since worked trains on 30th April and many more runs are planned. Details will appear on our website at www.c37lg.co.uk and on our Members Forum. Details on how to join the forum, if you are not already on it, can be found on page 2.



37198 sits at Meldon Quarry Station on the morning of 14th April 2006. *Michael Ratledge*



Weeks sat idle at Leeming Bar resulted in this spectacular start-up at Meldon on 14th March 2006. *Michael Ratledge*

Progress - 37275 at Leeming Bar

With the Weardale Railway now almost ready to start running trains, we have been given the go ahead to move 37275 north to Wolsingham in the next few weeks. We are determined to have the loco ready to work trains as soon as it rolls off the lorry. Fully operational 37275 is currently our first priority and we need as much help as we can get from volunteers to finish the locos bodywork.



**Not finished yet!
37275 at Leeming prior
to receiving its second coat
Of red oxide primer on 3rd June 2006.
Michael Ratledge**

Mick Chester has spearheaded the effort to get '275 ready for its move north and work is progressing well towards this goal.

As Syphon! went to press, almost all of the blue and yellow paint had been taken back to bare metal and a coat of red oxide applied.

The loco will be given a second coat of red oxide, then bodywork will be filled and primed before receiving a final coat of BR Blue.

The loco will run for a short period without nameplates and will eventually be named 'Oor Wullie', the name it carried during its final years of service.



Long time Group members Bill & Sheena Berridge kindly donated these nameplates for 37275 in memory of their son, Colin, who was an avid fan of Class 37's.

John Pinion

Progress - 37414 at Wolsingham



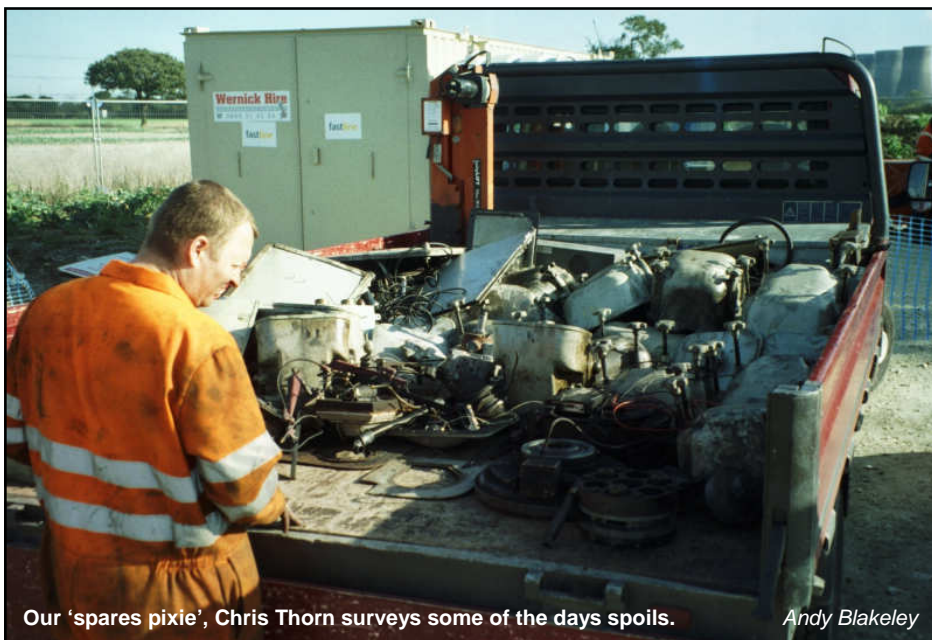
Various parts destined for 37414 are loaded up at Booths, Rotherham including the roof from 37298.

John Pinion

EWS's policy regarding its 37/4 fleet seems to change by the week. It still seems that no more 37/4's will be put up for tender though so for now, 37414 will remain the only member of the sub-class in preservation.

We have chosen to keep publicity regarding 37414's restoration to an absolute minimum. This is partly because of all the questions getting thrown at us on internet forums from non-members. We consider the loco to be something rather special in 'pres' and want to save all the interesting 'gen' for you, the members. So for now, photos will only appear in SYPHON! and occasionally in the Weardale Railway Trust magazine, 'Between The Lines'. This is available to Trust members.

We have recently provided the Weardale Railway with a detailed restoration plan. We will take you through the plan in detail in a future issue. As stated in a previous issue, most of the work



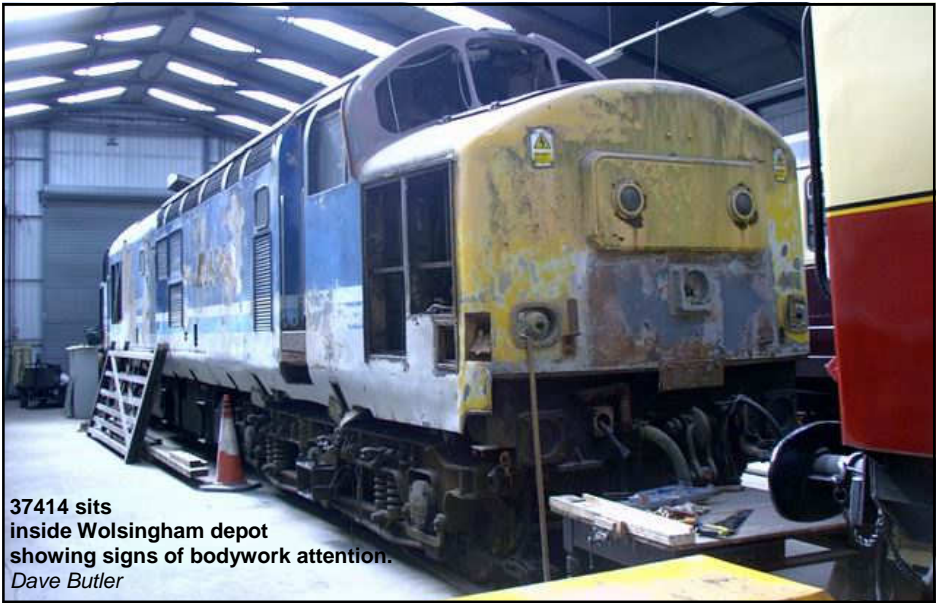
Our 'spares pixie', Chris Thorn surveys some of the days spoils.

Andy Blakeley



One of the replacement CP7's bogies for 37414 arrives at Thornaby TMDs for tyre turning. Both bogies were efficiently dealt with by Axiom Rail and have now been moved to our 'secret hideout' for secure storage.
Mick Chester

carried out with regard to '414 has not been on the loco itself but at Booths, Rotherham, in the form of spares retrieval. Well, now we have most of the parts we need, we are gearing up to move everything in to Wolsingham on the Weardale Railway so work to rebuild the loco can begin in earnest. As can be seen on page 8, some work has begun on the bodyside and damaged steel on the nose at no.2 end has been cut away.



37414 sits inside Wolsingham depot showing signs of bodywork attention.
Dave Butler

Progress - 37905 at Meldon



Now that 37905's Ruston power unit has been started work has begun on finding out what faults the loco has to throw at us. Although completely intact, a lot of the equipment in the electrical cubicle is in need of attention. Our 'sparkies' will be performing their magic on '905' in the coming months.

Aside from the locos electrical equipment, it is quite clear from the photo left, taken at Booths Rotherham earlier this year, that much work will need to be done to the body. Fortunately, the worst erosion is limited to the usual areas - the four cab-sides and the area below the large radiator grilles.

Phil has recently received nameplates and cast double arrow emblems for 37905. We have decided that it will be repainted into Two-Tone Railfreight with metals sector motifs. With 37901 now resplendent in Original Railfreight Grey at the Llangollen Railway (see rear cover) and 37906 having carried the livery for some years, Metals livery seemed appropriate.

We hope to have 37905 ready to work trains at the end of the summer.



Progress - 31465 at Meldon

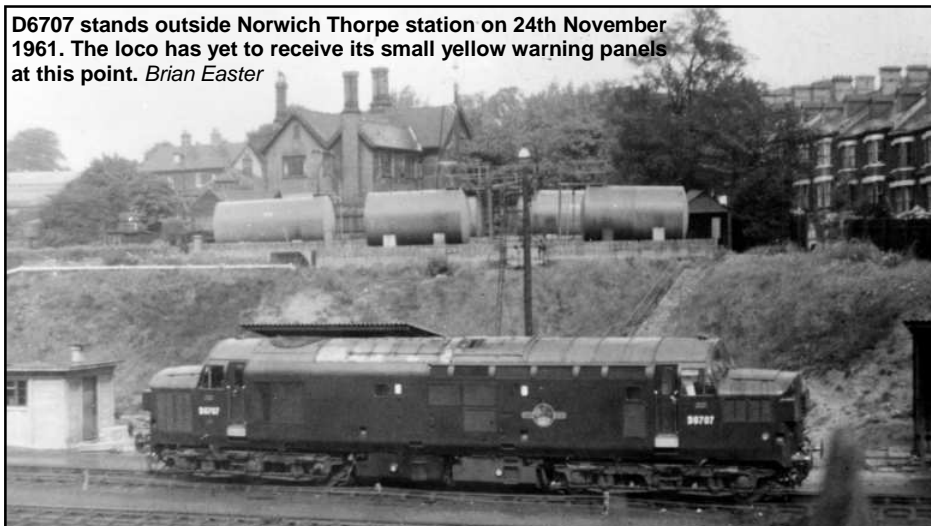
The Groups ETH provider at the Dartmoor Railway will be 31465. There is not much to report concerning the 'Goyle'. Chris and Phil have spent a couple of days putting miscellaneous brake parts on the loco sourced by its owner. The bodysides have been given a clean and bearing shells inspected for damage. The Dartmoor Railway would like this loco to be serviceable as soon as possible and once work is completed on 37275, Phil and Chris will continue apace with work on 31465 whilst the rest of the gang concentrate on 37414 at Wolsingham.



SYPHON! PICTORIAL

Photos - just for the hell of it!

D6707 stands outside Norwich Thorpe station on 24th November 1961. The loco has yet to receive its small yellow warning panels at this point. *Brian Easter*

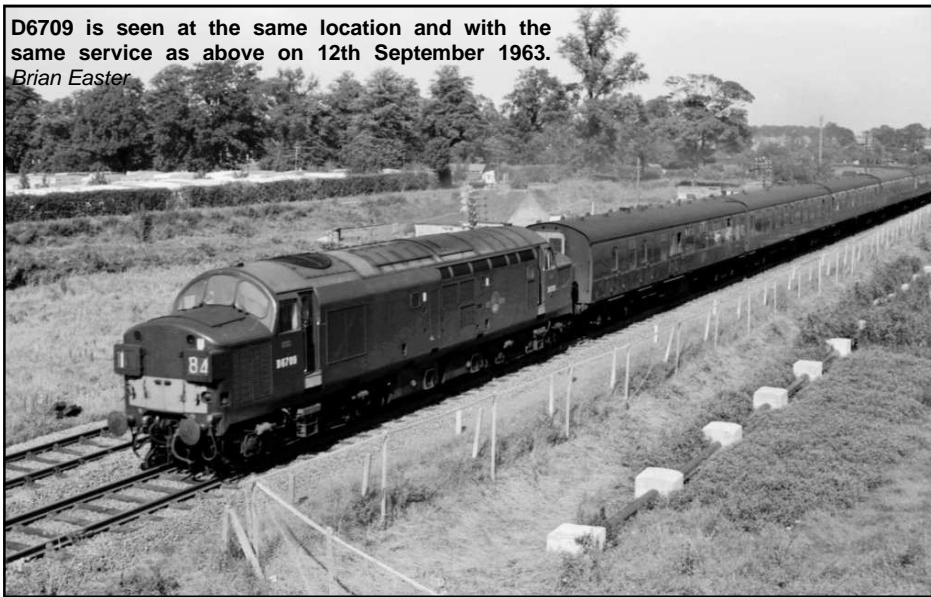


37140 sits at Great Yarmouth on 15th July 1989. *John Pinion*

On 7th August 1963, D6724 is seen thrashing away from Kings Lynn at Hardwick Road with the 1333 Kings Lynn - London Liverpool Street express.
Brian Easter



D6709 is seen at the same location and with the same service as above on 12th September 1963.
Brian Easter







Having recently taken over SERCO work from EWS, DRS rostered 37602 & 37611 to work this test train at Cambridge on 22nd November 2005.

Michael Ratledge



37219 passes Snailwell with a mixed freight
on 22nd April 1981. *31A Collection*



My Top Ten

Words and Pictures by '92912'

Over the years I have had many debates with cranks about which moves count and which don't. Personally I feel that the more effort that goes in, the more rateable the move, be it ECS, freight or whatever. So here are ten dodgy moves which, for whatever reason, some people may consider to be 'not valid'.

1) A railtour to start with. Although I think they are a lazy way of bashing, especially since in recent years the locos have become well known in advance. On 8th September 1990, 37687 & 37676 featured on a classic tour, 'The Tees Tyne & Wearman', over freight only lines in the north east including the Boulby & Eastgate branches, both of which had traditional photo stops where all the punters were able to bale out for fots of the locos running round. Corridor Mk1's although in the outrageous Pilkington colours were also involved, after the booked farce waiting for the ECS to appear at Sheffield. A proper railtour with proper locos.

37676 & 37687 at Eastgate on 8th September 1990.



2) Another tour, this time a very lazy but equally very rare door step challenge from Peterborough with 37 414 supported by 37154 & 37271 on 'The Felixstowe Phoenix' on 18th April 1993. East Anglia may not be known for thrash inducing gradients but does boast some fine ale houses and 'The Reindeer' in Norwich was viewed for the first time, even though the North Walsham branch had to be flagged. This meant that when 37414 was withdrawn, I was still a couple of miles short of clearing it. Thankfully some fools have preserved it, so those last few miles shouldn't be far away.



37698 and Harry Potter ensemble stand at Scarborough on 21st July 2002.

3) Not exactly a tour, but when the kettle on the Scarborough Spa Express (Oulton Hall in its red Hogwarts colour scheme) failed at York on 21st July 2002, 37698 was summoned to assist it back to Scarborough. A phone call from a reliable source (cheers Mr Ginge) saw a fast car move in order with a quick pint in the Maltings before arriving at the station for the quoted hour early departure which certain people choose to ignore and therefore missed the fun. A Great Western kettle and a tractor in tandem is not to be missed.

4) My (some would say strange) interest in kettles has produced a few notable moves. One of the first was to sample 37258 on a trip to Meldon Quarry from Exeter, the excuse being that I was going to check out facilities for a 'kettle-ex' which proved to be far to ambitious, so never ran, but the trip was more than worthwhile from my point of view.

37258 shunts its ballast train at Meldon Quarry.





37071 at Orton Mere



37308 at Alton

5) Waiting on 98700 at Orton Mere for a pilot loco to take us to for the 1996 Crewe Works Open Day, my pessimistic expectation of a 47 or 31 proved to be misplaced when the unmistakable triangle of lights and centre box of a 37 growled into sight. A very enjoyable 'private railtour' with 37 211 via Nottingham & Stoke and a very sociable traction inspector. However, he did not agree that flashing green signals on Stoke Bank meant we could do 140mph! This was followed a few days later with 37 071 on the return working.

6) Another kettle move this time with the "Green Train" from Ropley on the Mid Hants Railway to London Victoria on 26th June 2002. The traction was BR Blue liveried 37308, which explained my enthusiasm for driving down on the Friday to help prepare 98805 for the ECS move to Victoria. On the return trip from Waterloo, I dosed out in the support coach - a mk1 BSK - which brought back many happy memories of rancid overnights with a loud 12CSVT power unit at the sharp end.

7) As an indirect result of my kettle fetish, an opportunity presented itself which was too good to refuse. The 'Wedding Belle' on 2nd April 2005 from Crewe to, Crewe via Chester, Wrexham and the Oxley chord was powered by top & tail DRS 37/6's. The racket from 37609 on the climb up Gresford bank with an enthusiastic driver on the volume control, load 7 and 37 606 dead on the rear was absolutely outrageous.

8) And so onto 'pres death'. No mention of preservation moves can be complete without 37906's flaming and clagging exploits. I had a very low opinion of the re-engined 37/9's until I experienced 37906 at a couple of Severn Valley Railway diesel galas. I dread to think how much dam-

age has been inflicted on it through its pyrotechnics. A Ruston RK270T with the silencer removed is something I'm looking forward to hearing again in the very near future!

9) I didn't get involved with the restoration of 37003 until most of the hard work had been completed. But even with my limited input, the transformation from a basket case into a reliable working loco proved by the test runs on 7th February and 27th March 2004 will always be far more rewarding than any other move I've ever done. The hours of hard work and miles spent driving up and down the A1 were all worthwhile when we got an engine many considered beyond redemption into a fit state to haul trains.

10) On a similar theme, when 37198 worked its first passenger trip in the care of our group on 14th May 2005 the sense of having achieved something worthwhile was immense. It may not have been a spectacular move but it was one that had begun a year earlier when we brought the loco from the scrap line at Toton and only after many hours of hard graft did we have a machine fit to work passenger trains.

As the last 2 moves and some of the steam trips show, the effort put into preservation projects can be far more rewarding than merely riding on tours etc.

Cheers
'92912'

37609 waits to depart Crewe Carriage Shed with the stock for 'The Wedding Belle' on 2nd April 2005.



BITS and

'Bits we got and the Bods who got 'em!'

How to scrap a 37 - the CF Booth way! 37230 is ripped apart on 30th January 2006. 37230 provided us with cubicle parts and radiator fan parts and headcode blind mechanisms.

37686 has, among other things, donated its bogies (actually a standard pair) to 37198, which is currently on bogies restricted to 40mph.





After the fires were put out, 37797 donated all of its auxiliaries for use in 37414 and all GEC parts will go in the spares store for 37905.....



.....and its windows!



and now the

BODS

Mick C, Ali and JP waiting for 37198's first start up!



Our Trev impaled on a ground frame!



Mick Chester and Craig Armstrong give 37414 its new roof.



37905 before

37198 after



Another bites the rust! Mr Lynch and that Slug!



Mick Sasse looks after business.



Mick C, Mark Grimes, Chris Wilson and Dave Butler on a parts run at Wolsingham.



The lads celebrate 37198's first working in 'pres'.



Polmont, Chris T and JP after a hard days work at Booths.



After a long day at the office, Chris T takes a break in the CCT mess van at Meldon. If you fancy getting involved with this rabble of volunteers, contact us for details. Contact info is on page 2.



Snow Joke! 37901+37240 return from Carrog alongside the River Dee near Glyndyfrdwy after line clearing duties on the morning of Sunday 12th March 2006.

Martin Taylor

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