

Syphon!

Issue 137
Apr - Jun 2009

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The official magazine of the Class 37 Locomotive Group

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37003 move to the Mid Norfolk Railway

37175 moving on to pastures new

August '85 Bashing Memories - continued



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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.

General enquiries and any 'gen' for inclusion on our website www.c37lg.co.uk can also be sent to the Editor or to Mick Parker. Mick also deals with any enquiries regarding the website.

FRONT COVER:

37179 enters Welshpool with 1J24 09.35 Euston-Aberystwyth on Saturday 28th September 1985. This alignment has now disappeared under the A483 road, the railway and current station is now located further right of this side.
Steve Hollis

Syphon! logo created by Owen Hodgson of the AC Loco Group - thanks!

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CONTRIBUTORS TO ISSUE 137 (articles and photographs):

Mark Grimes, Peter Holden, Steve Hollis, Kendal May, Mike Millward, Mick Parker, Al Pulford, Michael Ratledge, Mick Sasse, Andy Stoddon, Ian Simpson and Barry Wetherell.

DO YOU HAVE A PHOTOGRAPH OR STORY TO TELL?

The 'Syphon!' magazine relies on contributions from fellow enthusiasts. If you have photos that you would like to see printed, and/or have an interesting story to share with us, then please get in touch with Editor! The Editor can't do everything to fill the pages in, so please keep them coming in! (We are particularly interested in BR-era stories). Thanks.

So if you have any submissions for 'Syphon!', please send them by email (contact details on page 2). Articles sent via email should ideally be sent in MS Word format and pictures as JPEG attachments, at least 1MB size (the more pixels the better for picture quality!).

EDITORIAL & NEWS

Dear Members,

this issue of Syphon is packed with news on 37003s new start and a goodbye to 37175 ☹. A review of our exploits on the Celtic Growler Railtour, announcement of the AGM and much much more. Along with saying goodbye to 37175, we are also saying goodbye to Mark Grimes who has decided to step down from the job of editing Syphon. Also, both Stu Watson and Mick Chester have left their roles as Technical Officers following the move of 37003 to Dereham. I and the rest of the committee would like to thank all three of them for their help over the last few years.

We would also like to thank Anthony Coulls and all the staff at NRM Locomotion for their warm welcome and support while 37003 was based there.

Thank you for your support,
Mick Parker - Temporary 'Syphon!' Editor

37003 Status update - April 2009

Since the arrival of 37003 at the Mid-Norfolk Railway in February 2009, the most appropriate statement would be "How do you eat an elephant? One mouthful at a time."

What do I mean by that? Well, to all intents and purposes, Mick Chester and Stu Watson had been doing their best to keep 003 in good condition, but add the lack of use at Shildon to the debacle previously at the Weardale, and 37003 arrived as a rather unknown quantity. Also there had been widespread speculation over various internet forums that she had serious engine faults that could have spelled the end for her. So, in all reality we were looking at an unknown, blank canvas. First off, we needed to assess the overall condition of each part, the major one being the engine. A long list of 'to do's' was soon arrived at, some of which went back to the restoration at the East Anglian Railway Museum in the 1990's.....

While test equipment to allow engine testing to be carried out was ordered, we re-welded the buffer skirts that had been tacked on in 1999 and sealed the nose end doors that had also been broken in 1999, which tidied the nose end up no end. Oil samples were also taken and sent off and as of writing, we still hadn't heard back; but then again, neither had some others who had sent stuff off before us - taking the same line as blood tests, if they don't shout back immediately, things can't be too bad. We know the oil is contaminated with coolant, this is the usual English Electric problem of leaky cylinder liners which will be dealt with as soon as 47596 is out of the way, nice Viton ones are on order.

A pre-FTR check flagged up there *may* be an issue with the crankshaft deflection and possibly generator bearing, so the first thing to test was the crank. A suitable calibrated tool was acquired with 0.0005" accuracy, the EE/BR specs checked and the test carried out to this. The first set of checks (360deg, 8 measurements) gave a deflection of 0.0012"; a few days later, we ran the checks again and got (360deg, 4 checks as per EE/BR specs) 0.0015". (The spec limits are 0.001" for a new engine, 0.005" total failure).

One of our members e-mailed me and stated that there had been a flashover at the EARM that most of us didn't know about, and the overall condition of the generator warrants a closer look, so the next task will be to remove the auxiliary generator and armature, clean and check the windings and check the main bearing, *just in case*.

After the trip to Booths in early April we now have more bits to fit and there is plenty to do other than the engine work, much of it being finishing off jobs that got interrupted by her time at Weardale.

Keep an eye on the Website and Members Forum for upcoming Working Parties.

37175 Custodianship Ends

After three great years in preservation the custodianship of 37175 to the Class 37 Locomotive Group has ended by mutual agreement between all parties. During this time 37175 has been a well-travelled ambassador for the C37LG, seeing itself on four separate heritage railways and appearing in numerous diesel galas – possibly one of the best travelled class 37s of recent years.

From Old Oak Common to the times at Weardale when not much work was able to be carried out, to Keighley & Worth Valley for the quick resurrection of the loco in 2007 and the debut in preservation; through to the East Lancs and then on to its eventual home at Bo'ness & Kinneil - the time spent in custodianship of the C37LG has certainly been tumultuous, and quite an adventure!

With the recent move of 37003 to the Mid Norfolk Railway, and now that the C37LG volunteer base is situated around 400 miles away, it seems only right that all concentration from C37LG should be directed towards 37003.

I'll still be around as a Loco Group member for quite some time, whilst 37175 is in safe hands at Bo'ness – and should I ever be down in East Anglia I'll certainly take time out to pay 37003 a visit and maybe some time volunteering on it as well!

May I take this opportunity to thank all C37LG volunteers for the help, assistance and friendliness towards 37175 since it was preserved. I would like to think that I (along with 37175) am far better for it than I would have been without it.

Best wishes
Matt Stoddon

The Committees View

When Matt first broached this with the committee, he wasn't sure how we would take it. But he needn't have worried. We had already discussed the issue among the committee and had already reached the conclusion that we as a Group were not doing as much as we would have liked to support 37175 and we felt a little embarrassed by the situation.

As you probably already know 37175 was placed in the custodianship of the group when it was co-located with 37003 at The Weardale Railway, and it made sense that the team looking after 37003 and the BREL locos would also look after 37175

We continued to look after her when she moved to the KWVR and our members played a major role in returning 37175 to operational status. Once 37175 had completed her duties at the diesel galas at KWVR & ELR she moved to Bo'ness and that is where it became a little MORE difficult for our existing members, almost all of whom are based south of the border, to support her. While we did gain new members as a result of 37175 being based at Bo'ness, it has become obvious that we as a group were not really doing a lot for Matt and 37175. With 37003 moving to almost the other end of the country, we feared the position could only get worse. On the other hand, we've been delighted to see how quickly our colleagues in the SRPS diesel group have taken her under their wing

Therefore it is with some sadness that we have to agree with Matt that it is no longer appropriate for the C37LG to be the custodians of 37175. This is not the end of the story for 37175 and the C37LG, as I'm sure we will be able to team up again on future projects. We very sincerely wish him, and 37175, every success, and we would urge all of our members in Scotland and the north of England to make the trip to Bo'ness not just to ride behind '175 but to join their friendly crew and help to keep her clagging with the best of them!

37003's move to the Mid-Norfolk Railway

Since 37003 took up residence at the NRM Locomotion Shildon, the Committee had been looking for a suitable and permanent home for the locomotive around the country, a few options were explored and then Mid-Norfolk Railway came up trumps by agreeing to add 37003 to their diesel fleet, filling in a gap where it becomes the first example of the class to be based at Dereham. Mike Millward provides a review of the move.



Top left: On Tuesday 24th February 2009, 37003 being loaded on trailer in readiness for journey south, under the watchful eye of Anthony Coulls, curator of the NRM Locomotion. Mick Parker

It was a long time coming, but at last 37003 moved from its temporary home to its permanent one on the 24th February 2009. Chairman Mick Parker was at the NRM Shildon to see 003 on its way, roaded on the back of a Heanor's truck for the long trek south. Of course, someone had to put a fly in the ointment and the local Council at

Dereham decided this week was the one to dig up the main junction outside the station; by the 23rd it was obvious the bulk of the work was done and a quick 'phone call along the lines of "If you want to keep your cones in one piece, shift 'em NOW otherwise we'll modify them with 105 tons of locomotive!" got the obstruction cleared and on the 25th, 37003 arrived and was very quickly unloaded, just after dinnertime, 08631 'Eagle' acting as brake to stop a quick trip up the line to Hoe. The Heanors truck was backloaded with a demic Mk2 coach, en route for Booths (I'm glad they got them the right way round!).

Bottom right: Shortly after leaving Shildon, the move is caught on the A68 in County Durham, en route to Dereham a journey that would take two days. Mick Parker



Top right: A different perspective during the preparations for unloading at Dereham. 37003, looking rather like Syd, looks on as men get to work... Below: Gently does it - about to grace the rails at Mid Norfolk Railway for first time, on Wed 25th February, 2009. Both photos: Al Pulford



The following Saturday was a Class 47 Day to the MNR, with 47580 and 47596 (in the guise of 47584) spending the day running up and down before 596 was pulled from traffic for leaky cylinder liners. 37003 was sat in the unloading bay and we had a good look through her to make sure nothing amiss had occurred. Over the next couple of weeks, Mike Millward assessed the loco as to what work needs doing and has collated the information; see the C37LG website or Members Forum for Working Party details.

The first proper working party saw the damaged front doors refitted and sealed, and a job that hadn't been properly done since initial restoration finished off with the welding on of the skirts. There is still a lot more to do to get her up to scratch, so if you feel like getting dirty, come along and help!

Mike Millward

Bottom right: 37003 is being shunted around in Dereham by station pilot shunter, unique NSE liveried Class 08 no. 08631 Eagle. It could herald the start of renaissance during 37003's preservation era. On Wed 25th February, 2009. Al Pulford



The Celtic Growler: review

Photo and review by Mick Sasse

Your ever-hard-working sales team produced for Spitfire Railtours' *Celtic Growler* on 7 March, taking WCRC's 37676 and 37706 from Preston to Edinburgh and Perth via the ECML, Fife Coast and what a senior rail planner friend referred to in front of NR management as Ladyboy Junction.

Now there are problems with doing a railtour in a "sales 'n fundraising" capacity... being next to the buffet is optimal for running a sales stand (think "passing trade"!), but it means you're not going to get much sense of two 12CSVs giving it their best up Miles Platting or into the Mound tunnels... and as for thinking about risking a quick bellow... no, the terrible thought never crossed my mind! It's also actually quite hard to keep track of where you are ("Are we in Scotland yet, Daddy?"). On the other hand, my little trips up and down the train harassing punters into buying raffle tickets and then tracking down the winners made up my exercise quotient for the fortnight.

At Edinburgh there was a fairly sizey exodus of "lightweights", be it for pub, scones, Harvey Nicks (please god no!), or apparently to take photographs of some water-boiling device named after a cyclone or something which was due to turn up.

The hard-core were joined, meanwhile, by a respectable contingent of locals up for the quick "ned-move" to Perth and back, out via the coast and back via the hinterlands of the Kingdom of Fife. This was the highlight from the raffle-organising point of view... time to tear out the stubs and fold the tickets... a simple task, but try doing it 5,500 times! However, with some hastily recruited SRPS child labour (thanks guys!), we got the job done in time for a quick leg-stretch on arrival at Perth – which was on time in a suspiciously spring-like afternoon.

A double run-round was then enjoyed, so that 37706 remained on the front for the return journey (not sure why, but I suspect the beverage-holders in '706 slide out with a smoother action than those in 37676).

We set back off again, distributing raffle prizes to the deserving. (Note to self: if first prize is £50 cash, you're about to cross the Forth Bridge on a breezy day and all the windows are open, envelopes are a fine investment). Amidst modest beering, we enjoyed steady progress back up the ECML, with particular attention being paid to the fine passing loops at Grantshouse and Morpeth – both well worth 20 minutes of anybody's time if you happen to be passing and wish to lose the will to live.



Above: 37676 and 37706 having an intimate moment in Perth...

After, in rather little time we were already disgorging the first punters at York, and working out which DVDs we'd run out of. Again the traditionally uninspiring charter timetabling meant that, despite waiting in Manchester's less salubrious suburbs for various ECS carts on their urgent way back to Newton Heath, we were right-time back into Victoria. Job done!

All in all a very successful day: we trousered over £1,000 in raffle and sales proceeds towards returning 37003 to service. The tour couldn't be faulted: good value, well organised, decent buffet, well stewarded, punctual, top traction – even decent weather (except in Manchester, obviously). Finally, our thanks to those who made it such a success: all those who bought raffle tickets and sales items, the Bo'ness crew for their help, all those who voiced their support – and of course Spitfire Railtours without whom none of this would have happened (thanks again, Jo!).

ANNOUNCEMENT

**This Years Annual General Meeting
on
Saturday 20th June 2009
Starting at 1100hrs
At The Kings Head Hotel,
42 Norwich Street,
Dereham
NR19 1AD**

The Chairman seeks nominations for all committee posts as listed on page 2 of this magazine. Nominations should be sent to

**C37LG (AGM),
60 Babylon Lane,
Anderton,
nr Chorley,
Lancashire
PR6 9NW**

Nominations must be in writing. An email to mick@c37lg.co.uk will suffice and must reach the Chairman by 23rd May 2009.

Please Note : Enclosed with this copy of Syphon is your proxy voting form, for you to vote with, should you not be able to attend the AGM. Also included is a copy of the proposed new constitution, explanatory notes for the change of the group to a charity and the reasoning behind returning 37003 to the mainline.

Subscription Rate Changes

Following a review of the cost of production of Syphon and other group expenses, it has become obvious that the current rate of £15 per year is insufficient. After the £11 a year needed for the production of Syphon and Membership expenses, this only leaves £4 a year to put towards 37003 herself, and we feel that members will agree that their subscriptions should be set at a level which actually supports the preservation of our loco. Therefore the subscription rate will be changing from the 1st June 2009. There will now be three options as follows:

Bronze :- £15 per year (£60 for five years) - members receive Syphon in electronic pdf format.
Silver :- £25 per year (£100 for five years) - members receive a paper copy of Syphon
Gold :- £50 per year (£200 for five years) - Silver level plus an Exclusive Gold membership level C37LG Sweatshirt and a donation to the upkeep of 37003.



Syphon! Pictorial

37175 rolled out in BR Blue livery at Bo'ness on Monday 9th February, 2009.

All pictures by Andy Stoddon.



Spares Recovery - CF Booths Visit Report

Article and all photos by Mick Parker

Looking to the long term future of 003, it would be obvious to anyone that we need to sort ourselves a fair old stash of spare parts for either fitting as they are or for refurbishment and replacement should the need arise. With this in mind and with Mike Millward's expertise, we set about putting a list of parts together. Fortunately for us, EWS (as it was at the time) decided it was time to sell of another batch of redundant 37's, and as you probably all know, CF Booth's of Rotherham bought the lot. Booth's being in the business of making money are quite happy to sell on either the whole locomotive or the parts of them prior to being broken up.

So the plan was to get ourselves to Booth's and strip out as much as we could afford at the time, the only problem being, we were busy sorting out the move of 003 to Dereham and therefore there was no point buying the parts to have them moved to Shildon then to Dereham. So we had to wait until the move had taken place before we could get to Booth's. In the mean time, the powers that be (insurance company dictators in this case) decided that we (or anyone else for that matter) could not go and start removing bits from loco's until we had a Risk Assessment and Method Statement. In stepped Stu Watson who came up with the goods, a few edits here and there (removing the company logo was a particularly good move on my part, I think ;-)) and we were cleared to go.

A few posts to the members forum, got us five willing and able volunteers to face a day of component recovery (loco stripping to you and me). So on the 3rd April we set sail for Rotherham (the less said about this wonderful Yorkshire town the better). For once I didn't have to get up at silly o'clock (although Mike Millward, Steve Potter and Beccles had the pleasure of the early start). Once we (Mike) managed to park the van out of the way, as directed by that very nice man ;-) and site induction out of the way, we set to work identifying the parts we aimed to get from the days haul.

The plan was to get two turbo's, one compressor, a traction motor blower and as many useful small parts we could get our hands on. As every man and his dog had been in before us, the remaining 37's (37058, 37196, 37221 & 37717), were heavily stripped. We managed to find a suitable blower that had been removed and set aside in the 'to be sold on' area, along with a compressor in the cutting area, having just been removed from 37238 (well I think it was 238). The turbo's we selected were still attached to an engine on the deck. So job done. Well not quite, we decided to have a good look around the 37's still awaiting cutting up and managed to find some useful parts in the cubical of 196.

Martin Ranson and myself set about removing the reverser and the traction motor contactors along with a few odds and sods (fire bell, traction motor cable brackets, etc) from 37196.



37196 in the line of locomotives awaiting their fate

56011 + 56082 heading up the lines of locomotives



While Mike, Steve & Beccles took it upon themselves to remove various parts from the engines lying on the deck.

Once we'd got everything we planned to, it was time to get a few personal mementoes, some went for handles, others for buffers, me, I just went for a few labels from 37717, the last EWS 37 I scored for haulage before they got rid of all the interesting freight only stuff.

We then loaded up the van and it soon became clear that we'd bitten off more than we could chew. We loaded the 'small' (there's nothing small on a 37) parts into the van along with the compressor and realised that that was that, and with the nose of the van ever so slightly higher than the back end, we decided to leave the compressor for another day. With the turbo's still being attached to the engine, it would mean either a return visit to collect them when they've been removed from the block or for Booth's to put them on a pallet or two along with the TM blower and ship them down to Dereham for us. But that was a decision for another day.

All that was left for us to do was to have a quick wash and go and pay for the parts. Easier said than done. Friday is not a good time to go in the office and try and hand over your money, especially when you have a gang of scrap metal workers in the queue before you waiting to get paid (not unless your feeling very brave, and none of us were), so an hour later we finally managed to part with our money and head of home.

In some respects that was the easy bit, now that we have all these parts, we need to sort out some secure storage. We have made some enquiries and have the option to buy a GUV, which will be based at Dereham. And this is where you can come in, we need some funds to buy the GUV, and although two people have said they would put some money 'in the pot' for it, we need some more. If you can help out with a donation or if you would like to buy the GUV or part of it and loan it to the group, please contact me.

Now that we have had a successful trip to Booth's, getting around there will be a lot easier next time. But we need to be able to get in the as soon as the next batch of 37s arrive if we are going to stand any chance of getting the parts we need to secure 003s long term future, and yes you guessed it, we need your money to enable us to buy as much as we can. While the fund raising we have been doing has helped to buy the parts so far, is not going to be enough on its own. So if you can help, and any amount would be greatly appreciated, please send your donations to the C37LG at the usual address.

A big thank you to Steve, Martin, Beccles and Mike for the help on the day. Stu for his help with the risk documents and to all those of you who have bought sales items from us or donated money to the group ☺



A view of 37196 from 37058s cab, don't think she'll be doing 80mph again ☹

37058, shame we couldn't get those horn grills off



August '85 Bashing Memories - continued

Story and all photos by Steve Hollis

AUGUST 85 – PART 3

Having had possibly one of the most exciting days to date on the Thursday, a new sense of hope & anticipation was around as Friday 9th August dawned, particularly as the following Saturday would mean a trip to Shrewsbury to sample the new order on the Cambrian summer Saturday Aberystwyth turns.

Waiting for the 1V32 at Derby, we were soon aware that whilst this train only had an NB Goyle on it, however word soon got round that 37113 was in fact working the 1E92 11.00 Plymouth – York relief.

Right: 37113 at Derby, 1100 Plymouth-York relief Friday 9th August 1985.

Therefore 31248 was duly taken to Birmingham New Street for quite a wait before 37113 finally appeared into the gloom of New Street.

No time for any photos, not that New Street was ever suitable for prize winning photography anyhow.



On board, departure was predictably noisy with another exciting non stop run back to Derby, as yet another eastern region split box machine was ticked off.

The sun was shining & tractors appeared to coming from everywhere – happy days indeed.

As the day ended thoughts now turned to the next day & the Cambrian.

Summer Saturdays to the average basher in the early to mid 1980's signified what Valhalla is to your average Viking – the closest thing to heaven.

The only down side of these iconic days was that you could not possibly do everything that worked, although obviously a personnel helicopter or jet would have been nice to assist for some fast moves between stations to maximise every opportunity.

Unfortunately my paper round income did not cover hire of such exclusive modes of transport, therefore the earliest possible bus to Derby was taken for a predicable duff to Birmingham to intercept the 1J24 09.35 Euston – Aberystwyth diagram.

The relatively short journey to Shrewsbury involved the 86 being replaced for a duff at Wolverhampton, before 37189 was spotted on the triangle of lines adjacent the imposing signal box upon entering Shrewsbury.

As 37189 moved into position & coupled up to the stock, we had a quick mad dash to the ticket office to purchase our tickets for the Cambrian, as our "Midi" tickets only allowed travel upto Shrewsbury.

Given our limited funds, the train was only taken to Welshpool passing 37179 en route at Westbury loop with the 1A50 11.10 Aberystwyth – Euston diagram.

Whilst 37179 was required, this loco was thankfully scored the following month on the last day diagrams of the Cambrian on 28th September 1985.

A exceedingly long fester at Welshpool was then endured, before 37235+37257 finally arrived on the 2J22 13.40 Aberystwyth – Euston, which was duly taken back to Shrewsbury, where the earlier duff & 'Can' took us back to Birmingham.



Above: 37235+37257 enters Welshpool, working 13.40 Aberystwyth-Shrewsbury on Saturday 10th August 1985.

The next day being a Sunday was usually considered to be a bit of a dead duck, particularly if the Birmingham to Nuneaton drags were not happening.

Having scored six tractors in the last three days, our next opportunity was believed to be the relief trains the following week.

Stood at Derby station, the rain was pouring down & we were all undecided on what moves to try.

The Skegness turn only had a peak on it but in the absence of nothing else & to merely kill time, we did this to Nottingham which only produced a unit back.

The previous evening we had noticed 37101 on the curve at the southern end of the station, but given the tiredness of our Cambrian exploits we had really thought much of this, as class 37's were frequently stabled here between freight workings.

The loco was still there when we left for Nottingham, however, upon returning it was gone.

Back on the platform we looked at the monitor to see a 10.55 relief train to Plymouth?

It soon became apparent that this train was starting a Derby & rather surprisingly 37101 rolled into platform 4 with the ECS formed of mark 1 stock. This was definitely an added bonus & certainly not expected.

Plenty of time for a few shots before boarding & setting off south towards Birmingham.

Previously the weekday relief trains were packed with bashers, but on this Sunday morning the train was virtually empty.

The route took us away from the normal route south of Burton on Trent through Wynchor Junction & Lichfield due to Sunday engineering works.

Passing underneath the concrete scalectrix of spaghetti junction we entered New Street via the Walsall line.

We could & should of took the train to Cheltenham Spa really but for some strange reason we bailed off to try our luck on a failed southbound tram in adjacent platform which only produced an ETH duff to drag it to Cheltenham.

I suppose we were hoping for the Lickey bankers to arrive, but Saltley depot obviously had more mundane ideas.

At the end of our first "Midi" we had scored a very respectable total of 7nr tractors which meant we all knew what we were doing the following week – coming back for more!

Enjoyed reading the nostalgia? Do you have a similar story? Then please send yours to the Editor, to get it printed in 'Syphon!'



Caption Contest (just for the fun of it!)

Snowtractor in Rugby's garden...?

Send your witty comments by email to Mark and they will be printed!

Photo: Michael Ratledge (otherwise known as Rugby)

Entry to previous Caption Contest

Bo'ness lads roll hay bale from the railway line, and just what may the Group member Neil McDonald be thinking?

*"This is bloody hard work without a **tractor**"*

"Can 025 or 175 be fitted with forks instead of snowploughs"

*"Where's a bloody **tractor** when you need one" ?*



Donating to the Group

Ian Simpson

Having got up at 5:00am to go to Shildon in mid-December 2008, and being literally round the corner when DRS pulled out of the rail transfer I realised that we had to take the move of 003 away from Shildon in our own hands. As has been said before Shildon saved the loco from a very uncertain future, but it is no place to restore a diesel locomotive to running condition.

After many phone calls and emails to various TOCs we were delighted when we offered the chance to move 003 by road a very competitive price (be it still a lot of money). Given that we had plans for purchasing spares and also that we needed to have some funds available; I decided that I would donate the money to the group so that we could at last get her restoration to running condition and then mainline standard started in earnest.

On visiting Dereham for the 2009 Spring Gala, and getting numerous comments about how glad the railway and other groups were that she was there, I knew the money was well spent. A lot of time and effort is needed to get her to mainline running, but myself and the rest of the committee know that Dereham and the MNR is the best place for her, and I hope that all Group members will be rewarded with a run behind her in 2009!

BYOT draw winners (Jan - Mar 2009):

January:	February:	March:
1st - 37203 (Tony Nuttall)	1st - 37401 (Mark Grimes)	1st - 37073 (Barry Wetherell)
2nd - 37096 (Andrew Long)	2nd - 37508 (Andrew Long)	2nd - 37219 (Ian Simpson)

If you'd like to join the rush, we've got loads of locos (including some real beasts!) still available at only a pound a throw - a quick e-mail to byot@c37lg.co.uk with your desired numbers will bring you the full gen.

Volunteering with the C37LG

Would you like to get involved on the other side of the fence? There are plenty of jobs for you!

37003 is now settled down at Dereham, and regular work parties are taking place. Please contact Mike Millward (details on page 2).and he will provide gen. (You need to be a member of MNR in first instance).

Maintaining the loco is an ongoing job and so there is always something to do. Don't worry if you are not technically minded, there's always plenty to do, we'll find one for you!

If you don't fancy getting your hands dirty or can't get to Dereham then why not help out with the sales stand. We would like to attend as may diesel galas up and down the country, but we still have lives away from the C37LG so just can't do everything. This is were you can come in, if you can spare a day or even a few hours and don't mind dealing with the general public (there are a few strange characters are, which adds to the fun) then contact Ian Simpson and let him know when your available and which part of the country and events you can help with.

For the more adventurous amongst you, why not join us on one of Spitfire Railtours tours, we always need as many people as possible to help with the sale stand and the raffle.

Publicity Exchange: The Mid-Norfolk Railway



The Mid Norfolk Railway is a constantly expanding heritage line which at present operates from Wymondham to Dereham, a distance of 11.5 miles. At Wymondham it is connected to the main Ely to Norwich line, a connection which allows not only railtours but 'real' trains as well to come on to the line - see below.

The line dates from 1847 and originally extended as far as Fakenham, and later to Wells-next-the-Sea. From 1964 it was closed in sections, starting with Fakenham to Wells which closed completely. The last passenger trains ran between Dereham and Norwich in 1969, and the final section of the line closed to goods traffic in 1989. The track from Wymondham to Dereham remained in place, however, which greatly helped the line's revival.

In 1996 the MNR Preservation Trust was founded, a successor to other groups which had been working to acquire and operate the line from the late 1970s. The passenger service began over a short stretch the next year, and was extended in stages from Dereham to a temporary terminus at Wymondham Abbey, still short of the main line. North of Dereham the MNR owns a further six miles of line, to the picturesque restored station at County School. Currently the next re-opening goal is Hoe, a rural spot a mile short of North Elmham, where a new halt will be built. After that, the objective is North Elmham and County School, but between these two stations there is a lifted section which will need to be re-laid.

The present operating line is single throughout but a passing loop is being built at Thuxton which will allow two-train operation, a great step forward for a railway which is becoming a must-see attraction for ordinary visitors and enthusiasts alike. The latter include a great body of diesel fans who come to see a fast-growing fleet which includes representatives of Classes 08, 20, 31 (three), 47, 50, 56 and 73 - and now, of course, Class 37 in the form of 37003, which is set to be an extremely popular addition to stock.

For steam enthusiasts, there are regular visits by locos from other lines (the N7 tank will be visiting shortly) and a resident steam loco, an Austerity saddle tank, has just been bought by a members' group.

In addition to the regular stable of diesels, Diesel Galas bring in interesting visitors from elsewhere. The weekend of 37003's arrival saw a Class 47 gala with the visit of 47580 to join the resident 47596. The former arrived by rail - the mainline connection proving invaluable again. Then at the end of March 2009 no less than four locos from DB Schenker spent a weekend on the line at a gala which was widely hailed as a resounding success.

And now about the 'real' trains mentioned above. The MNR facilitates commercial freight trains and other traffic. The recently built inspection pit at Dereham has brought work from DRS, whose railhead treatment trains make frequent visits for maintenance during the leaf-fall season, and from Network Rail whose stoneblowers and Multi-Purpose vehicles have also visited. What could be a regular source of traffic are the MOD trains carrying military equipment to a local barracks. These trains operated in the early 2000s and have recently resumed on a trail basis.

The MNR is very pleased that the Class 37 Group has chosen Dereham as a base for no 37003 and we look forward to a fruitful association with the loco and the Group.

C37LG items for sale

The Group still have a stock DVD's for sale (all the proceeds go to the restoration fund). If you would like to purchase any of these DVDs, please drop a line to Mick Parker with your request and send a cheque payable to 'The Class 37 Locomotive Group' (address on page 2) and there is **no charge for P&P with any orders (applies to members only)**. Thanks for your support.

DVDs:

'The Ultimate Collection' Class 37 Triple DVD set (4h35m!) **£29.99**

'CI 37 Tribute' v1/v2 set **£22.50 (pair)**

'Sector 37' **£19.95**

'Carry on Clagging v3' **£19.95**

'Class 37 Tribute' v2 **£19.00**

'37 Fade Away' **£19.00**

'Carry on Clagging v1' **£19.00**

'Carry on Clagging v2' **£19.00**

'Syphon Celebration' **£12.50**

'The Cardiff-Pwllheli 37' **£11.50**

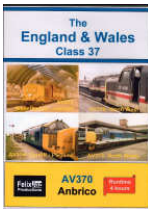
'The North Wales 37' **£11.50**

'The North West 37' **£11.50**

Mousemats: (24 x 20cm) **£4.00**



Exclusive high quality china bone mugs with 37003 and the logo £6.00 each (plus £2 p&p)



The England & Wales Class 37
including four DVDs
The Wensleydale - Carlisle
The North West
The Cardiff – Pwllheli
The North Wales

All for just **£32.50**

And for those of you who bat for the other side, why not treat yourself to these Class 47 DVD featuring the Newcastle - Liverpool services during the 1980's up to the last day in 1991
£11.50



**MORE STOCK ALSO AVAILABLE,
CAN BE VIEWED IN SALES PAGE OF OUR WEBSITE**

All Profit from the sale of these items goes to the restoration and up keep of 37003

Coming up in next issue...

Latest on the Group news ; 1960s scene in North Yorkshire with rare colour photographs of EE Type 3's at work and the final part of member Steve Hollis's August 1985 Bashing Memories.

Syphon!



Type 3 D6780, with a brake force tender, works an eastbound freight past Leyburn, on 1st May, 1965.
Picture by late Arthur Hartley (Barry Wetherell collection).