

Syphon!

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class **37**
loco group

37003's Training Day
One wedding and a 37/5
Four ages of 37003: Model Behaviour special
37411 found in pub car park

Syphon! Magazine

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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: The ever-popular 37109 was a star of the spring diesel gala on the Nene Valley Railway. Here *Al Pulford's* powerful shot captures the loco opening up on departure from Peterborough with the 18:05 to Wansford on 19 May 2013. Note the wide and tall loading gauge of the railway's characteristic Danish stock.

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CONTRIBUTORS TO THIS ISSUE (articles and photographs):

Syphon! only becomes *Syphon!* thanks to the contributions of our members and supporters; this issue our sincerest thanks are due to: **Steve & Mandy Anstey, Steve Hollis, Derek Lott, Mike Millward, Alasdair Mulhern, Mick Parker, Steve Pizzey, Martin Ranson, Al Pulford, Andi Walshaw and Mike Wedgewood**

SYPHON! NEEDS HELP!!!

While members help in a big way to make Syphon! by regularly contributing photos (and hopefully articles too!) the editing process is a great deal for one person to do alone. So if you think you might be able to help transform everyone's contributions into a magazine, I'd be delighted to hear from you. Thanks! Mick

Editorial & News

Dear members and supporters,

Yes, it's me back again! First of all my sincere thanks to Mike Millward for giving me a break from editing *Syphon!* while I was engaged in a job change / relocation. However, clearly it's not right that he should not only be in charge of keeping our loco in working order but also pulling this magazine together! As I said previously, though, *Syphon!* really is too much for one person to do alone, so I'm only occupying the editor's chair on a provisional basis: to be honest, and without assistance coming through, we'll either need drastically to reduce the scope of the magazine, or I'm afraid I really will throw in the towel - for real this time!

So what's been happening since we last spoke? Well, out on the mainline, it's not been the cheeriest of pictures: while DRS have returned to traffic a couple of well-loved favourites of the class 37/4 ilk, like 37402 and 37405, on the other hand the scope of the refurbishment programme was cut back as against initial expectations - meaning that there's been a major cull of other examples, such as 37416 and 37411. Some small comfort can perhaps be gleaned from the fact that those that did not survive have been heavily stripped to allow the survivors to stay with us, hopefully for some years to come - so a part of them can be said to live on. A rather larger part in fact lives on in the rather odd case of 37411 - see page 24!

Against this background, the rumblings suggesting that with new freight flows having arisen, DRS may until the arrival of the new class 68 "Euroquiteheavies" if anything be somewhat short of traction, might give rise at best to a wry smile...! It might just be worth watching what happens to survivors such as the very last members of the class 37/7 heavyweight sub-class, the "Dollands Four"? We shall see...

Equally sad news is the rumour that, after all the talk stretching back about a year and a half, the "Glowexes", the additional, DRS 37-hauled trains on the Cumbrian Coast to upgrade the service and entice Sellafield commuters onto the rails, have now apparently been shelved. Seemingly this is due to cutbacks generally at Sellafield (their transport budget in particular). Needless to say, this follows substantial expenditure by DRS not just on the 37/4s themselves, but also on upgrading a significant number of Mark 2 coaches including converting push-pull vehicles to run with the class: two sets of stock plus spares are now awaiting use. That said, it seems unlikely that work will go entirely to waste - the 'word on the street' is that they are likely to go south-west, in order once again to alleviate crowding in the Bristol area, which has evidently discovered it can't do without loco-haulage! Good news for long-suffering FGW commuters in the area, no doubt, but greeted with mixed feelings by those of us (like myself in my day-job!) have to grapple with the perennial shortage of rolling stock around the North's overcrowded regional networks.

Now to some happier topics! As I write this, our sales team has recently completed a run of five appearances at diesel galas around the country, netting the thick end of £3,000. A good thing too, as we continue to spend money at our friendly scrap merchants, acquiring a very wide range of spares before the supplies dry up for good (which will be sooner than you think!). Now just how do we get that set of equalising beams into the back of a car...!

Speaking of galas, it was especially good to renew our acquaintance after so long with the Wensleydale Railway, which made Philip and myself extremely welcome during a brilliant diesel gala which, I'm pleased to hear, was also a major commercial success for the line.

Finally, as you'll see on page 22, Andi Walshaw has once again been working his magic - this time on 37003 herself. Meanwhile, we've now sold about 90% of our exclusive Bachmann models - so if you want one, better shout soon!

Sincere thanks to you all for your support,

Mick micksasse@googlemail.com

Loco Update - Spring 2013

Text and pictures by Mike Millward

Not much to report this month. 37003 has done what has been asked of it, apart from that the main batteries are now starting to show their age and are getting a bit 'delicate'. A recent Driver Experience needed a good charge before starting, but the MNR staff know the batteries are getting weak and so should build that into any useage preparations. We are looking into getting some replacements and all options are on the table, including replacement with modern gel batteries, which stand up to being left unused for long periods far better than lead acid wet cells as these need 'cycling' to prevent the cell plates from delaminating. Either way, it's expensive.

The steam season starts soon, so we will be pulling 37003 for a month or so and doing some well-needed engine adjustments and preventative maintenance. The terrible winter has put everyone behind with their workload, but the recent arrival of 50026 and return of 20069 from repairs gives the MNR some options we can use to get 003 sorted out. The radiator fan modification (see Syphon! 152) has been fine and works very well; the part we borrowed will either have to go back to the owners of 37032 or we'll let them have the refurbished clutch once rewound; either way, we would be spending the money on refurbishment anyway.



This rather nondescript box (*left*) is the new control box for the Rad Fan Clutch, now tucked neatly and dryly in the Driver's Cubby in Cab 1. The 6-Amp breaker is visible, as is the Test Switch; everything else is sealed away neatly inside. It is fed from the junction box on the floor of the rad fan compartment through the original routing to the old box, and has space inside for the proposed further mod to extend the life of the rad fan clutch by preventing the fan being

energised until the engine is running on at least 1/4 power.

Project Savoy: Work continues steadily on our support vehicle, with one end vestibule now sealed, the other in progress, a generator compartment well on the way to completion, the brake end windows covered in a sunblock/security film and a new compartment built within the Guard's room to allow access to the handbrake and no further; it is, though, accessible from within the vehicle.

On the *right* is a demon mod carried out by Mike to improve access: a loft ladder has been fitted to the inside face of one of the vestibule doors with a support strap to hold the door at 90 degrees to the vehicle. The whole thing extends down to ground level giving a much better access, yet tucks away when not needed. Another is planned for the other door, as are lockable droplights. Once Savoy has been emptied of some detritus, the workshop/storage area can be built up and a garage full of bits finally delivered!

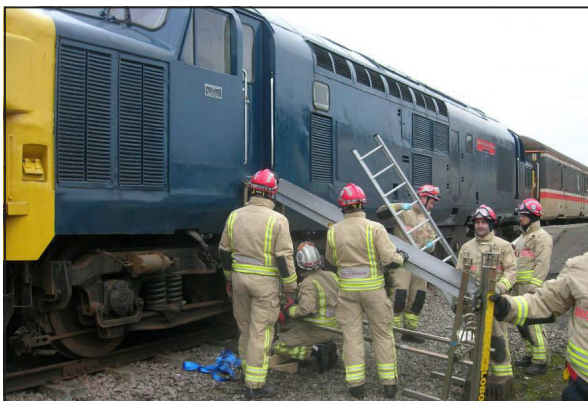


37003's Training Day

Text by Mike Millward, pictures by Chris Pearson (MNR)

You may have seen in the last *Syphon!* that 37003 was involved in the set-up of Operation Mardle, a multi-skilled emergency training exercise that took place at Wymondham Abbey level crossing. 37003 took the crane and the 'wreckage' to the site and assisted with set-up, but due to low fuel spent the actual event at Dereham whilst 50019 was dug out and used as part of the exercise.

Prior to that, though, the local Urban Search and Rescue team (USAR) undertook a preliminary exercise on 26 February 2013, and 37003 had a starring role. The scenario was that a locomotive had been involved in a 'heavy shunt' and the driver was suffering from spinal injuries; 37003 was chosen as it has a very restrictive cab door, to increase the difficulty. Usually, the USAR would use heavy cutting equipment and hack their way in; that wasn't about to happen so they had to get creative! One of the fire crew played the victim, and the day consisted of arrival, briefing from Railway staff, extraction of the victim, and hand-back to the railway; just like on the real thing. All went well, 37003 survived its scrape with the Emergency Services, and it gave them a good heads-up on how to get injured persons to ground level from rail vehicles.



Left: The USAR team prepare the 'backboard' ready to remove the 'victim' from the cab. This is a good way of showing just how high the cab floor on a Class 37 is from trackside.

Right: The 'casualty' is winched down from the cab securely strapped to a backboard and immobilised. Lessons learned this day helped with the "Operation Mardle" exercise a few weeks later.



Thanks to Chris Pearson for the details and photos.

37003 Traffic Update - 1 November 2012 to 31 May 2013

As the last issue didn't have a traffic update in the same format (it largely covered the 'off-season'), I thought I'd include all 37003's passenger work since the last Update in *Syphon!* 151...

9 February 2013:

09:30 Dereham - Thuxton

11:30 Dereham - Wymondham Abbey

12:45 Wymondham Abbey - Dereham

16:00 Dereham - Wymondham Abbey with 31235

17:00 Wymondham Abbey - Dereham with 31235 and 47596

5 April 2013:

17:20 Dereham - Wymondham Abbey with 37194

6 April 2013:

08:30 Dereham - Wymondham Abbey with 66709 as pilot to Thuxton

10:30 Dereham - Wymondham Loop

11:54 Thuxton - Dereham with 50019

16:40 Dereham - Wymondham Loop with 37194

17:45 Wymondham Loop - Dereham with 37194

19:00 Dereham - Wymondham Abbey with 37194

7 April 2013:

14:10 Dereham - Wymondham Loop with 37194

15:15 Wymondham Loop - Dereham with 37194

4 May 2013:

10:30 Dereham - Wymondham Abbey

11:30 Wymondham Abbey - Dereham

14:45 Dereham - Wymondham Abbey

16:00 Wymondham Abbey - Dereham

5 May 2013:

13:40 Dereham - Wymondham Abbey

14:45 Wymondham Abbey - Dereham

6 May 2013:

10:00 Dereham - Wymondham Abbey

10:30 Wymondham Abbey - Dereham

14:45 Dereham - Wymondham Abbey

16:00 Wymondham Abbey - Dereham

8 June 2013:

11:30 Dereham - Wymondham Abbey

13:00 Wymondham Abbey - Dereham

14:30 Dereham - Wymondham Abbey

15:40 Wymondham Abbey - Dereham

9 June 2013:

1130 Dereham - Wymondham Abbey

1300 Wymondham Abbey - Dereham

1430 Dereham - Wymondham Abbey

1540 Wymondham Abbey - Dereham

Total miles in passenger service: 328.4



The ground-frame provides *Al Pulford* with a frame for 37003 as she runs round at Wymondham Abbey on 8 June 2013.

Sales and Fundraising Update

While we still struggle to cover as many dates as we'd like to with our sales stand, we've been able to attend several events this spring - with some spectacular results!

Despite generally only having the resources (i.e. bodies!) to cover one day of the typical two- or three-day diesel gala events, we've managed to buck the economic gloom to reach some record highs in terms of sales takings. As you'll have read in the *Loco Update*, we've been continuing to spend money at a respectable rate in bolstering our spares stores for 37003, so all of you whom we've successfully been parting from some or all of your leisure budgets have been making a real contribution!



Determined to outdo Philip's ability to disguise himself as a telephone box (see *Syphon!* 151), Messrs Ranson and Sasse manage to hide from Steve Pizzey's lens at Wansford by pretending to be 37109 and a rubbish bin, respectively.

First of all on 6 April we kicked off the season on our home railway, where Philip enjoyed brilliant support from John Gothard. Despite a line-up of traction which was less than the MNR had hoped to offer, the railway falling victim to a spectacularly unlucky combination of circumstances, we still managed to take a storming £671: a new record... but not for long...

Three weeks later Philip and Martin attended the Keighley & Worth Valley, where supporters not for the first time comprehensively destroyed any stereotypes about Yorkshire folk - this time to bring us £610.

But these brilliant results were almost immediately cast into the shade when Philip, ably assisted by Neil Ruffles, took no less than £727 on 12 May at the Swanage Railway!

Just six days later, Martin and Mick S, together with Steve Pizzey, covered the Saturday of Nene Valley gala, taking a solid £418. And finally, at the smaller but well-supported event on our *alma mater*, the Wensleydale Railway, Philip and Mick S were able to add another £346.

Given that even this time last year we regarded anything over £300 as a very good day's takings, this level of success, in the teeth of the recession, must reflect both the level of our support, and also the work our team have put in to make sure our stock is attractive. We seem to be doing well selling books, DVDs and clothing - but the funny thing is, no two galas are the same: what sells well at one stays on the shelf at another, and what people seem to ignore one week they can't get enough of the next one - most odd!

Looking forward, we hope to be able to cover the Gloucester-Warwickshire Railway on 27-28 July (ideally both days!), plus also the *Charity Railtours* excursion train on 10 August (see *Diary* on page 26) and our own railway's gala on 20-22 September. But we need your help to be able to cover all of these - including doing both days of weekend galas. Please contact any of the committee if you think you might be able to spare a few hours - we'd be chuffed!

Once again, our thanks both to those who give up their time to help out on our sales stands, and to all those whose generous spending has made the sales stands such a success.

Mmm (Martin's Membership Musings)

Hello all, and having looked at the calendar, this appears to be the 10th edition of *Mmm* - how time flies! So to celebrate we are having a little party in the membership cupboard at the AGM, and you're all invited! ☺

Short and very sweet this month, as I am getting the family ready for a weekend away in Sheringham. (For the lovely beach of course! And not D6732 & friends.) I would like to welcome the following new members to the fold:

Andi Walshaw (37357); John Steele (37358); Peter Tripp (37359)

Thanks to all three of you: your support and interest in the group is most appreciated. Of note, our next new member will get our recent alias as their number, unless anyone sneaks in quickly for a renumbering.* As always, a big thanks to our faithful disciples for their renewals - and donations where applicable:

Dave Gilbert (37333); Christopher Hazelhurst (37324); Bob Howe (37308); Terry Hussey (37326); Tony Nuttal (37203); Brian Rees (37279); David Roe (37277)

I'd finally like to welcome back Steve and Mandy Anstey, who have now re-joined, and renumbered to the recently resurrected 37521. You will find Steve's reasoning for this somewhere in these pages!

Don't forget, for any membership queries you can reach me at: members@c37lg.co.uk.

Cheers all!

Martin

** You'll remember the deal: if you'd like your membership number to be your own favourite loco, a donation of £5 secures it - it's strictly first come, first served... just drop Martin a line!*



37003's first day in service this year was 9 February, where *Al Pulford's* atmospheric portrait sees her on arrival at Dereham with the 17:00 from Wymondham Abbey, with 47596 providing some badly-needed warmth and 31235 out of view on the tail end.

BEAST!

My Class 37: 37521 English China Clays

Steve Anstey (membership no. 37521!) tells how one chance meeting with an old friend led to another... (text and pictures from Steve himself except where shown)

Ex-Cornish 'Beast' 37521 coming to Swanage was a dream come true for me, as I remember fondly seeing the loco in deepest Kernow (Cornwall) in the mid-to-late '90s hauling china clay, and also seeing the loco at St Blazey (BZ) depot while I was out bashing!



37521 awaits her next duty
at Swanage on 19 May 2013.

One evening (well a wedding reception actually!) I met up with an old friend, who is a driver at Swanage Railway and has been for many years. We both just 'hit it off' from the start all those years ago, and we have been good friends ever since.

'I've a surprise for you - come with me' he said to me during the evening...

I was taken outside in the grounds of where the reception was held to meet Oscar, another driver at Swanage. Now Oscar is also a fellow railwayman and also a keen locomotive 'basher', and it turned out that he and I had been cleaning locomotives for a few years together at Swanage, but we had just never met!

Anyway, Oscar was driving 37521 the next afternoon, and my friend had organised for me to have a 'bash' on the footplate with Oscar!!

I was absolutely gobsmacked as I had been to all three days of the gala to try to get as much '521 action as possible, knowing that the chance of '521 running at Swanage again was slim - so now a chance to experience the loco 'on-board' for an afternoon was going to be superb!

The afternoon arrived and I was really looking forward to this, as I had never been in the cab of an EE Type 3 before - only Brush type 4's! I said to my wife, 'I feel like a kid with a new toy'!

A brief history of the five years 37521 spent allocated in Cornwall.

Class 37/5 no. 37521 (until completion of refurbishment in 1988 known as 37117) became a Plymouth Laira allocated 37 in December 1993, going back to Cardiff Canton allocation but out-based at St Blazey in March 1994.

The loco was named English China Clays at St Blazey TMD on 25 June 1997.

In November 1998, 37521 became a Toton EWS 'system-wide' allocated locomotive.



My wife and I had gone out earlier in the afternoon to have a couple of spins behind the loco before I had the cab experience later in the afternoon. (Rude not to!)

I met Oscar mid-afternoon, and he had just taken duty aboard 37521. I was to meet him at Norden and come aboard there once he had settled into the chair. So after a 'spirited' run up the 1-in-76 from Swanage to Harmans Cross and then a downhill roll into Corfe Castle and Norden, I then joined Oscar in 'No.1 end' cab for the departure back to Swanage.

I was so very happy to say the least at this point as I was now up front on the loco I had seen as a youngster - and also been riding behind a few days earlier!

First impressions of the 'No.1 cab' were how light it was in there, and how 'cosy' it was too! Oh, and the smell too - a warm, oily smell!

I loved the atmosphere of being in the cab, and by now I was sitting in the second-man's chair and looking ahead with '521's nose pointing the way.

The 'right away' came from the guard, so with brakes released and with the controller notched open, the 12CSVT growled into life and we moved off towards Corfe Castle. Corfe Castle station is only a few minutes' level run from Norden, so there was not much action to note at this stage, but it was so nice to be 'up front' watching and listening to the loco do her thing.

We arrived at Corfe Castle station and came to a stand. Passengers alighted, then we were off again - and this time there was a little climb for 37521 to tackle. This is basically from Corfe Castle station to Afflington road bridge, across what is known as Corfe Common, so by now 37521 was opened up fully and we were now scaling the curves and the final straight with 37521 pulling like a good'un!

All too soon the summit had been reached and the power handle was put back.

We then rolled towards the Harmans Cross distant and then the home signal, which was 'on' waiting for the up service to arrive in the platform.



A reasonably pleased-looking Steve Anstey in the secondman's seat of 37521, as the loco awaits departure from Swanage with the 16:00 to Norden on 19 May 2013.

Mandy Anstey

With the up service at a stand we were given the road, and off we 'growled' into Platform 2 at Harmans Cross. We then rolled practically 3 miles down the bank to the terminus at Swanage.

After running round, the offer of doing the final trip was made, so I obviously did not refuse! In fact I remained on the loco for just over two round trips, equating in the end to some 27 'cab-miles'!

The next and last trip was the 17:20 Swanage to Norden, and I did the token exchanges and played more of a part on the loco this time.

We set off from Swanage on time, but we had to call at Herston Halt on this trip as there was someone wanting to alight there - so 37521 had a standing start for the climb to Harmans Cross - this was absolutely rude!! Bearing in mind also that the rails were damp and we had load 5 on too... here I will try to describe how 37521 'noisily' tackled the climb from a standing start at Herston Halt! With 'right away' given, Oscar released '521's train brakes and applied a little power, to which the 12CSVT started growling, and we started to roll - but then the wheel-slip light flickered furiously, so Oscar applied the sanders for a short while. Eventually '521 found her feet, and we stormed and growled up the climb towards New Barn and then finally Harmans Cross!

What an amazing experience to be aboard the loco, both watching Oscar drive '521 under these circumstances with wet rails and a reasonable load behind us, and to also hear and feel the responses from the locomotive.

We arrived at Harmans Cross, allowing '521 a brief respite, and then all too soon we left Harmans Cross. Once the last coach had left the loop, Oscar applied full power again for the little climb towards Afflington Road bridge, and then with power 'off' we rolled into Corfe

Castle station.

While in the station a lovely chap enquired about the locomotive, and I was able to give him some gen about 37521. He was pleased as he had, like me, seen the loco in Cornwall all those years ago.

It was now time to depart for Norden, so with the power handle in the open position the 12CSVT growled away and we moved towards Norden.

There we ran round the stock, and as we had a short while before we departed back to Swanage, I took the opportunity to take a few photographs of the loco, as this was to be my final trip with 37521.

We duly departed Norden bound for Corfe Castle and then Harmans Cross, where I was to leave the loco.

Another lovely run was had through Corfe Common, and then all too soon Harmans Cross Platform 2 was in sight. I bid farewell to Oscar and young second-man Luke, and I immediately thanked them for their hospitality aboard 37521, and for making it such a wonderful afternoon.



The unmistakable silhouette of Corfe Castle, captured by Steve from the best seat in the house as '521 pauses with the 17:20 Swanage to Norden, Steve's last trip.

In conclusion: The loco may have looked a state [*I've seen plenty worse!-Ed.*] but a lot of crews at Swanage were saying how well mechanically she was inside - and that was very evident on the trips I had aboard the locomotive. The 12CSVT growled away very happily and it was noted that the loco often 'purred' contentedly while running, especially across Corfe Common.

Syphon!



With specials once again permitted to Pwllheli, the ERTMS signalling means that Network Rail's class 97/3 locos retain a monopoly - good news for us! The location needs no introduction, but note how Barmouth viaduct is nowadays deemed strong enough to bear double-headed 37s, rather than requiring top-and-tail working. The train making the timbers creak is Pathfinder Tours' less than imaginatively named *Cambrian Coast Express* (05:39 Bristol TM - Pwllheli); the date is 31 May 2013; the locos are 97304 and 97303 - and the photographer *Mike Wedgewood*.

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...



We start on 10 March, and with winter still gripping the country Weybourne does a passable impression of Newtonmore. The chill seems to have prevented the North Norfolk Railway's kettles from boiling, leading to 37518 being pressed into service. *Al Pulford*, who captured this very active loco preparing to venture into the gathering blizzard, adds "Words cannot describe how cold that train was - at least not words that are printable!"



Meanwhile, one light in the dark days of the spring cull of DRS 37/4s has been the re-emergence of the much-loved 37405. The loco is seen in the company of two other DRS survivors, posing freshly ex-works for the camera of *Mike Wedgewood* at Barrow Hill on 30 March. How long until we get the chance to enjoy this loco and her sisters for a leisurely potter along the Cumbrian Coast?



Good thing you can just see the sign: I was tempted to re-start *Spot the Syphon* for this out-of-the-way location (above) *Mike Wedgewood* caught up with DRS's 37423 which had managed to get itself to Barton-on-Humber on 2 April 2013, with Network Rail's 11:31 Derby - Doncaster West Yard (via the Pretty Way) test train. Note the use of a Mark 2DBSO obviating the need for top-and-tail operation on the branches.

DRS 37s remain a popular choice on the gala circuit, and when our home railway faced a shortage of visiting locos at the spring gala, DRS were able to help out, providing 37194. Here the Sellafield-based loco is seen (right) awaiting departure time at Thuxton on 5 April 2013. As reported in the previous *Syphon!*, even our own 37003 had some problems early over this weekend, and 37194 provided some valuable assistance until 37003 was fighting fit again!

Al Pulford





A more familiar location, and finally a sign of spring: Keighley on 26 April sees the now resident (and now green!) 37075 stabling after arrival with the 09:40 from Oxenhope.

Visitor 37264 is visible just around the corner, backing into the station to work the 10:30 up the Worth Valley.

'Right away, Mr Mitchell!' - 'Thank you Mr Perks!'

(Sorry...)

Mike Wedgewood

Though based on the East Lancashire Railway, 37109 has visited many diesel galas in recent years, and never fails to entertain! The loco's visit to the Nene Valley Railway's gala was certainly well up to scratch. Steve Pizzey captured the former March loco being manoeuvred out of the yard by owner Chris Guntripp to start the day's work on 18 May 2013...



... while *Derek Lott* went for the classic view (*below*), enhanced by near-perfect weather: the next day, 19 May, 37109 is seen crossing the River Nene and entering Wansford station with the 09:27 from Peterborough.



Strictly a record shot this one, below even your humble author's normal mediocre photographic abilities! However, the rarity of the visit of 37259 and 37607 to the west-side bay platforms at Leeds, topping-and-tailing a Network Rail test train on 22 May, hopefully justifies its inclusion. With '607 almost out of view, '259 is viewed in platform 5, a haven of tranquillity amongst the madding crowds of rush-hour Leeds, as yours truly sprinted for the adjacent 18:02 to Ilkley... Whoever was it had the insane idea of putting a camera on a mobile phone...?



From the ridiculous to the sublime: Fast-forward to 7 June, with Ian Riley's 37518 now back on the 'big railway'. Returning to Fort William via a couple of weeks on the North Yorkshire Moors Railway, the loco found itself again on 'kettle thunderbird' duties on 7 June, called up to rescue the Jacobite after the regular steam loco failed near Loch Eil Outward Bound on West Coast's regular tourist train between the Fort and Mallaig. *Alasdair Mulhern's* lens caught up with the ensemble (*above*) as it returned to Fort William on a beautiful spring evening.



One of BR's best ideas and one of its, erm..., other ones? The increasingly diverse collection of motive power able to call the Wensleydale Railway home provided this meeting (*left*) on 8 June between the line's 37250 and the experimental LEV-1 railbus. The weekend of 7-9 June saw the railway operate a fairly ambitious diesel gala, with several visiting locos. The railway's efforts were

rewarded not just by beautiful weather but also by very healthy visitor numbers. As can be seen, the former Gateshead 37's owners have begun tidying up the loco's bodywork. Further EE interest was provided at by the NRM's D6700, which worked Saturday's last train (the traditional "beerex") in tandem with 37250. The pair are seen (*left*) running round at the line's Redmire terminus on a perfect evening.

Both: Mick Sasse

Steve Pizzey was out again on 10 June - now we're at Peakirk (no, really!) on the way from Peterborough to Spalding (*below*): this is 1Q23, a Network Rail test train from Derby to Doncaster via Peterborough and the Joint Line. Power was provided by NR's 97304, here just visible (at the shady end!) leading DRS's 37419. Note the recently relayed track, part of the general upgrading of the line.



MODEL BEHAVIOUR

37003 SPECIAL!

We've featured Andi Walshaw's work before (see Syphon! 149) - but this time we've let him loose on some of our own Bachmann models of 37003. Previous production seconds are now something quite different...! All photos by Andi.



Last things first! We start (*above*) with 37003 in the guise she wore from her return to traffic in 2010 until 2012's repaint and naming: "Dutch" with skirts, Dereham depot crests, silver BR emblems - and of course the headcode panels differing at each end (*inset*). Next, let's go back in time to, say, the first few days of 1961... the brand-new D6703 has just entered service on the Great Eastern, allocated to Stratford (*above*). That, of course, means plain Brunswick Green, no yellow warning panels, and naturally the old "lion & wheel" logo.



A few years on, and D6703 has got a few miles under her belt, has acquired the now mandatory small yellow warning panels, and by now also shows definite signs of being a busy workhorse: the tell-tale layer of brake-dust above the sole-bars, staining around the exhaust ports, and a general 'patina' of work-staining...



And finally (*below*), perhaps 37003 as many of us (your author certainly) remember her: mid-1980s condition, with buffer-beam skirts removed, domino headcodes, end doors in our case still intact - but a concession to modernity in the orange cantrail stripe. Though a Tinsley loco for the last 2 years, *Tiger Moth* still sports a healthy layer of grime recalling her days in "Gateshead Black"! Happy days...



And one last thing: all of these "four ages of 37003" are going to be offered for sale! What's more, thanks to Andi's extreme generosity in donating his time and materials, *all* of the proceeds will go towards 37003's upkeep. Watch this space for details of how to get your hands on one of these amazing, absolutely 100% unique locos. Other specials may follow too....! If you'd like to see more of Andi's work, why not visit: cairnroadworks.wordpress.com?

You can't park that here, mate...!

Visitors to the Alexandra Hotel in Derby (just down from the station) could be forgiven for wondering if they'd had one too many, as since 10 June 2013 their car park has been graced by... the cab of 37411! Steve Hollis paid a visit. Purely in the interests of research. Obviously.

This drinking house has always had, well, something of a railway theme, as the interior photo shows: the saloon is generously decorated with railway memorabilia. However, Ralph, the landlord, clearly felt the need to go one further, and took the opportunity afforded by DRS disposing of the mortal remains of the former The Institution of Railway Signal Engineers, Ty Hafan, The Scottish Railway Preservation Society and Caerphilly Castle / Castell Caerffili (5 names on one loco - is that a record, Norris?) - by snapping up one of its cabs!



The 'gen' is that the cab is to be restored externally - but when Steve enquired as to which livery... by all accounts a heated "paint-froth" debate ensued among the patrons, to say nothing of the vexed "skirts or no skirts" question, whereupon our man made his excuses...



A Grand Achievement!

On June 8th 2013, Group member Al Pulford became the first person to clear 37003 for 1,000 miles of haulage in preservation.

He had 37003 at its previous base on the Wensleydale Railway, clocking up 66 miles there, but has since gone on to rake in a further 950 miles of haulage on the Mid-Norfolk Railway, with the result that as of the end for play on the 8th June, he has had 1,016 miles behind our loco. He only needs five more trips and he will have cleared 1,000 miles on the MNR alone!

Al has helped out with work on 37003, doing painting duties internally and has spent several days battling bits out of 37's at Booths to help out with the upkeep of the loco. He has supplied many top-quality photos for both our magazine and national media and a couple of years ago produced a limited edition Class 37 calendar for the Group.



Main man! Al "Beccles" Pulford doesn't just sit on the cushions raking in the miles: he's also a regular volunteer at Dereham, as witness this photo of the man himself (sporting some particularly fetching rubber gloves) applying protective paint to 37003's internals back in 2010.

Mike Millward

The Committee would like to congratulate him on his achievement - and as long as we can keep 37003 going, he can keep racking the miles up!

Mike Millward

Buy Your Own Tractor update (May - June)

By Mick Sasse

With the slight hiccup in “*Syphon!* continuity” [*Any relation to the Tractor Taliban?-Ed.*], this time we’ve only two months’ winners to report! While each month brings the odd fluctuation, the “active fleet” is generally steady at a little over 140 locos - where it’s been for some time. This makes the first prize comfortably over £40, with the runner-up receiving half as much.

So to the winners:

	May:	June:
1st prize -	37240: Ivor Bufton	37008: Steve Hollis
2nd prize -	37688: Barry Wetherell	37051: Steve Pizzezy

Again no completely new BYOT joiners to report this time, but Ivor Bufton, Emyr Walters and Phil “Mr 37/4” Roberts have all taken advantage of locos coming off-lease to expand their active pools! 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 a line. Thanks for all your support!

Diary

We’re now well into the heritage railway gala season and, while the railtour scene isn’t quite as active as a few years ago, there’s still quite a bit to be had by way of EE Type 3 pickings... As always, subject to predictable caveats and qualifications...

- 29-30 June: Mid-Norfolk Railway - Mixed-Traffic Event (**37003** & others)
- 3-5 July: East Lancs. Railway - Diesel Gala (37099 & others)
- 6 July: Statesman Rail - Welsh Mountain Statesman: Sheffield-Aberystwyth (2 x NR 97/3)
- 6-8 July: Llangollen Railway - Transport Weekend (37240)
- 13 July: South Devon Railway - Running Day (37037)
- 20 July: Northern Belle - Aberdeen-Dunrobin Castle (3 x DRS 37)
- 20 July: UK Railtours - The Cardigan Bay Panorama: Euston-Aberystwyth (2 x NR 97/3)
- 24 July: Compass Tours by Rail - Pennine NE Explorer: Milton Keynes-Durham (2 x DRS 37)
- 26-28 July: Bo’ness & Kinneil Railway - Diesel Gala (37175 & 37401)
- 26-28 July: Gloucestershire Warwickshire Railway - Diesel Gala (37215)^{ss}
- 27-28 July: Llangollen Railway - 1960s weekend (37240)
- 2-4 Aug: Spa Valley Railway - (37254 & others)
- 4 Aug: Chinnor & Princes Risborough Railway - Diesel Gala (37116)
- 10 Aug: Charity Railtours - The Great Eastern Freighter: Eastleigh-Dereham (2 x 37)^{ss}
- 31 Aug: Retro Railtours - The Retro Fenland Explorer: Crewe-Yarmouth (2 x DRS 37)
- 7-8 Sep: Great Central Railway - Diesel Gala (locos TBC but 37 action likely!)
- 13-15 Sep: North Yorkshire Moors Railway - Diesel Gala (locos TBC but 37 action likely!)
- 14 Sep: Scottish Railway Preservation Society Railtour - Inverurie-Oban (2 x WCRC 37)
- 20-22 Sep: Mid-Norfolk Railway - Diesel Gala (**37003** & others)
- 28-29 Sep: Great Central Railway (Nottingham) - Diesel Gala (locos TBC but 37 likely!)
- 28-29 Sep: East Lancs. Railway - Diesel Gala (locos TBC but 37 action likely!)

^{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

A focus on models, this time! With about 90% of our exclusive Bachmann limited-edition 37003 models now sold, some of the last ones are now being made available with the 'cherished', low-numbered ownership certificates. Find out more on our website or search "class 37 37003" on www.ebay.co.uk!



But we've also got a whole crop of new, high-quality OO-gauge models from the current Bachmann catalogue on offer at specially negotiated preferential prices, and here are just a few examples.

First of all two for those who like their locos a bit grubby: from the beautiful (37427 *Bont Y Bermo* in lightly weathered large-logo blue - £81.00) to the, well, 'functional'... (Freightliner's 70005 Powerhaul, heavily weathered - £104.55).



Or how about a Roarer? This classic electric, 85026



in late BR blue, is yours for £90.00 and is guaranteed not to catch fire on your layout. Probably.

Lastly, the humble Cravens unit. Relive those very special oscillations in the comfort of your own home with this power-twin unit in condition for just £93.00 - a great 1970s Eastern-Region

match for 37003, of course! All of these are available from our online shop - just go to c37lg.co.uk and click *Shop*. And yes, we do take cards!

Happy Shopping!



Next issue, Syphon! 154, due out in early September! Deadline: 15 August - thanks!

BACK COVER: And so to bed! 37003 and 37194 19:00 seen after arrival at Wymondham Abbey with the 19:00 departure from Dereham.

Al Pulford

Syphon!

