



Is D6732 the best Class 37 in Preservation?
Class 37 News
Progress Report on 37 003
A new Look to Syphon

The Class 37 Locomotive Group

The Class 37 Locomotive Group (C37LG) is a group of rail enthusiasts dedicated to preserving and operating working examples of English Electric Type 3 (British Rail Class 37) locomotives for the general public, and to promote their interest and history, being part of our nation's industrial and railway heritage. The C37LG is a non-profit making organisation, and has recently been registered as a Charity, Reference Number : 1137787

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We encourage all readers of Syphon to contribute to the magazine, with photographs, articles, queries and any thoughts about what you read or would like to see in the magazine. The magazine is published four times a year, with the aim being January, April, July and October. All content of Syphon Magazine is Copyright Class 37 Locomotive Group 1985-2014 (unless otherwise stated).



Front Cover:

D6732 stands at Sheringham station at the North Norfolk railway on July 6th, 2013. Is this the best preserved Class 37 currently operational in the UK?

©Mike Millward



Front Cover:

37411 and 37425 stand at Peak Forest awaiting departure to Warrington with the TuTHO 6F67 Dowlow-Arpley empties.

©Ian Simpson

Editorial

The last issue of 2013 sees another new Editor of Syphon Magazine. After Martin's sterling efforts as editor for Issue 154, our Chairman asked if I would stand down from Sales and Fundraising Officer, and take on the role of Syphon Editor. The timing was immaculate, as I had found myself being made redundant after 24 years of working in aviation at the end of September, so without too much fuss I accepted!

The launch of the Limited Edition model of 37 003 has proved a great success, boosting Group funds and enabling us to sell Bachmann products to Group members and the public at great prices and with a little profit to put into Group funds. Philip Cole Wallace has now taken over the role of Sales and Fundraising, and I wish him all the best. Philip has proved his mettle over the last couple of years with attendance at Diesel Galas and on Railtours, and the Sales side is proving an ever increasing source of funds for the upkeep of 37 003.

As with all new editors of any publication I have some ideas of where Syphon should be heading as the magazine of the Class 37 Locomotive Group. This edition is being put together using different software than before (Adobe InDesign, rather than Microsoft Publisher); and I have made some changes to the look and feel of the magazine as a result. Please provide feedback, its the only way I will know whether the changes are for the better or not. Looking through past issues I have some ideas on new features, but is there something that you would like to see; if so drop me an email.

My association with Class 37s stemmed from growing up in East Anglia in the 1970s. Living 100 yards from the Ipswich-Cambridge/Ely line in Thurston it was difficult not to see or hear the trains. A visit to Bury St. Edmunds one day at the start of the summer school holidays in 1976 saw me purchase my first Ian Allan Combined Volume and my train-spotting days began. Trips around East Anglia, the North East (my homeland) and anywhere else I was allowed to go to, would normally mean a Class 37 being written in my notebook, so no surprise that they were the first of the larger fleets to be seen in their entirety.

Unfortunately, many of my notebooks were lost in moves from home to University, and currently I can only find those from the early 1980s. The loss of spotting notes is something that is readily brought home in my role in a project to record the history of railways in Grantham (www.returnto-grantham.wordpress.com). The shed closed in September 1963, and whilst drivers and fireman still signed on at the station until 1992; things were never the same for many who remember steam. The men who worked at the shed are now all at least in their 70s, some in their 90s, so memories are fading quickly and whilst most made notes of turns and trains worked many did not keep those notes. Whilst some spotters' notebooks are available, and photographs provide some information, the research needed to try and work out what engines worked which trains is painstakingly slow!

My point in bringing these thoughts to this editorial is that the Class 37 Locomotive Group has the definitive archive of engine workings for any locomotive fleet that worked on the UK railways. The archive is available for all to use through the website, but could always do with more sightings. So, if you have your spotting books to hand and can match a Class 37 with a specific working on specific day we would love to have that information so we can add to the archive.

Ian Simpson, Editor

Chairman's Notes

To start I had best apologise for not being able to hold an AGM this year. It has just not been possible for us to get enough of the committee members together in the same place at the same time. I for one have been very busy this year renovating a house and ultimately moving in, hence the new mailing address for the group. I've still not finished moving and reorganising everything, I can't believe how much stuff I had in my office!! Anyway, enough of my problems. We have decided to try and include as many reports as we can in this edition of Syphon, starting with me!

It's hard to remember everything that we have done this year, we continue to build on what we have achieved in previous years, income from Subs, BYOT & sales are up. 37003 continues to receive the care and attention she needs for a 50+ year old, and I am sure that we will get her working again as soon as we can in 2014.

Hopefully I will be able to give some more time to the group in the coming year and resume the technical articles that had previously started writing for Syphon.

And now for a change of hat...

Treasurer's Report

This report covers the Financial Year 2012 to 2013. At the beginning of the financial year we had £7,840 in our accounts, at the end of the year we had only significantly more at £11,788.

The major income for the year can be attributed to sales of the limited edition models, totalling £10,211. In fact as I write this report, we have now sold all the models. I haven't calculated the final figure, but I estimate that the Limited Edition models have made a profit of approximately £10,000.

Other sales for the year, bring the total to £15,771. Other income was £977 in donation, £1,247 for the use of 37003 and subs of £2,330. See the table opposite for a full list of the group's income.

Almost as fast as the money comes in Mike & co at Dereham find things to send it on. Following on from last year another £1432 was spent on the AVR. £2,660 was spent on parts from Heritate Traction. £1,078 was spent with Bachmann models in order to expand our range of models we sell in our shop. We also spent £2,460 moving project 'Savoy' (that our support coach for those of you who didn't know) to Dereham.

We paid £769 in eBay fees, a sign of just how much business we do on-line. You will be pleased to know that we list all our auctions as charity listing and therefore we get back all our fees should we sell the item. Most of the items sell within the 30 days that I list them, but the few that don't still cost us. A few quid, on average £4.80 a month.



The sales from our Limited Edition Model of 37003 in BR Blue have boosted funds for the group by at least £10,000. Our thanks go to Bachmann for helping us with this project; and for their continued support to the Group by allowing us to sell Bachmann products. Remember that we are able to offer very competitive prices for all Bachmann products available in the UK; so if you can see the item(s) you want in our shop please email Phillip and see whether he can get them for you.

Summary of Accounts for 2012/13

2011/12 Year End Balance		<u>£7,840.83</u>
Income		
	Donations	£977.98
	Sales - Web	£10,275.63
	Sales - Stand	£2,495.00
	Sales - Other	£3,001.14
	Sales (Total)	£15,771.77
	Useage of 37003 at the MNR	£1,247.40
	Subs	£2,330.91
	BYOT	£1,797.00
	VAT	£266.62
	SACA	£602.93
	Gift Aid	£691.34
	Railtours	£ -
	Member Loans	£ -
Total Income		<u>£23,685.95</u>
Outgoings		
	Printing	£606.00
	Postage	£872.53
	BYOT	£804.60
	VAT	£1,151.10
	eBay Fees	£769.47
	Anbrico - DVDs	£659.95
	AVR	£1,432.00
	Bachmann - Models	£1,078.25
	CF Booths - Parts	£822.00
	Eastern Rail Services Ltd. (Coach Move)	£2,460.00
	Heritage Traction - Parts	£2,660.00
	Kris Jendesen - Badges	£260.00
	Model Refunds	£91.73
	OTMR	£1,200.00
	Paint	£227.46
	Purchases Less than £200	£4,643.47
Total Ooutgoings		<u>£19,738.56</u>
2012/13 Year End Balance		<u>£11,788.22</u>

The build up in funds will allow us to solve the problems we currently have with the engine as quickly as we can physically do the work; but we still need your support. If you have any fund raising ideas then please contact Phillip Cole Wallace and share them.

The Sales stand, and the website are the major funding activites for the group, especially when 37003 is out of commission. If you can help support the Sales stand we always welcome help at Galas, and on railtours.

Some words from Michael Sasse, Vice-Chair..

As you will have read elsewhere, a variety of exceptional circumstances having come together at the same time has meant that we have not been able to organise an AGM this year for the Group. We appreciate that this situation is not desirable, but we were unable despite strenuous efforts to find any date and time when a meaningful proportion of the Committee could be available. This is, we would emphasise, an exceptional situation and we fully intend having an AGM as early in 2014 as we can practicably manage: please look out for further announcements. If you have any questions you would wish to ask the Committee as a whole or an individual Committee member, please do not hesitate to use the contact details printed inside the front cover of this magazine. Thank you for bearing with us.

During the last year I am afraid to say that I have reduced my involvement in the Group significantly. This has been due to a change of job to something that takes up much more of my time (note to self: working on the railways is not necessarily a good thing if you care about them...!), and what I think is quite a respectable total of three house moves between January and August 2013! In particular, I have had to withdraw almost all of my input into Syphon! magazine, other than supporting the 'guest editors' who've been taking over the mantle on a relay basis since then (thanks to you all, Mike, Martin, Mick and Ian!). I have had a lot of very kind words from many members about the magazine – I'm very grateful for them and am sure Syphon! will go from strength to strength.

The Buy Your Own Tractor monthly members' lottery has held its own fairly well against the ongoing economic miracle: though there have been quite a few fluctuations over the months, the "active fleet" has generally been about 160 locos – that is, with 160 numbers issued each month, that's a significant monthly income for the Group, even at only one pound per loco per month. BYOT has been helped by the fact that it's now possible to pre-pay a full year's "BYOTage" instead of having to set up a standing order.

Other than that, I've really been just playing a supporting role to the other Committee members: other than Mike leading the technical work at Dereham, that's especially Martin coordinating the membership side of things, Mick doing, well, rather a lot of things – and pretty much the whole Committee where it comes to fundraising (e.g. sales stands at galas and the successful web shop). On the subject of sales and fundraising, I'd especially like to record my sincerest thanks to Andi Walshaw. You may well recall from previous Syphons that Andi offered his time free of charge to convert seven of our Bachmann 37003 models from what could be called slight factory seconds (cosmetic blemishes) into seven unique and extremely covetable locomotives, with his highly professional hand-repainting, detailing and weathering effectively giving us "seven ages of 37003! The sale of these has raised a very substantial sum which, needless to say, goes directly towards the long-term well-being of the 1:1 scale model herself!

I'm (technically!) part-owner with the Group of "Project Savoy", the Group's support and stores coach, and I'm pleased to say that having it is extremely useful – and becoming the more so by the day as a result of the Norfolk team's ongoing restoration and conversion work!

All in all, it's been a moderately successful year for 37003 herself, as you'll read in others' reports, with our loco a frequent and popular performer on the Mid-Norfolk Railway. It's certainly not been a trouble-free year in mechanical terms, but overall it's clear that long-term progress is now being made in terms of the underlying soundness of the loco, rather than purely "fire-fighting" when things go wrong.

Finally, and at the risk of stating the obvious, none of the above could possibly have happened without volunteers giving up their valuable time, both on the Committee and the wider membership – and indeed in many cases our other friends both on the MNR and in the wider diesel preservation community. Thanks to you all, and best wishes for every success in 2014.

D6732 - The best Class 37 in Preservation?

by Mike Millward

On the 9th March 1962, D6732 was released to traffic from Vulcan Foundry in Newton-Le-Willows, its first allocation being Hull Dairycoates shed. With the closure of this shed, it moved on to Healey Mills and then spent the 1970's bouncing around the North Eastern Region, splitting its time between Thornaby, Gateshead and Sheffield Darnall. During this period, it lost its boiler and became an early dual braked loco. It spent the start of the 1980's allocated to Thornaby, with a flying visit to Tinsley in late 1985.

In January 1987, it transferred to Tinsley, but by July was at Crewe Works, where it was noted stabled up prior to overhaul, coming out of Crewe in October 1987 having had three separate goes on the Crewe Works Test Train along the North Wales Coast line as 37353 in Red Stripe Railfreight livery and running on CP7 bogies. These it kept until June 1989, when it was swapped back onto normal bogies and renumbered back to 37032. It dropped into relative obscurity, apart from a stint on the Liverpool to Blackpool services in July 1992 and in October 1992, the Tinsley paintbrush was applied and 37032 became "MIRAGE", following the line of military aircraft headed up by none other than 37003 "TIGER MOTH".



Unfortunately, this seemed to have a detrimental effect on 37032, as within a month it was Stored Unserviceable and dumped at Tinsley; one year later, it swapped Pools and went to FQXA Trainload Freight Unallocated. Finally, on March 4th 1993, it was officially withdrawn from stock, almost 31 years after being delivered.

This was not the end of the story, not by a long way. In September 1994, 37032 made the trip by road from Tinsley to a new home at Weybourne on the North Norfolk Railway, becoming the second Class 37 to enter preservation. Still in scruffy red stripe livery, it looked incongruous amongst the predominantly steam railway, but with guidance from the late Chris Broadhurst, it was coaxed back into life and on 31st August 1996 made its first passenger working on the NNR, the first preserved Class 37 to work a train. The line was still dominated by steam, so it only had a few outings in Railfreight before it was decided to repair the body and repaint the loco.

Into BR Green, to allow it to blend in with the rest of the railway. The opportunity was also taken to have some cast "MIRAGE" nameplates made and fitted, in July 1997, much to the chagrin of some enthusiasts. All the same, it worked, and D6732 came out into traffic and worked successfully with a mix of steam and diesel until the end of the 2004 season, when it was planned to start a major overhaul of the locomotive, led once again by Chris Broadhurst. No one at the time knew it would be nine years before it turned a wheel in anger again....

This was to be no slap and tickle restoration; the locomotive went into Weybourne shed and over the next nine years, between work on other locomotives and stock, it underwent what is very probably one of the most intensive restorations ever seen on a Class 37. All the control cubicle was stripped to the frame, the cabs were stripped out, the floors lifted, it was rewired, completely new body panels fitted, the engine stripped and rebuilt, turbochargers professionally rebuilt, nose end doors refitted, the cab window frames were enlarged 1/4" to allow for new sealing rubbers. The underside was cleaned and repaired where necessary with new pipework being fitted; even to the degree of stripping and repainting the frames above the fuel tanks. As one of the restorers, Pete Tolley put it, "It wasn't necessary but I know it has been done right". All the air receivers were removed and tested and the water tank, not now needed as the loco has no boiler, has been modified to allow access to the two big reservoirs under the floor. All the brake rigging was stripped and rebuilt, as were the brake cylinders and the brake system. All the cab dials were stripped and either replaced or rebuilt, the cabs returned to, as close to as built, as the years would allow.



In 2008, the project, along with several others, was struck a blow as Chris Broadhurst passed away from cancer. Pete Tolley, a TRI for National Express, took up the reins and the project started moving forward again, eventually the loco being restarted on June 27th 2010. A few snags were found, soon sorted out, and on July 22nd 2010 it completed light engine test runs the length of the NNR; but the work wasn't finished!

Work continued finishing off the interior to a high standard and once the engine had proved itself fluid-tight and functioning properly, the whole engine room was repainted to a very high standard. Work then continued on the outside and cabs, being stripped again and then repainted and refitted, the final coats of BR Green going on in June 2013, just before the final test run in a storm on June 13th, the Day before the NNR Diesel Gala and D6732's launch into traffic. During the test runs, there was a massive down-pour of rain, which saved the team one last job; they didn't have to clean the outside!

The loco was very well received at the NNR Gala and despite some interesting visitors (2 x 56, 45 and 33), it stole the show, working all diagrams without fault, a testament to the hard work put in over the previous years.

So, what is the loco like? I had an open invitation to go and have a look by Alistair Barham of the Anglian Type Three Society and on July 6th, it all came together; Alistair was babysitting D6732 on diagrams on the NNR and I had a day free...

Arriving in the 156 at Greater Anglia's platform in Sheringham, it was obvious by the diesel haze that

D6732 was already in position for the 1105 to Holt on Platform 2 of the NNR station at Sheringham, so once a Rover had been bought, I wandered over to have a look and introduce myself. D6732 was on the head of a rake of maroon Mk1's, shining in the sunlight and the Dining Car rake of 'Blood and Custard' Mk1's reflecting superbly off the Deep Bronze Green bodysides. Upon arrival at the cab, I had a surprise; in the Driver's seat was Steve Squires; original Class 37 Group Committee member, Devon Diesel Society committee member and NNR driver and all-round top man, so of course banter was exchanged and I introduced myself to another man with a big grin, Alistair Barham. Steve had been driving the small Sulzers at the NNR for some time and was now training up to a bigger loco, so D6732 fitted the bill!

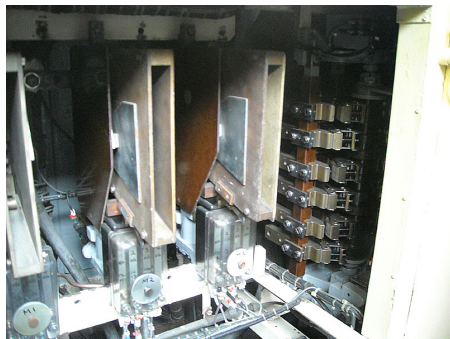


The cab is immaculate from roof to floor, beautifully painted and all labels replaced with legible ones. Surprisingly, Alistair said the floor was original, surprising as 37003's is rather wonky and linoleum covered and this was solid as a rock and covered in a diamond-patterned rubber....Hmmm.... The only really non-genuine parts were the seats; as Alistair said, they were acquired when the Class 90's were fitted with new seats years ago.

Bang on time, under guidance from Alistair, Steve eased D6732 out of Sheringham onto the main line, picking up the token to Weybourne from the signal box. D6732 only had load three, well within what a Class 37 can deal with, so once clear of the Golf Club level crossing, D6732 was soon up to line speed. This part of the line is deceptive; it looks like a climb but is actually downhill, but it soon became obvious where the climb to Weybourne started and with some clicks from the control cabinet, the 12CSVT began its short work. Weybourne soon arrived, with 47 367 sitting incongruously outside the shed in BR blue; everything else is either black or green with the 31 looking superb.

Steve brought D6732 to a stand just short of the bridge, the tokens were swapped and after a few minutes, we were away again, mindful of the 10mph restriction on the points out of Weybourne. D6732 wanted to get going, but Steve reined it in over the track work until the last coach was clear, then started to assault Kelling Bank. This is a sharp climb with a Halt halfway up and as D6732 got stuck in, Alistair announced it was full of waiting passengers.... Great!!! Standing start on the bank! Steve eased it in, swearing about the vac brakes, but got it right and as soon as the passengers were aboard, started the fun and games of getting D6732 away with a quite heavy load. D6732 got

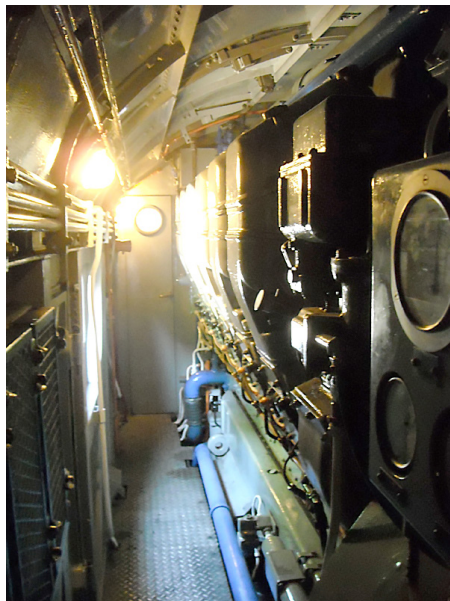
stuck in to the climb again, turbos whistling away behind us and the growl of the engine echoing off the trees. Alistair commented that she wasn't too bad, considering they'd only roughly set up the



engine and diverts, but from my perspective a crisp divert at 25mph(ish) looks spot on; maybe a load bank session would perfect it a bit more but hey, its only a five-mile line!

Holt arrived only too quickly and during the run-round I took the advantage to have a good look around between the cabs.

It is all immaculately presented and opening the control cubicle shows that all the control gear has been stripped and cleaned and all the wiring is neatly tied to the various supports around the cabinet. The engine is a work of art; as Alistair says, they only need to fit the "English Electric" plates to various bits and its done. It idled smoothly, no hunting or clatters from the valve gear but like 37003, a gentle mist from the sump breather catching the sunlight.



Back at the 'noisy end' it was interesting to note that D6732 had lost its cooker and driver's cubby for a flat wall, which the main junction box had been fitted to inside the fan room; far better than its place on the floor in 37003. D6732 had also been fitted with the "1/4 power mod" where the fan clutch engages when the power handle reaches 1/4 power, just before the engine starts revving to prevent crank shock loads and wear on the clutch itself. The jury is still out on this mod....

Leaving Holt, it is a straight run to the top of Kelling Bank where D6732 once again showed its legs with the rad fan roaring away behind us. Kelling Halt had another large contingent to pick up, Steve now having the problem of slowing down going downhill; nevertheless, he got it spot on and once the passengers were aboard, D6732 only needed a small prod to launch down the bank to Weybourne.

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In Weybourne, the tokens were swapped, and once again it was a leisurely departure downhill towards Sheringham, D6732 loping along smoothly until the short climb to the Golf Club level crossing got the fan spinning rapidly and some good clag from the engine.

Steve backed the power off and braked down to line speed for the crossing; good job too, as some berk in a blue Peugeot left it far too late to stop and jumped the lights ahead of our train, trying to 'blend in' with the car park as we rolled past—too late, we had his number..... Alistair commented on how often that happens and the NNR is fitting ANPR cameras to the crossing very soon; direct link to the local Constabulary....

All too soon we were back at Sheringham, Steve bringing D6732 to a stand on Platform 2 next to the B12 and Gresley Quad-Art stock, ready to depart.

D6732 is a superb restoration to very high standards over a long period and has cost... well, a lot of money. Each turbo was sent back to the manufacturers for rebuilding and that was into mid-four-figure sums several years ago, but as Alistair says, it won't need doing again probably in his lifetime. And, as the Anglian Type Three Society point out (and as will many others), it is a fitting memorial to a true railway engineer and diesel enthusiast, Chris Broadhurst. Each nose end door carries a polished brass commemoration plaque in his memory.

It is, quite simply, probably the best 37 in preservation.....



The Weybourne Traction Group promotes diesel operations and events on the North Norfolk Railway. They have a FaceBook page at <https://www.facebook.com/WeybourneTractionGroup> where you can find information on running days and special events involving D6732 and other diesels in the railway.

The North Norfolk Railway offers a 10.5 mile round trip through a delightful area of North Norfolk designated as being of outstanding natural beauty. To the south are wooded hills and the Norfolk beauty spots of Kelling Heath and Sheringham Park. To the north, the sea. All within easy walking distance from the various stations. See www.nnrailway.co.uk for all information on services, fares and 2014 Special Events.



37248 with 40145 at the rear heads the 1247
Birmingham-Buxton through Cheford on 15
September, 2007. ©Ian Simpson



Caution
Overhead
Line Voltage

Caution
Overhead
Line Voltage

65

65
A
ON TOUR



Loco Update - Winter 2013

by Mike Millward

My original update for this edition of Syphon was mostly about Project Savoy (see later), but things took a turn for the worst just before the Festive period, with the discovery that cylinder A1 liner is passing coolant into the oil sump. With the Christmas and New Year break now out of the way we are waiting for 37003 to be moved to a suitable location so further examination can take place. It has been decided that 37003 will be removed from service until the repair is affected, along with other repairs and refurbishment.

Until the discovery of the leaking cylinder liner not much had happened since the September Gala with 37003 being used to sort Eastern Rail Services stock and then being taken out of mainline service due to leaky brake cylinders. A change in the organisation of the MNR management has finally meant that Project Savoy was dragged out of the siding its been hiding in for a year or more and the focus has been on creating a workshop/stores so we can spend some time this winter working on bits of 37003 in comparative comfort.

Loads of old garbage was removed including some clockwork computers and Mike Millward, Mark Clamp, Gary Brezcek and James Powley have worked hard to clear out and create storage and a work area, as well as fitting solar charged 12v LED lighting.

We now have a workbench in place and will be installing racking for storage. Most of the end wall and one side is in 'engine room grey' to smarten it up. In the saloon, we have started tidying the ringmain wiring down to what we need. One storage cupboard has been moved and secured, the others will follow once the wiring is finalised.



37003 had been due to be working the 'Christmas' Gala in the dead bit between Christmas and New Year, so the brake cylinders received some well-needed attention. It was during this work that the leaking cylinder liner was discovered.

Engineering Report 2012/2013

Looking after a 50+-year-old locomotive stored outside has thrown up some interesting challenges over the past year, but on the whole 37003 has been remarkably reliable.

We finished 2012 knowing that the batteries were on their last legs; regular inspections and topping up showed the cells on several had internally de-laminated and that meant the others were being asked to work harder. The Craigen AVR was working superbly and holds a steady 112V dc no matter what the engine is up to. It has tripped a couple of times, but that, as Noel stated, was because the EE control circuits are a bit 'brutal' and can cause surges that the electronics don't necessarily like. The old carbon AVR was sent to Pete Clay for stripping and after using parts to sort both 20069 and a Class 50 AVR, enough bits were left over to get our one back up and running, so it is stored securely and dryly in Project Savoy.

Mike had an operation the tail end of 2012 which put him out of action for eight weeks up to Christmas 2012 and then the terrible weather stopped a lot of work for a long period; nevertheless, 37003 was ready to roll in February 2013 and worked the MNR 'Stratford Weekend' until its last working on the Sunday, when it shut down approaching Dereham with the main CCB tripped. After a lot of work, it was traced to a combination of waterlogged radiator fan control gear and then the actuator coil itself, which had failed to earth, but not in a way that was an instant failure. On the Friday morning of the MNR Spring Gala, Mike started to strip the failed drive out along with assistance from Dave Downer and with the loan of a drive from the owners of D6732, 37003 joined the fray on the Friday evening with 37194. 37003 then decided to fail on Saturday, which was traced to a set of burnt contacts on the Engine Stop Relay which Dave Downer quickly repaired on site and then isolated Wire 3 in the underfloor junction boxes, this being the source of spurious voltages that had caused problems before. 37003 completed the rosters as required.

During the year, 37003 was requested for many Driver Experience turns and it was on one of these its batteries finally gave up the ghost. They had been fitted as a 'matched' set of second-hand cells in 2004 so to keep them operational this long was quite lucky. After a lot of research, we decided a set of proper new, BR-spec Class 37 batteries from Shield of Bishop's Stortford was the way forward and these were delivered at the hottest part of the year. As it was Steam Season on the MNR, we left fitting the batteries until the weather was a bit cooler (but still very hot inside 37003 when the sun came out). It was almost frightening to have a set of batteries that didn't need a 'run-up' to start the loco....

Some parts were acquired from Booths during the summer as well, Mike and Steve Potter making the long trip up to collect four equalising beams and four brake cylinders (which nearly killed the poor Transit!). After the Steam Season, 37003 was put on the pit at Dereham and the traction motors and bearing cannon tubes were lubricated, as well as some minor air leaks sealed up. The brake cylinders were noted to be leaking quite badly and No2 bogie brakes were slow to 'wake up' on the straight air brake but were fine on train brakes, pointing to a sticky valve.

The next event was the Summer Diesel Gala which 37003 performed superbly at, despite needing a drink of coolant before the event started. 37706 threw a wobbly which ended up with 37003, 37706 and 37350 (003, 016, 119 in old money, all ex-SF!) working a 'test train'....

We took 37003 out of service after this for the brakes to be overhauled, but this was tied in to getting our workshop/stores 'Project Savoy' in useable condition so both eventually ended up on the Pit Road, with Steve Potter, Mike, Mark Clamp and Gary Brezeck getting involved in the rebuild of

Savoy and the brake overhauls. It was decided to do eight of the twelve ready for the post-Christmas Gala and this was successfully completed, but it was on preparation for running 37003 up that it was discovered the liner seals on cylinder A1 had failed and dumped coolant into the sump, immediately withdrawing 37003 from further activities until the engine is rebuilt. The engine in 37003 was originally last overhauled in 1991 at Crewe Works, so to stay coolant tight through two of the worst winters on record and previous outside storage is pretty remarkable.

Project Savoy

This is a joint-owned vehicle between Mick Sasse and the C37LG, being Mk2b 9423 in an earlier life, then one of S&T's training coaches at Preston for many years. The Group/Mick got the opportunity to acquire it in a straight swap for the previous vehicle, 'Project Hilton' which was an ex-Mk4 barrier vehicle and was in deplorable condition, on condition the Group paid transport costs, which we did.

The vehicle was set up as an office internally and was full of junk. This has now been cleared out, the brake end made weathertight and secure and storage racking and a workbench fitted, along with LED solar lighting and a generator. By the middle of 2014, Savoy should be able to accept overnight stays by volunteers in bunks with a kitchenette, mess room, toilet, secure changing facilities and storage for most C37LG spares and paperwork, as well as good workshop facilities and on-board power generation. It is also envisaged to get the braking system up and running (it has been roughly tested and found to be sound apart from a duplex gauge gone awol) so once 37003 has had its engine surgery, Savoy could be added to a rake of air braked stock and hauled.

As always, more hands are needed on site so Mike is planning to restart the 'planned' Working Party after Christmas 2014, contacting existing and past volunteers to get a good team going again.

Membership Matters - Martin Ranson

My third AGM report as membership secretary, and for once, no need to apologise for not attending. Being "virtually" here is well suited to my hectic life! Once again, the prevailing theme in the membership department is a nominal decline in the overall total, and like last year, we have had a significant turnover within that number. On a positive note, we have a good number of our long term members celebrating 25 years with the group. So a special thanks to you for sticking with us through the good, bad and indifferent times.

To make my life easier, which is always a bonus! I have based my report on the end of 2013 figures versus the last AGM hard point which was 1st October 2012. As of 31st December 2013, we have 101 members versus 111 at 1st October 2012. Like I said in my opening, this is a year on year decline with a headline drop of 10 members. Once again, the reality is we have had 19 new members during this period, which means we have actually lost 29 heads. Of these, a third were only with us for a single membership term.

One thing that has remained constant, although not really a healthy metric, is the renewal figure of 74% As I said last year, we are still a long way from where we should be in terms of member retention. I want to see 100% in 2014!

Frustratingly, the feedback I received from our now ex-members was pretty much non-existent. Only two provided me with any form of communication regarding their desire not to renew. Whilst not seemingly important, this prevents us from seeing if they arrived at this decision due to us failing to meet their expectations during the time with the group. This is obviously an important area of interest to me; so much as I hate to think anyone will be leaving us. But, if at some point you do decide to leave the group, could you please let me know why, especially if we have done something wrong.

The geographical spread of the membership still favours the Eastern Counties, but we have seen a general shift back to all four corners of our green and pleasant land. I think this is due to the good coverage our sales team have had around the country this year, and also with the inclusion of membership forms with all the 37003 model sales, and as part of the itinerary on the Great Eastern Freightier railtour.

We are doing well in keeping the membership overheads down, but could do a lot better. Mr Parker stocked up on stamps before the price increases, but we are working our way through these a little quicker than I would like. There are two reasons for this. The ongoing sporadic (but hopefully soon to be back on track) nature of Syphon! has meant that more of the membership correspondence has had to go out on its own. And secondly, more people leaving, typically means more people getting a final reminder in the post.

As always, I would like to reiterate my request from last year to PLEASE consider paying your subs via BACS, especially if you currently renew by PayPal. And PLEASE, PLEASE, PLEASE read your emails from me. I'm not spam. That comes in a tin! If I do not hear from you via your registered email address (which is a good time to remind everybody to keep me updated with any changes, or even to sign up to the email revolution for the first time) then I will have to print, and post your renewal to you. Postage and stationary costs for the membership as a whole have the potential to reach around £100 a year, so everything we can do to reduce this, is more to spend on our loco.

The other fundraising avenue I love to champion is the Everyclick/Give As You Live scheme. At the time of writing, the very simple process of getting paid to search EBay or the internet, and getting paid again if you buy something from it or an affiliated store as a result of the search, has brought in approximately £155. My own Christmas purchases for example netted the group £15 (mostly from Amazon and EBay's profit pot) which was a nice bonus, as I am unable to contribute financially as much as I would like now due to the ongoing economic pressures. In the next edition of Syphon! I will try and bring everyone up to speed with how the scheme works and hopefully get a few more of you on board.

I want to close by thanking the whole membership for their continued support of the group and ultimately 37003. As some of you know, I will not be standing for re-election at the next AGM as my family has reached that age where even the small amount of time needed for the membership admin intrudes on their seemingly infinite extra curricula activities! So I am giving you a ten to twelve month heads up to form an orderly queue to be my replacement. Not an overly tough act to follow! But one that has proven to be very rewarding.



37060 heads south through Stowmarket on 2nd June, 1978 with what appears to be an oil train.

©Mike Wedgewood

As part of our continued desire to build up the archive of Class 37 workings we are happy to feature photos from readers wishing to seek additional information associated with their pictures. So, can anybody identify this working? Please contact the Editor with answers or your own photos.

Class 37 News



37259 crosses the bridge at Barrow Haven en route to Barton on Humber with the 05.55 test train from Derby to Doncaster, 18th September, 2013. ©Mike Wedgewood.

The RHTT season for 2013 started in early October. It was noted that DRS used 37688 and 37409 Top and Tail on the 3S77 working from Carlisle Kingmoor Sidings on 9th and 14th October, and 37419 replaced 409 on the 16th and 18th, before 37259 replaced 668 on the 20th. Network Rail utilised 97302 and 97303 on 3S71 Crewe-Holyhead-Crewe-Shrewsbury-Crewe for much of October.



97302 and 97303 at Chester with the 18.43 (Fri) Crewe Electric to Machynlleth and Holyhead RHTT, running 90 early returning to Crewe on 19th October, 2013. ©Mike Wedgewood.



After a crew change at Barnetby, 37607 waits to depart towards Doncaster on 18th September, 2013. ©Mike Wedgewood.

Preserved Class 37s were used throughout October with 37250 covering services at the Wensleydale Railway on the 11th/12th, and 37032 (North Norfolk), 37075 (Keighley and Worth Valley) and 37109 (East Lancs) all in action on the 26th.

November started with 37409/419 (3S77) and 97302/303 (3S71) continued use on RHTT trains, although 37425 replaced 419 on the 4th, and 97304 replacing 303 on 3S71 on the 8th. There then followed a complex shuffle between 97302/303/304 around the 13th-15th November, before 97303/304 resumed on the 3S71. This seems a little complicated and the assumption is that the swaps were for attention of some sort. The 3rd November saw 37706/47760 work a Branch Line Society railtour (1Z62/1Z63) between Carnforth and Liverpool Road Station (at the Museum of Science and Industry in Manchester).

On the 23rd November, Super Shunter 37714 was noted at Daventry DiRfT, in the company of 37069, presumably used to tow 714 as it is not passed to move under its own power on the mainline.

The last day of November saw 37075 in action again at the Keighley and Worth Valley Railway. A number of railtours saw Class 37 traction too. 37516 was used on a Railway Touring Company steam charter (The Christmas Cheshireman) between Bristol and Crewe. 516 was used to pilot 70013 Oliver Cromwell on the return journey between Shrewsbury and Bristol.

The same day also saw 37261 and 37405 working in Top and Tail or double headed on Pathfinder's The Festive Festival Express between Whitchurch and Portsmouth Harbour. These two railtours and one in December proved to be the only workings of Class 37s on charter trains during the last three months of 2013.

Syphon - Winter 2013

December 1st saw 37075 in action again on the Keioghley and Worth Valley Railway, hauling all five return workings on the line during the day. The following day saw what we believe was the last working of 3S71 by 97302/97304. The last working for the DRS 37s was on 3J11, the 1613 Carlisle Kingmoor Tmd - Blea Moor - Preston - Barrow-in-furness - Carnforth - Windermere - Helli-field - Whitehaven - Carlisle Kingmoor Sdg. Its interesting to note that DRS seemed to be able to keep the same pairing together for most of the season, whilst Network Rail changed the locos daily in some instances.

Pathfinder Tours ran The Beverley Humber railtour between Newport and Beverley on Saturday 21st December. This saw 37604/37423 doublehead the train on the northbound leg of the tour and 37604/612 take the train south. The same day saw 37609 move from Preston to Stowmarket; not unusual in itself, but this proved to set up a grand finale to the Class 37 workings for 2013.

As everybody is aware, the weather around the Christmas period was pretty awful with very high winds affecting most of the country at some time. The South East and East Anglia were particularly affected on the 23rd and 24th December, with severe disruption to services.



37609 stands at Clacton with failed Class 321 electrics .. ©Chris Watford

High winds on the 23rd/24th December in Essex caused the overhead wires at Weeley on the Clacton branch, to come down. A pair of Class 321 electrics travelling along the line could not stop in time and the pantograph was ripped off by the damaged OHLE. The stricken unit needed to be rescued, and 37609 was summoned from Stowmarket to drag the unit to Ilford for repair.

Having dragged the unit to Clacton station, the DRS crew then had great difficulty in detaching the engine from the crippled EMU. As can be seen from the video stills it took some time and some additional help to detach the engine. A single class 321 then dragged the crippled sets back to Clacton depot.

Needless to say with the time now at nearly 3pm on Christmas Eve, the DRS crew wanted to get home so they departed with much thrash and noise.

Given there was a Class 47 reportedly on Thunderbird duty at Colchester one can only assume that Greater Anglia expected more trouble in the day!



The 28th-30th December saw various preserved locos in action with 37609 at the Mid-Norfolk Christmas Gala, 37175 and 37401 at Bo'ness and 37215 and the GWR. 37003 was withdrawn from appearing at the MNR gala with the previously described liner issues.

Sales Matters - Phillip Cole Wallace

I was honoured & very pleased when Mick Parker broached me about becoming the new sales officer, as I have thoroughly enjoyed my time in charge of the gala sales stands over the last three years, so I'm looking forward to this new challenge. I would like to say a huge thank you to Ian Simpson, whose efforts as sales officer have put the group on a fantastic financial footing for the group to build on; especially the L/E 37003 model which I think by the time of me writing this has sold out completely. Good luck Ian in your new venture as Syphon editor.

I always find the AGM reports strange as it virtually covers the previous year's records,

- 30th-31st March 2012 at the MNR we had takings of £669
- 20th May NVR - £190
- 26th May KWVR - £600
- 7th July Spitfire Prisoner Rail Tour raffle - £325
- 15th September NYMR - £331
- 6th October SVR - £401

So I would like to thank Steve Pizzy & Jo Ford for their help during this year.

In addition to the sales stand and raffles, our income is boosted by the takings from the excellent online group shop, sales bringing in some £10,275 this year. I would like to briefly touch on the 2013 gala & Rail tour takings, which has been a record year for the group. The highlights being record takings at the MNR Spring gala & the best takings of a gala sales stand at Swanage of £727. Not forgetting to mention The Great Eastern Freighter Charity Rail Tour, which took an incredible £1246; considering we had to share the raffle with the 71A group this was an unforgettable day. I would like to thank all the members who have helped me this year, John Gothard, Steve Pizzy, Neil Ruffles & Stephen Barrow, as well Dennis Barnes from Charity Rail tours, thank you for all of your support this year.

For 2014 I'm going to try something slightly different with the galas, I've decided not to go to as many destinations, instead we shall be doing more weekends (except Wensleydale which shall be just the Saturday) at our more successful galas over the previous years, (all support at these events most welcome!) these are as follows:

- April 4th to 6th - Mid Norfolk Railway gala
- May 8th-to 10th - Swanage Railway gala
- June 6th to 8th - Keighley & Worth Valley gala
- July 18th to 20th - Wensleydale gala
- August 29th to 31st - Mid Norfolk Railway gala

Hopefully I will be announcing an exciting new exclusive group sales item some time in 2014. I look forward to maybe catching up with some of you at the galas mentioned.

