

The Magazine of The Class 37 Group

ISSN 1362-718X

SYPHON!

AUTUMN '98

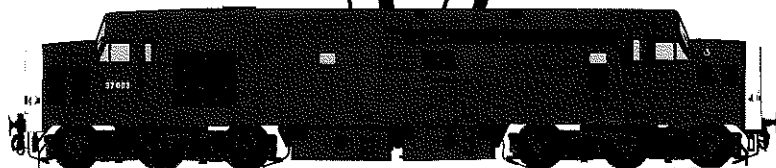
£1.45



37003 Comes Home
Speed Syphons
'Sixes' On Tour



37



THE CLASS 37 GROUP

Owners of 37003

Address for all correspondence:

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P.O. BOX 37

LOWESTOFT

SUFFOLK

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We are always looking for articles, information, TOPS reports, news, workings and photographs. If you have anything relevant please forward to: The Class 37 Group, P.O. Box 37, Lowestoft, Suffolk, NR33 0FJ. Comments made within this magazine do not necessarily reflect the views of The Class 37 Group.

WELCOME

As I sat here in Boreham, preparing this magazine, I heard what I am certain was a 'Deltic', but that was yesterday on the Anglia Railways special to Yarmouth. A short while later the phone rang (better late than never I suppose), "D9000's working 'The East Anglian'" said the voice. Problem solved.

Now if you'd told me a couple of year's ago that I would be hearing 'Deltics' from my back garden, I would have just laughed.

Such has been the progress of Deltic 9000 Locomotives that they have exceeded all expectations and are now regularly running service trains, with another two 'Deltics' in Brush Works being overhauled to help meet demand.

Quite amazing, I am sure you will agree, but what does this have to do with us. Quite simply, I just wanted to highlight what can be achieved in such a short period of time.

Now that 37003 is settled in to it's new home (full story & pics pages 13-16) we have a similar period in which we can make our mark.

We need help and money, with both, 37003 will be running by it's 40th birthday in December 2000. There is a bank standing order form on page 12, please photocopy this and pass it onto your bank, even £1 a month will help greatly.

As promised in the last issue we will continue to keep

you up to date with all the latest news relating to the rest of the fleet. As usual barely a day goes by without a 'Syphon' being in the news.

One of the best stories recently was the news that our friends in 'The Growler Group' have made their first test run with 37215. I am sure everyone joins me in congratulating them on this achievement.

Elsewhere loads of NB's have been working passenger services, the DRS 37/6s have been cropping up all over the place, 37408 will keep its *Loch Rannoch* plates thanks to a concerted campaign started on our Website and D6700 has been restored to former glory.

There are details of all the above and a lot more in this issue, including some very remarkable timing logs which are well worth studying and a piece about 37003's new home.

Enjoy this issue and I hope that as many of you as possible can make the journey to the EARM to see our beast or even better come and help the restoration. It is incredibly rewarding and helps bring all our dreams just that little bit closer.

Finally, I would like to introduce our newest member, my second daughter, Madeleine, who was introduced to traffic on 1 August.

Ken Carr
Editor



GROUP NEWSDesk

HOME SWEET HOME



At last, 37003 sits beside the goods shed at The East Anglian Railway Museum on 22 August. The story of its journey South appears on pages 13 - 16. **Photo: KEN CARR**

PURCHASE PROMPTS MEMBERSHIP SURGE

THE purchase of 37003 has prompted a number of new members to join the Group. In fact just hours after the locomotive's arrival at Chapel we had already signed up a new member and had supplied membership forms to five other people.

A high renewal rate has also helped us keep membership at a healthy level, and we aim to grow membership over the coming months. Not only will we continue to report all the latest news on the Class 37s, just as before, but you also have the option to get your hands dirty on 37003.

WORKING PARTIES

WE are in the process of arranging some working parties on 37003, if you are interested please contact Mike Millward, with a phone number.

Members working on the locomotive will need to become members of E.A.R.M., this is purely for insurance purposes and saves the Group a fortune in arranging personal liability insurance. Membership can be obtained upon arrival at the Railway or by post.

Forms are available from: Membership Secretary, East Anglian Railway Museum, Chappel & Walkes Colne Station, Colchester, Essex CO6 2DS.

PLAQUE AUCTION RAISES MUCH NEEDED FUNDS

THANKS to the generosity of our members, the sale of two depot plaques and the cast BR arrow from 37003 offered in a postal auction in the last issue have raised £380. The money will be put into the restoration fund. Thanks to everyone who took part.

2 NEW LIMITED EDITION T-SHIRTS AVAILABLE

WE are pleased to announce our latest limited edition T-Shirts. This follows the success of our '37003 - Saved' shirt.

The first is the much requested and long awaited 'Settle Syphons' T-Shirt, which features 37051 & 37057 in full colour on the front and the Group's r logo on the sleeve. If you were on this memorable tour, this is the perfect souvenir of the greatest ever 'Syphon' run.

The second is our '37003 - Coming Home' shirt featuring 37003 on the low loader and the Group logo on the back.

The shirts cost £9.99 each (plus 75p P&P) or £18.99 for the pair (plus £1.00 P&P). **Numbers are strictly limited and orders must be received by 30 September '98.**

K&WVR GALA SUCCESS



37029 and 37609 are seen at Keighley on 2 August during the Keighley & Worth Valley Railway's successful diesel gala. **Photo: DANIEL HITCHENS**

GROWLER'S 37215 READY FOR ITS DEBUT

THE Growler Group have completed the restoration of 37215 at Toddington on The Gloucestershire & Warwickshire Railway.

The 'Syphon' was fired up for the first time in six years on 5 July and later the same day made a test run hauling 47105 and D7629 to Gotherington. A second test took place with a rake of stock on 6 August.

The loco was due to haul a member's special on Friday 25 September. The loco will then be available for GWR's services.

SYPHON SHORTS

DRS have now taken over all Nuclear Flask trains, this will result in the company's 37/6s appearing all over the country.

The final Merehead - Minehead stone ran on 16 June hauled by 37264.

37023 & 37114 have been used on weedkilling duties of late including a trip along the Trawsfynndd branch on 19 August.

37401 is now allocated to Coast duties with 37419 moving to Cardiff.

37074 dragged a pair of 325 postal EMUs on the

FORTHCOMING TOURS

26 September '98

'The Shapeshifter' - Mercia Railtours

Paddington to Salisbury, featuring 2 x Class 37/0, Class 56, Rfd 47 and Class 58.

For further details please contact: 01203 593524 (between 18:00 - 21:00)

21 November '98

'The Crompton Pedigree' - Pathfinder

Crewe - Wisbech & Middleton Towers, featuring 33103 and a Class 37/0, top & tail from Peterborough.

For further details please contact: 01453 835414

12 December '98

'The Blade & Owl' - Pathfinder

Reading - Sheffield featuring Classes 47/3, 56 & 58, 66, 2 x Class 37/0 (between Healey Mills and Crewe) and a 60.

For further details please contact: 01453 835414

13:22 Shieldmuir - Willesden on 3 August due to a landslide at Lockerbie.

37431 & 37684 top & tailed nuclear flask to Sizewell on 27 August, the first train their for some time.

A three week trial, of four trains a day, seven days a week began on 24 August, with 37906 hauling 35 MEA wagons carrying stone slag between Llanwrn & Cardiff Docks.

IPSWICH FREIGHTLINER VARIETY



Class 37s have made a brief re-appearance on the Felixstowe - Ipswich Freightliner runs and an interesting array of 'Syphons' have been used. ABOVE: DRS's 37607 prepares to depart the stabling point at Ipswich for a run down the branch on 15 July. BELOW: 37513 and 37371 await a path into Ipswich Yard also on 15 July. **Both Photos: PETER E THOMPSON**



LOCH RANNOCH - HALF THE BATTLE WON



AFTER the outcry from enthusiasts (started by our website editor, Mick Parker) regarding the re-naming and re-painting of 37408, EWS had a change of heart.

They decided that the locomotive could keep its *Loch Rannoch* nameplates. However, it will be outshopped in EWS maroon & gold. 37417 received the *Rail* nameplates intended for 37408 during the Toton open day.

In another twist there is a strong rumour that a Motherwell 37/4 is to be returned to Large Logo livery!

KYLE SYPHONS

Kyle of Lochalsh is back on the map as a freight location and with it comes Class 37s. A freight siding at the station was officially opened on 18 June. On opening day 37684 made the three hour trip from Inverness with 06:35 enterprise service.

Although once a regular haunt for the Class 37s, recent sightings of 'Syphons' at Kyle have been restricted to appearances on charters. 37405 and 37413 made one such trip on 23 May with the Scottish Railway Preservation Society's trip from Dunbar. The class also visit Kyle with 'The Royal Scotsman'.

ABOVE: 37408 stands at Immingham on 18 June '98 just prior to entering Toton for a major overhaul **Photo: GARY SAMSON**. RIGHT: 37405 & 37413 stand at Kyle of Lochalsh during the layover on the SRPS's Dunbar to Kyle trip on 23 May '98. **Photo: DANIEL HITCHENS**.



NB SUMMER HEAVEN

THIS year's Summer Timetable has provided plenty of 'Syphon' action as NB's have come to the rescue of service trains time & time again. The full listings can be found in the 'NB Passenger Diary' at the rear of this magazine.

It is worth, however, mentioning some of the most notable runs. The 13 June was an incredibly busy day and included the appearance at Newquay of 37025 dragging the 08:14 Edinburgh - Newquay HST from Exeter. We believe this is

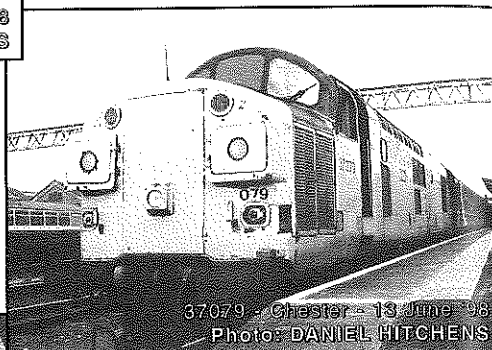


37013 - Stafford - 15 May '98
Photo: DANIEL HITCHENS

the first time a 'split-box' Class 37 has visited the famous seaside resort.

Other 'Syphons' out that day included 37701 working out of Paignton, three different 'heavyweights' on Pathfinders' 'Birthday Bash', 37079 and 37509 on the 'Coast'.

The Summer has seen a number of Class 37s dragging HSTs over Dainton due to a speed restriction on the bank. Locos utilised have included 37679 & 37897

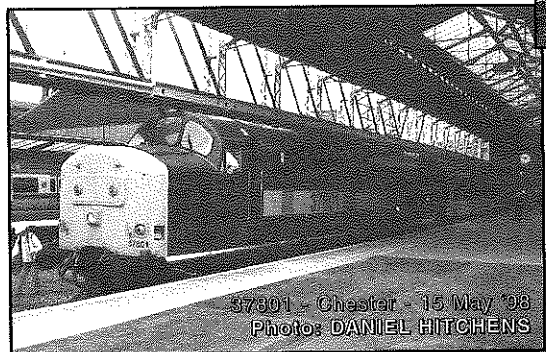


37079 - Chester - 13 June '98
Photo: DANIEL HITCHENS

two weeks running on 14 & 23 August. 37025 hitting Cornwall again, this time reaching Penzance on 6 July.

On the 'Coast' 37065, 37069, 37109, 37175 and 37212 have been in action. Whilst in recent weeks 37055 and 37677 have worked on Weymouth's.

Recently re-instated 37058 (of 'Settle Syphons'



37801 - Chester - 15 May '98
Photo: DANIEL HITCHENS

fame) came to the rescue of a Class 47 on a returning Carlisle - Toton charter at Bolton and the worked the following day's Newcastle - Toton charter.

Other interesting workings have seen 37238 having a blast down the East Coast with a Newcastle - Bristol service. On the West Coast 37520 was used on 3 August on 1M31 & 1S94 between Glasgow and Carlisle. 37890 also reached Scotland on 17 July when it rescued a Class 86 at Preston on 1S76 Brighton - Edinburgh.

The same day saw a pair of 37/3s, 37370 & 37380 work a Rugby - Southport charter to the British Open Golf Championships.



37220 - Birmingham N.S.
- 22 May '98. Photo: DANIEL HITCHENS

D6700 STARS AT TOTON



D6700 made its eagerly awaited public debut at the Toton Open Day over the weekend of 29/30 August. The loco's cosmetics were carried out by Thornaby. Of note is the re-introduced front skirt and round buffers.

Photo: ROE MOREL

DRS 37/6s ON NATIONWIDE T O U R

FOLLOWING on from the use of 37610 and 37611 on the North Wales Coast during May (see photos right), the six DRS owned Class 37/6s have been noted at locations all over Britain.

37607 was called on to work 12:30 Euston - Glasgow on 1 August via the Glasgow South western line due to a landslip at Beattock. The loco returned south the following day with the 13:10 to Euston, working as far as Preston. On the same day 37609 was in action on the K&WVR.

Another WCML working occurred on 2 September. 37611 was called upon to assist the 06:30 Euston - Glasgow between Euxton Junction & Carlisle.

Other duties performed by the 37/6s recently have included Felixstowe freightliners and appearances on Crewe - Cardiff liners.



37003 RESTORATION UPDATE

by Mike Millward

This column will become a regular feature, giving you details of the latest restoration progress on 37003. Before I begin, I will bring you up to date on the events that happened between the loco leaving Crewe and departing M.C. Metals.

37003 left Crewe, on board an Alleleys low-loader during the first week of June '98 en-route to Glasgow and M.C. Metals. The first we knew of this was when I received a phone call from Peter Scarborough at EWS asking me to call Jim McWilliam at M.C. a.s.a.p. as there could be a problem.... oh great.

I quickly called Jim. M.C. had already started preliminary asbestos investigations and had discovered blue asbestos where they'd expected it and some where they didn't.

The position of the expected find was below floor level in the box section frame that makes up the bulkhead at No.2 end (the end with the radiators). It was more or less the remains of what had been stripped by BR at a Heavy General Overhaul. Safety regulations mean't that this had to be removed.

The more worrying find was in the opposite end in much the same place, in the framing below the main electrical cubicle and virtually impossible to get at without major surgery.

To remove this would double the cost of the job and require major surgery. Jim wanted to know what we wanted to do. Panic came to mind. I agreed to give him an answer the next day.

After much discussion we decide to tell M.C. to hold off, so that we could make a better judgement. However, fate forced our hand and when I phoned Jim to tell him of our decision he informed us that the job was already finished. After all, whatever we decided 003 still needed to be rid of it's asbestos.

With much trepidation I asked him how it went. The asbestos at No.2 end was removed quite easily with no major damage and the contamination at

No.1 end wasn't asbestos after all but just dirty fibre wool.

All he was waiting for now was the lab to issue an asbestos free safety certificate and the loco would be ours. Much to everyone's relief.

We decided to ask M.C. Metals to remove what was left of 37003's engine as we would have no use for it. It was literally just the block and would not have been viable to rebuild especially with a couple of pistons mangled up inside. This saved us the cost of a crane and we got paid for it.

The rest of the story is covered on page 13, so I will fast forward to details of the restoration programme, which has already begun.

With the engine removed (although both the generator & turbo are still in situ) this will make it much easier to restore the rest of the locomotive and also governs our plans for restoration.

1. The first job has been to make the brakes safe. The site is on a 1:80/55 ruling gradient so stopping power is vital. We have also begun to weatherproof the loco. The next task will be to



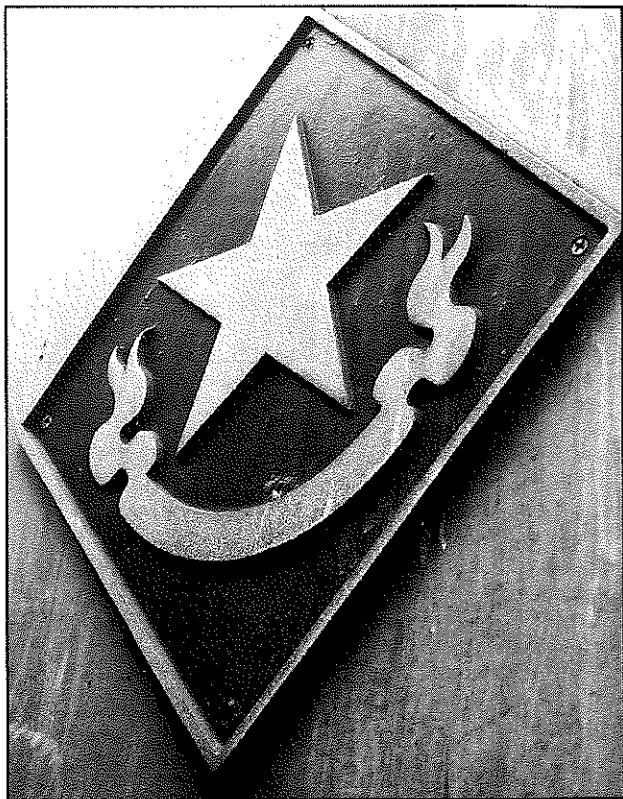
replace the two missing windows and close the radiator shutters and possibly sheet them over with plywood. The exhaust ports will also be sealed.

2. Next up we will further assess the bodywork and act on bodyside corrosion. There are three or four areas where steel needs to be replaced. Remember, the loco is effectively only two years out of Works, so areas like the cab yo nose joint, which are renowned stress fracture areas are in excellent condition. We need to remove and re-fabricate the jumper mounting at No.1 end, remove the aerial & headlight from both ends and seal the holes. We also need to get hold of four Oleo buffers to replace the current oval ones and then fit these as well as new fabricated skirts.

3. Once cosmetically tidy externally, we will repaint it into an authentic Class 37 livery (your views are welcome), we currently favour blue. This part of the operation is important as it is to our advantage if the locomotive looks the part externally. Not only does the EARM have an exhibitable loco, but it also has financial benefits to us. The cabs will also be tidied up to allow visitors to climb on board, in fact this operation is virtually complete and by the time you read this one cab at least will be quite respectable.

4. After the external's and weather-proofing are completed, we will have in effect a mobile restoration shed and attention will be turned to the electrics and the renovation of the pneumatic systems as well as attention being given to the engine room. We require light switch panels for the cabs and internal cab lights as well as sundry items like heaters, oh yes and a second man's seat.

Up to now, I have covered the first 4 steps in more detail than before. As we progress, I will report on the latest developments using these steps as a guide. However even the best made plans can change and some activities may swap places depending on manpower, weather and funding. As a quick resume, the full plan is as follows:



1. Weatherproof bodyshell.
2. Bodyshell repairs and mods to buffers/skirts.
3. Repaint.
4. Refurbish Electrics.
5. Full pneumatic/vacuum overhaul.
6. Refurbish cabs/interior.
7. Refurbish bogies.
8. Refurbish & fit boiler.
9. Locate and install power-unit
10. Get fully operational.

Until next time.

Mike Millward

STANDING ORDER FORM

Direct to Preservation Fund For 37003

Please Forward Completed Form To Your Bank

Your Bank & Branch:

Please Pay:

For The Credit Of:

The Sum Of:

Commencing:

Quoting The Reference:

and debit my/our account accordingly.

This instruction cancels any previous order in favour of the beneficiary named above, under this reference.

Special Instructions

Account to be Debited	Account Number

Signature(s): _____

Date: _____

Note: The Bank will not undertake to:

- i) make any reference to Value Added Tax or other indeterminate element,
- ii) advise payer's address to beneficiary,
- iii) advise beneficiary of inability to pay,
- iv) request beneficiary's banker to advise beneficiary of receipt of payment.

If you don't want to spoil your magazine a photo-copy is acceptable.

37003 COMING HOME

by Ken Carr

The movement of 37003 from M.C. Metals took us all by surprise. We had hoped to be able to inform everyone in advance of the move. However, Alleleys had a spare trailer at short notice and bingo 003 was on it's way.

The journey began at 4 pm on 18 August. A 43 ton tractor unit and a 96 wheel trailer with 37003 on board pulled out of Glasgow on their 450+ mile journey to Essex. The total weight a massive 186 tons. With a maximum speed of 42 mph it wasn't going to be a quick trip.

Progress on Tuesday down the M6 was quite good and the evening stop over was spent at Carlisle. The next day saw the ensemble tackle Shap and Manchester was reached just after lunch and the evening stopover took place just off the M6 at Junction 16.

Just after Midnight, the driver noticed a car pull up and after a while wondered where the occupant had gone. He found the bloke on board the loco taking pictures! As long as that's all he took we don't really mind but next time I hope he doesn't leave his polaroid film wrapper on the floor.

Thursday saw the A50 scratched and then the M1 and M25 as far as South Mimms, where the next overnigher took place. It had been hoped to reach the services at Stanstead just off Junction 8 on the M11, but due to lack of police escort this proved impossible.

The need for the police to provide an escort led to the last stage of the journey on Friday from South Mimms to Chapel being an extremely long drawn out affair.

I decided to take the day off work to follow the loco in. Mike Millward, Steve Potter and Rob Morrell planned to be at the EARM for the arrival. I left home at just before 7 am to track the loco down. Having expected it to be at Stanstead services, I was surprised it wasn't there.

After a quick phone call I found out it had spent the night at South Mimms and after a blast down the M11 and the M25 I found the loco in the lorry services at the severely charred South Mimms

(must have been some fire). There was no sign of any movement or the driver, so I decided to return home to sort out a few bits & pieces and to get changed as a bird had deposited it's breakfast over my shirt, still that's mean't to be lucky.

By the time I'd got back to South Mimms just after 12, the loco had gone. I found it at the Stanstead services, the driver informed me he was waiting for a police escort, which was due some time after 2 pm.

Just before 3pm a police motor cyclist turned up and informed us he would take us all the way to Chapel. By this time my mobile was reaching melt-down as various worried people kept ringing to find out where the loco was. No probs will be with you within a couple of hours I assured everyone.

However just before 4pm we were skirting around Braintree on the by-pass when the police outrider decided he didn't really want to be doing this. He promptly directed the Alleleys driver into a lay-by and told him that we had been going two hours already and we were still three hours from our destination. Obviously he was operating in a different time-space continuum, as we were now just 12 miles from our new home.

He wouldn't be budged so we just had to wait. So near, yet so far. Another escort was promised after 6pm. The driver suggested that I should give him a lift to the railway so that he could assess the route. It also gave him the opportunity to meet up with his colleague who was at the museum waiting with a second lorry, a low-loader, which is used as an unloading ramp.

After a cup of tea and finding one of EARM's volunteers willing to stay on site to await 003's arrival we returned to the lay-by to wait. By this time Steve & Mike had had to return home after a quick visit to Braintree to view 003.

At 7.30pm, a police motor cyclist and a squad car appeared. Minutes later we were off and all was going smoothly until we reached Walkes Colne. The lorry couldn't make it around a mini-roundabout. After reversing and the movement of a

Continued on page 16

37003 COMING HOME



On the M1 In Northants. Photo: ROB MOREL



3pm, Way Out - Stanstead. Photo: KEN CARR



8.05pm, Pub Crawl! Photo: KEN CARR



Due South! Photo: ROB MOREL



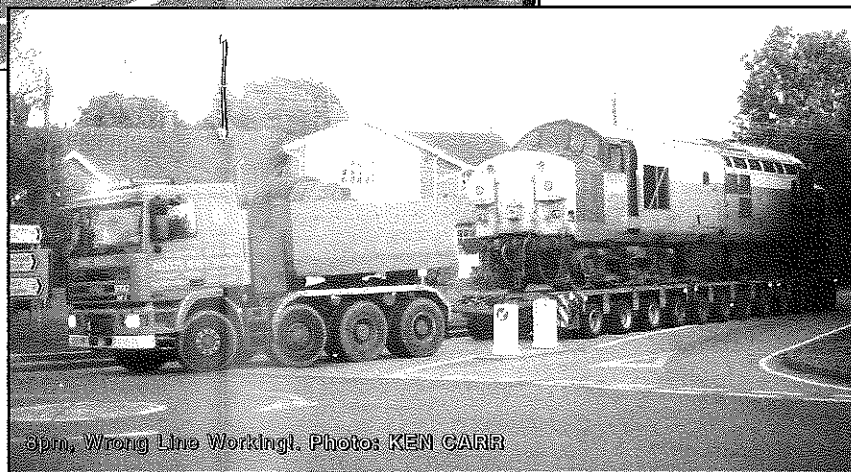
4pm, Brakes & Brakes On. Photo: KEN CARR



11:30pm, So Near, Yet So Far
Photo: KEN CARR



9am, South Mimms. Photo: KEN CARR



3pm, Wrong Line Working! Photo: KEN CARR



Home At Last.
Photo: KEN CARR

Continued from page 13

parked car some wrong-line running solved the problem.

The loco finally arrived at the entrance road to the museum at 8.30pm. First problem, the tractor unit couldn't get around the very final corner of the journey. Soon the light was disappearing as night set in making the whole operation even harder. By now there was a crowd of 20+ people watching the entertainment. A bit of light relief was when the headlamp on the police motor cyclist's bike drained his battery and he had to be push started.

After much shunting back & forth, the tractor unit was turned to allow it to push the trailer and at 9.55pm the corner was finally mastered. The ensemble slowly edged it's way through the darkness along the entrance road.

Five minutes later the second problem occurred just as the loco had passed through the gates of the EARM and less than 100 yards away from the low-loader's unloading ramp.

The hydraulic power steering system on the tractor unit went bang. Now this is pretty serious when you have 186 tons to manoeuvre. More head scratching, then one of the Museum's members found some fluid in the shed, which enabled the tractor to move a further 20 yards. At this point one of the 96 tyres went bang, but this wasn't too much off a problem, after all there were still 95 intact. After more fluid was used and after a lot of effort the trailer was finally docked with the un-loading ramp at Midnight.

The tractor unit then had to be turned so that it could operate its winch. Not surprisingly the guys from Alleleys were desperate to get home. This led to an efficient un-loading and thirty-two minutes later, at 12:32am, 37003 touched down on Museum tracks and it's epic journey was completed.

I missed the final half hour of the drama but Rob stayed until the bitter end before he drove the 100 miles home.

The following morning, I went back to check everything was ok and I was joined by Mike and we embarked on the long road of restoring 37003 to its former glory.

The first job was to take a good look at the locomotive. Thankfully damage caused by the asbestos removal at MC Metals was absolutely minimal. There was no major damage as was the case with

the Class 26s a few years ago. Our only problem was that two cab doors had been taken off as had an engine room door. These were stacked in the engine room with all their nuts & bolts.

It didn't take too long to refit these thanks to Mike's

big hammer and his chisel (don't ask!). I refitted the covers on the electrical cubicles and Mike covered over the missing driver's window. Our first day of preservation was complete. 003 was then moved outside the engine shed ready for display to the public the following day during a steam day.

I managed to sneak out on the Sunday for a few hours and headed straight for Chappel. Rob Morel was already there and had done a superb job cleaning out one of the cabs to allow the public access.

We decided to try and clean the bodyside, but as we didn't have any decent cleaning fluid with us it soon became apparent it was a pointless task. During the day we made a number of new friends and a number of people enquired about membership (welcome if you are one of those).

Mike is drawing up a work plan. Now is the time to get your hands dirty and come and play your part in returning this mighty beast to traffic. Don't worry if you've never done any restoration before, neither have I, but having started it is incredibly rewarding and if I can do it, believe me so can you. I look forward to seeing you at Chappel soon.

**At this point one of the
96 tyres went bang, but
this wasn't too much off
a problem, after all
there were still 95 intact**

**If you would like to help with the restoration of 37003,
please contact**

**Mike Millward , The Class 37 Group
P.O. Box 37, Lowestoft, Suffolk, NR33 0FJ.
Please give a contact phone number.**

THE CLASS 37 GROUP MONTHLY DRAW

Another way to help with the preservation of 37003 is to join The Class 37 Group Monthly Draw. Not only will you be helping raise money for the preservation fund but you also stand the chance of winning a cash prize each month.

To join please fill out the form listed below:

Name:

Membership Number:

I confirm I would like to join The Class 37 Group Monthly Draw and enclose a cheque/postal order to the value of £ for draws.

6 draws - £6

12 draws - £12

18 draws - £18

24 draws - £24

A photocopy of this form is acceptable.

Completed form should be sent to:

Steve Potter, The Class 37 Group, P.O. Box 37, Lowestoft, Suffolk NR33 0FJ

NEW & RECENT SALES ITEMS



37003 Full Colour Mouse Mats - £4.95 + 50p P&P

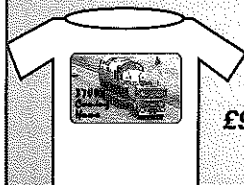
37003 Saved T-Shirt (only 2 left)

- £9.95 + 75p P&P



37003 Coming Home T-Shirt -

£9.95 + 75p P&P



**T-Shirts must
be ordered by
30 Sept '98**

'Settle Syphons' T-Shirt

- £9.95 + 75p P&P



Orders To:

The Class 37 Group, P.O. Box 37, Lowestoft, Suffolk NR33 0FJ



The number of occasions that Class 37s have managed to reach the magic ton has been fairly limited, after all they were only designed for a maximum of 90 mph. However, over the last thirty-odd years pairs of Class 37s have shown their true potential with a number of stunning performances.

We'll begin on 3 June 1965, with what was probably the class's finest moment. The occasion was the Western Region's high speed trials. These were carried out to assess the possibilities of high speed services between Paddington and Plymouth. The first trial ran on 8 April 1964 and was largely in response to the impressive new electrified services on the London Midland's Euston - North West route.

So it was that a 'Western' took a train of seven coaches over the 225.5 miles from London to Plymouth in 3 hours and 38 mins at an average of 65 mph. A new record for the route.

The Western Region although pleased with this result, decided that they needed to conduct tests with longer formations and they realised they would need more horse-power on the front end. The decision was made to try a pair of Class 37s, which would give them a total horse-power rating of 3,500, on a ten coach train. The aim was to break the record set by the 'Western'.

ALTHOUGH THE CLASS 37s WERE DESIGNED AS A MIXED TRAFFIC LOCO, AT TIMES THEY HAVE BEEN GIVEN THE OPPORTUNITY TO SHOW THERE PACES AS AN EXPRESS LOCO. KEN CARR LOOKS BACK AT SOME RATHER NOTABLE RUNS.

D6881 and D6882 were the chosen pair, the stock comprised nine XP64 coaches and the Western's track-testing car. The outward run was handled by Driver Williams. The subsequent events were outstanding. Table A sets out the highlights.

After a steady start out of Paddington, the pair were soon in their stride an averaged 96 mph between Southall and milepost 29. The locos achieved a max of 98 mph at Slough. This was the highest speed achieved on the outward run. Reading was passed in a very commendable 27 mins and 33 secs. The run down the Berks & Hants was restricted by speed slacks. However, Cogload Junction was still reached at an average of 79.4 mph. The locos drew into Exeter in 132 mins and 21 secs. An average start to stop speed of 78.8 mph. A new record! The run onto Plymouth despite the tortuous curves and steep gradients was achieved in 62 mins and 6 secs. The total time from Paddington to Plymouth was 3 hours, 16 mins and 17 secs.

The 'Syphons' had smashed the record set a year earlier by the 'Western' and had beaten such legendary classes as the 'Kings' and 'Castles'.

The return run was just as momentous and this time Driver Tom Rees was at the controls. He had the added incentive of beating *City of Truro's* leg-

endary 1904 run on the 'Ocean Mails'. He didn't disappoint.

At 1pm the train departed Plymouth and headed non-stop for Bristol. The nature of the route precluded too many high speed exploits and it wasn't until some 74 miles out of Plymouth that the locos achieved 90 mph. The locos were then eased for the crossover at Taunton, then they were opened up and 96 mph was achieved at Bridgwater. From Bridgwater to Yatton on the 21.3 miles on level track the pair achieved an average of 94.6 mph. Arrival at Bristol was just 16 seconds short of two hours.

After an 8 minute stop at Temple Meads the Syphons were ready for the non-stop run to Paddington via Bath. Table B lists this run. A brisk start resulted in a mile a minute average being achieved after only 11.5 miles at Bath. A speed restriction of 75 mph as far as Box Tunnel slowed progress, but then the pair really began to perform.

97 mph was achieved just prior to Dauntsey bank, were speed fell by 10 mph on the ascent. Once past Swindon the speed was back in the mid-90s. As the locos powered on the magic 100 mph was achieved at Stevenon (this was the first time the

TABLE A

Load: 10/350 tons tare/355 tons full

Locos: D6881 & D6882

Date: 3 June 1965

Miles		Sch mins	Actual m, s.	Speeds mph
0.0	Paddington	0	0:00	
1.3	Westbourne Park		3:04	
5.7	Ealing		7:03	
9.1	Southall		9:27	87
13.2	West Drayton	10.5	12:10	97
18.5	Slough	17	15:26	98
24.2	Maidenhead	20.5	18:56	97.5
31.0	Twyford	25	23:23	75 (slack)
36.0	Reading	29	27:33	
41.3	Theale		32:58	75
46.8	Midgham		37:08	88/60
58.5	Kintbury		45:46	88/80
66.4	Bedwyn	55	52:22	75
75.3	Pewsey		59:37	80 (slack)
81.1	Patney	66	63:29	96
86.9	Lavington	70	67:34	82 (slack)
92.0	Milepost 92		70:49	97
102.3	Blatchbridge Junc.	81	78:09	82/85
111.7	Bruton		85:17	90
115.1	Castle Cary	91	87:45	slack
125.8	Somerton		95:20	90/83
130.0	Milepost 130		98:13	97
135.0	Athelney		101:47	87
142.7	Taunton	111	107:25	80
146.6	Milepost 167		110:40	65 (slack)
149.8	Wellington		113:19	77
153.6	Whiteball	120	116:34	64
158.6	Tiverton Junc.		120:07	92
170.0	Stoke Canon		128:34	90
173.5	Exeter St Davids	136.5	132.21	

TABLE B

Load: 10/350 tons tare/355 tons full

Locos: D6881 & D6882

Date: 3 June 1965

Miles		Sch mins	Actual m, s.	Speeds mph
0.0	Bristol Temple Meads	0	0:00	62
1.7	St Annes Park		3:21	83
7.1	Salford		7:43	slack
11.5	Bath		11:32	75
16.5	Box	26	16:27	88
24.4	Chippenham		22:28	97/87
30.7	Dauntsey	37.5	26:27	89
41.1	Swindon	44.5	33:32	97
51.9	Uffington		40:25	95
58.0	Wantage Road		44:19	100
61.9	Stevenon		46:43	100
65.3	Didcot	53	48:45	99
69.9	Cholsey		51:32	100
73.6	Goring		53:46	
82.4	Reading	64	60:06	95
94.2	Maidenhead	72.5	68:17	98/96.5
99.9	Slough	76	71:49	98
105.2	West Drayton		75:03	95
109.3	Southall	82	77:38	96
112.7	Ealing		79:46	81
116.4	Milepost 2		82:16	
118.4	Paddington	93	86:35	

Class achieved the 'ton'). For the next seven miles the speed flicked between 99 & 100 mph.

The overall average for the 97 miles between Corsham to Westbourne Park was 91 mph and arrival at Paddington was in 86 minutes 35 seconds. Giving a total time from Plymouth of 3 hours 34 minutes and 15 seconds (including the 8 minute stop), another new record. Table C shows another run over the Western during 1966, this time on a service train. The locos on this occasion were D6888 and D6891. This pair went one better than D6881 & D6882 the previous year by achieving a top speed of 101 mph at Slough and I would have loved to see them charging through Reading at 83 mph. Another point of interest was the pass to pass average between Twyford and Hayes of 98.8 mph.

We'll now move into a new decade and the events of twelve nights in July

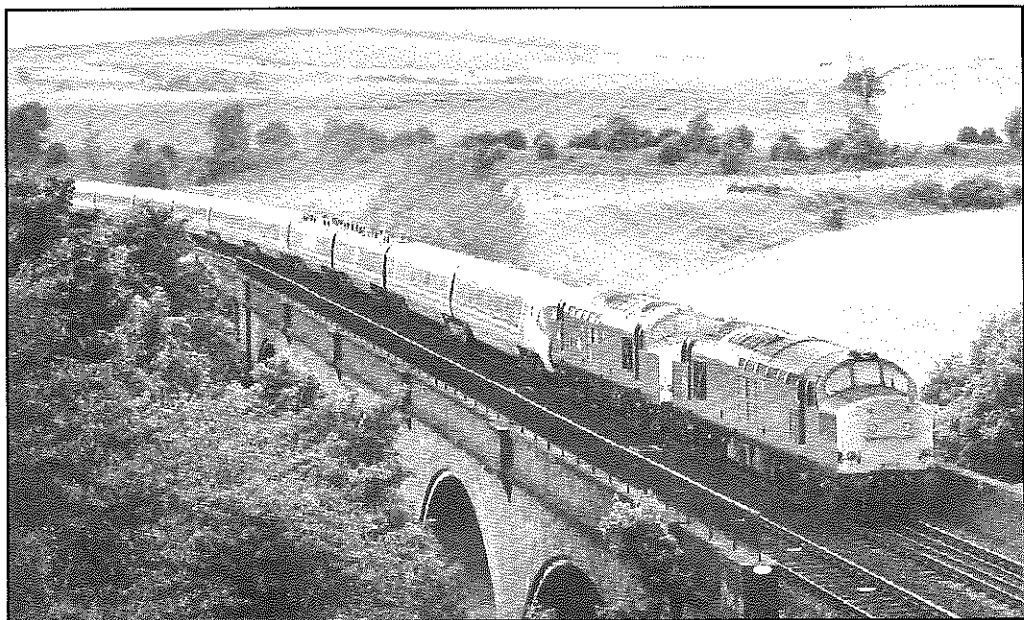
TABLE C**Locos:** D6888 & D6891**Load:** 12/419 tons tare/430 tons full**Date:** 1966

Miles		Actual Speeds	
		m, s.	mph
0.0	Bath	0:00	
5.0	Box	5:50	69
8.6	Corsham	8:57	68.5
12.9	Chippenham	12:16	80/79
19.2	Dauntsey	17:03	80/78
24.0	Wootton Bassett	20:43	slack
29.6	Swindon	27:08	48
35.4	Shrivenham	31:46	75
40.4	Uffington	35:01	92
46.5	Wantage Road	38:52	96.5
53.8	Didcot	44:43	80
62.1	Goring	50:05	96
70.9	Reading	56:00	83
75.9	Twyford	59:31	85
88.4	Slough	67:19	101
97.8	Southall	73:17	80
102.6	Acton	76:73	80/sigs
106.9	Paddington	84:56	

1978. We'll also change region. As part of the testing programme of the Advanced Passenger Train (APT), pairs of Class 37s were used to propel an slip-coupled APT between Darlington and York.

The tests which began (a day late!) during the night of 16 July, would see a pair of Class 37s run up to a speed of 100 mph before they would slip the coupling and let the APT coast to a stop.

In all seven different 'Syphons' were used during the tests, including 37132 & 37250. As the tests took place in the early hours of the morning, under a veil of secrecy, there are no detailed timings of these fascinating runs. However, we do have the full timings of the most remarkable Class 37 run ever, but I am afraid you will have to wait until the next issue for full details.



**DON'T MISS THE CONCLUDING
PART OF THIS ARTICLE IN THE
NEXT ISSUE, FEATURING THE
ULTIMATE CLASS 37 RUN.**



THE EAST ANGLIAN RAILWAY MUSEUM



37379 approaches Chappel from Sudbury on
25 February '98 Photo: PETER E. THOMPSON

3 7003's new home, the East Anglian Railway Museum, is located at Chappel, near Colchester. The museum is situated in the former goods yard at Chappel beside the station located on the Marks Tey - Sudbury branch.

The site itself is quite compact. However, there is a three road restoration shed, built in 1983, the original good shed dating back to the 1880s, three signal boxes, a visitor centre, a reasonable shop, a miniature railway and a running line which runs the length of the yard and all being well is due to be extended.

The extension will take the Museum's track over the mighty impressive Chappel viaduct, a structure which needs to be seen to be believed.

At present there is quite a lot to interest the modern traction enthusiast. Apart from 37003, there is 08772, D2063 and 11249. In addition there is quite a collection of DMUs. On the steam side, Chappel is home to the LNER N7 and a number of industrial steam locos.

The only diesels currently in working order are the small shunters and these can often be found busying themselves in and around the yard. The Class 08 is nearing completion of it's restoration. The DMU's are often used as carriages on steam days and occasionally are used in service. Another couple of Class 04s are also likely to turn up soon.

Each July there is a diesel gala, where all the operational modern traction provides the entertainment and there is a liberal sprinkling of steam days throughout the year (mainly Sundays).

If you have young children the best time to visit is

over Easter for 'The Friends of Thomas' gala. Having experienced a number of 'Thomas' do's with my young daughter at locations all over Britain, I can quite categorically state that the E.A.R.M.'s is by far the best.

Up to three trains are in service with departures every ten minutes, this gives the children plenty of entertainment and the opportunity to ride behind a real life 'Toby the Tram Engine' (a converted 03).

The other essential event at Chappel is held during September - the beer festival.

From a preservation point of view, the restoration shed also has an excellent workshop and 37003 can me moved undercover for all essential work.

The best way to discover the site is pay a visit. **Class 37 Group Members receive a 50% reduction** on the entrance fee. It is also a good opportunity to tick off the Sudbury branch whilst you're there.

FORTHCOMING EVENTS AT E.A.R.M.

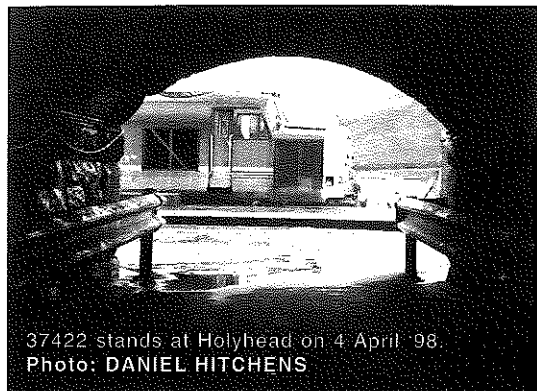
October

Sun 4	Steam Day
Sat/Sun 10/11	Art Exhibition
Sat 31	Evening Halloween
Steam	

December

Sun 6	Santa Steamings
Sat/Sun 12/13	Santa Steamings
Sun 20	Santa Steamings

FOUR "FOURS"



37422 stands at Holyhead on 4 April '98.
Photo: DANIEL HITCHENS



37426 at Llandudno Junction on
15 April '98. Photo: DANIEL HITCHENS

37413 & 37405 after arrival at Kyle of Lochalsh
with an SRPS special on 29 May '98.
Photo: DANIEL HITCHENS



37431 departs Crewe with Virgin's TM89
Reading to Manchester Piccadilly on
5 June '98. Photo: DANIEL HITCHENS

MY MAGICAL EIGHT

by Jim Young

A few years back a regular feature in 'Syphon' was a series of articles entitled 'my favourite top ten' in which members selected their ten best Class 37 haulages. I contacted Ken to see if he would like to restart the feature, not surprisingly he was more than happy, so here goes. After trawling my record books, I have chosen eight, just to be different.

- 1. 37051 & 37057 'The Settle Syphons' Railtour 20 July 1996**
 This must be the best pair of 'Syphons' on a tour for some time, if not ever. This was the first time I'd had a pair over the magic ton. I'll remember it for years to come.
- 2. 37058 & 37059 'The Settle Syphons' Railtour 20 July 1996**
 The combination of two knackered but outrageous locomotives and the S&C. Plenty of thrash and clag. Pure Hellfire!
- 3. 37053 Weymouth - Bristol T.M. Date Unknown**
 This was a superb run from Weymouth, including lots of throwing the handle out of the window. The departure from Bath Spa was spectacular as the driver just pulled the handle back and went racing through Keynsham, "Oops we should have stopped there"! He then made an emergency stop at the next signal and reversed back into the station where she 053 promptly shut down! Following several attempts to coax the loco back to life, the 'Syphon' eventually erupted and we were treated to a non-stop, handle wide-open thrash to North Somerset Junction, what a loco, what a driver.
- 4. 37128 Preston - Liverpool Lime St 4 July 1992**
 This was the end of Railfreight 37s on North West Passenger turns. I had this beast on the Noon departure from Preston. The driver opened her 128 up and we were treated to instant thrash for a few seconds before the loco shutdown. The loco was restarted and with plenty of clag we finally stormed out of Preston and a fine run to Liverpool ensued.
- 5. 37065 Preston - Liverpool Lime St 4 July 1992**
 Later the same day I decided to do the last service from Preston to Lime Street and the return to Blackpool North. The departure from Preston was less spectacular, but better was to come. We arrived at Bryn and the driver cautiously opened the controller as we started the climb to St Helens. We only got a few yards before the loco shut down and we rolled back into the station. Several attempts were made to depart, but to no avail, then the driver just yanked the controller wide open and 065 away throwing out coolant!
- 6. 37025 'The Road to the Isles' Railtour 4 August 1996**
 37025 was absolutely hellfire due to turbocharger problems that gradually got worse as we headed north. We were losing speed but gaining lots of noise and clag. From Preston 31255 came on top in multiple and worked the train forward to Carstairs. A window was essential for the ascent of Beattock, flames were coming out of 25's exhaust.
- 7. 37188 & 37051 Inverness - Glasgow Queen St 28 August 1993**
 The train was the stock move to Fort William on Saturdays and was used to move ballast engines to Glasgow, on this occasion it was this monstrous pair. I went up to the driver and requested some hellfire driving, he agreed and we were treated to some spectacular speeds, giving us a 20 minute early arrival at Pitlochry and plenty of time for a photo-stop.
- 8. 37079 Crewe - Chester 14 June 1998**
 Following gen coming down on the 'jungle drums' that several 37/4s had collapsed on the Coast, I managed a short but worthwhile journey behind this fine elusive beast. Lots of thrash and lots of clag, pity it was only as far as Chester.

ON LOCATION - London Freight



37293 works 7L07-09:49 Red Jung - Temple Mills
through Kenny O. on 18 June '97. Photo: M. GIBSON



37719 with the 6063 return working at
Wandsworth Road on 9 July '98. Photo: M. GIBSON

ON LOCATION - Lostwithiel



37668 approaches Lostwithiel station with a rake of china clay wagons on 1 November '96. Photo: M. GIBSON



37670 awaits departure from the yard on 1 November '96. Photo: M. GIBSON

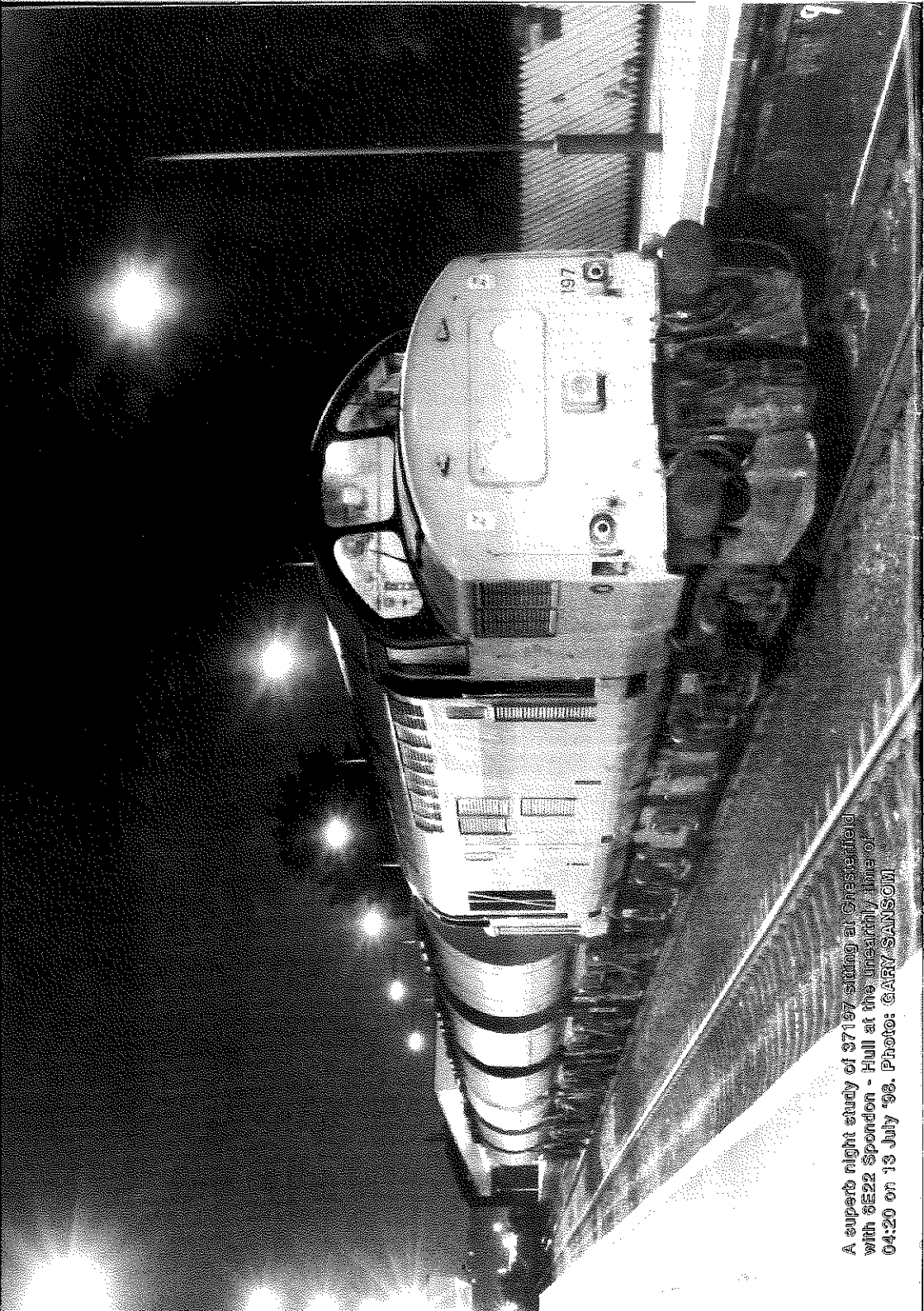
NB PASSENGER DIARY

01/05/98	37893	12:20 North Berwick - Edinburgh EMU from Musselburgh.
04/05/98	37678	1F23 from Warrington to Liverpool Lime St.
15/05/98	37611	1V96 between Penrith & Tebay.
18/05/98	37043	1S25 Euston - Inverness sleeper from Perth.
23/05/98	37670	Paignton & Dartmouth gala.
24/05/98	37670	Paignton & Dartmouth gala.
02/06/98	37211	07:21 Rhymney - Cardiff
05/06/98	37668	1O03 22:00 Penzance - Waterloo sleeper between Truro & Plymouth.
06/06/98	37701	1M56 Penzance - Manchester Picc. between Plymouth & Bristol T.M.
	37667	1V67 Newcastle - Bristol T.M. as far as Birmingham N.S.
07/06/98	37701	1V42 Manchester - Plymouth dragging HST from Exeter and 1V68 Newcastle - Plymouth another HST drag also from Exeter.
	37025	1V60 Edinburgh - Penzance HST between Exeter & Plymouth.
08/06/98	37175	01:43 Holyhead - Birmingham N.S. then CD2 diagram.
	37897	2F43 07:41 Rhymney - Cardiff & 2O38 16:27 return, then 2F88 17:42 Rhymney - Cardiff and 2O50 19:16 return.
	37069	08:17 Crewe - Holyhead from Talacre then diagram CD5.
09/06/98	37175	06:40 Holyhead - Birmingham N.S. and 10:07 return.
	37025	1V61 15:02 Newcastle - Plymouth HST from Exeter and 1V52 Edinburgh - Penzance between Exeter and Plymouth.
10/06/98	37175	08:17 Crewe - Holyhead.
13/06/98	37025	1V49 Edinburgh - Newquay from Exeter. <i>1st split box 'Syphon' to visit Newquay.</i>
	37697 & 37717	'The Birthday Bash' railtour between Sheffield & Grantham.
	37695	'The Birthday Bash' railtour with 73128 between Bescot & Watford.
	37701	1M39 Paignton - Birmingham N.S. to Exeter.
	37607	1A87 Liverpool - Euston from Runcorn - Ditton Yard.
	37196	Carlisle - Bangor charter as far as Warrington B.Q. via S&C.
	37079	10:18 Crewe - Bangor & 12:22 return, then 14:17 - Bangor and 16:22 return. Then 23:40 Crewe - Holyhead.
	37509	1D79 17:17 Crewe - Bangor and 20:22 return.
14/06/98	37079	1K53 08:50 Holyhead - Crewe.
15/06/98	37509	01:43 Holyhead - Birmingham then CD2 diagram.
16/06/98	37509	North Wales Coast services.
19/06/98	37025	1V65 15:50 Newcastle - Plymouth HST from Exeter.
30/06/98	37025	1V65 15:50 Newcastle - Plymouth HST from Exeter.
01/07/98	37672	1V35 06:36 Wolverhampton - Plymouth from Exeter and 1M40 11:40 Plymouth - Liverpool as far as Exeter.
02/07/98	37705	1S49 Birmingham N.S. - Edinburgh from Quintinshill.
03/07/98	37109	1D79 17:17 Crewe - Bangor and 2D73 20:22 Bangor - Crewe.
04/07/98	37198	Bristol T.M. - Weymouth from Bradford Junc. - Westbury.
	37680	Crewe - Edinburgh - Crewe charter.
06/07/98	37025	1V49 06:39 Dundee - Penzance HST from Exeter.
08/07/98	37679	pushed 1V57 Aberdeen - Plymouth HST from Exeter. <i>May have been ECS?</i>
17/07/98	37131	1D88 Euston - Holyhead from Crewe.
	37890	1S39 Bournemouth - Edinburgh HST from Preston.
	37370 & 37380	Rugby - Southport and return 'golfex'.
18/07/98	37131	1A37 Holyhead - Euston to Crewe.
	37198	1O38 Edinburgh - Bournemouth from Birmingham N.S. returning on 1M81 to Manchester as far as Birmingham N.S.
19/07/98	37679	1C82 20:15 Paddington - Plymouth HST from Exeter.
22/07/98	37058	06:10 Rhymney - Crewe & 14:40 Crewe - Rhymney additional.

NB PASSENGER DIARY

25/07/98	37503 37229	23:47 Waterloo - Penzance between Newton Abbot and Plymouth. 'The Eastern Star' charter between Felixstowe and Ipswich & return top & tail with 47785.
27/07/98	37077	2038 16:27 Cardiff - Rhymney and 2F88 17:42 return.
31/07/98	37696	1V61 15:02 Newcastle - Plymouth from Exeter.
01/08/98	37040 & 37293 37029 37609 37607 37696	'The Ribble Nibble' railtour. K&WVR diesel gala. K&WVR diesel gala. 12:30 Euston - Glasgow Central from Carlisle via GSW. banked a 'kettle' tour from Exeter St Davids to Exeter Central.
02/08/98	37607 37029 & 37609	1M35 13:10 Glasgow Central - Euston as far as Preston via GSW. K&WVR diesel gala.
03/08/98	37520	1M31 16:08 Glasgow Central - Euston as far as Carlisle and 1S94 18:35 Euston - Glasgow Central from Carlisle. Both via GSW.
10/08/98	37238	1V67 18:05 Newcastle - Bristol T.M. between as far as Derby.
12/08/98	37057	1G57 15:36 Manchester Picc. - Birmingham Int. and 1F74 18:47 return to Liverpool Lime St.
14/08/98	37679 & 37897	1V50 08:40 Glasgow - Penzance from Exeter.
15/08/98	37065 37679 & 37897	1D65 10:18 Crewe - Bangor & 1K65 12:22 return then 1D73 14:17 Crewe - Bangor & 1K73 16:22 return, then 1D81 18:17 Crewe - Chester and 1K82 return, then 1D60 23:40 Crewe - Holyhead. 1M56 08:40 Penzance - Manchester as far as Bristol T.M. (37897 only worked as far as Exeter).
16/08/98	37065 37212	1K51 05:38 Holyhead - Stafford and 08:43 Stafford - Bangor to Chester.
17/08/98	37212	1D88 17:10 Euston - Holyhead from Crewe.
		1A37 08:50 Holyhead - Euston to Crewe.
22/08/98	37244	'The Yarmouth Belle' railtour assisting steam loco <i>Taw Valley</i> from March Yard - Ely and Ely to Trowse due to a coal shortage on the 'kettle'.
23/08/98	37679 & 37897	1V42 07:47 Manchester Picc. - Plymouth from Exeter.
28/08/98	37055	2V89 17:20 Weymouth - Bristol T.M.
29/08/98	37058 37679	Toton - Carlisle charter from Bolton.
30/08/98	37058	1M39 Paignton - Birmingham N.S. from Newton Abbot.
01/09/98	37677	Newcastle - Toton charter & return.
02/09/98	37611	2V89 17:20 Weymouth - Bristol 1S47 06:30 Euston - Glasgow between Euxton Junc. and Carlisle.

**NEXT ISSUE'S
DEADLINE FOR SIGHTINGS, WORKINGS,
ARTICLES, PHOTOS ETC
10 NOVEMBER '98**



A superb night study of 37197 sitting at Chesterfield with 6E22 Spondon - Hull at the unearthly time of 04:20 on 13 July '98. Photo: GARY SANSON