

# SYPHON!

*Magazine of the Class 37 Locomotive Group*

£2.00

Spring 2002



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*Magazine of the Class 37 Locomotive Group*  
**SPRING 2002**

**CLASS 37 LOCOMOTIVE GROUP**

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## **A NEW DIRECTION**

The last few months have been quite hectic within the Group. 37075 was repainted blue, a power unit has finally been sourced for 003, for a few weeks it even looked like we were going to have a third class member under our care, until the owner changed his mind at the last minute.

There has been changes to the committee as well. Mike Millward has stepped down due to lack of available time. However, he is still helping out with various bits and pieces in the background. Phil Lynch has also stepped down from the committee, again due to lack of time, he has carried the Group over recent times and he wants to take more of a back seat (including compiling most of this issue). Phil has taken up a non-committee post of Technical Officer. On behalf of the Group I would like to say a big thankyou to both for all

their hard work.

We welcome Andy Morris on board to take over as Treasurer and Michael Ratledge as Operations Officer. Steve Pizzey will now look after Membership and I have taken over as Chairman.

There are changes to *Syphon*, mainly to ensure we can produce it regularly. There will be four issues a year in this current format. As usual any piccys /articles/news very welcome.

It is time to move the Group forward, we need your support and any donations you can make. Lets make 2002 a truly landmark year in the Group's history.

*Ken Carr*

The views expressed in this magazine are not necessarily endorsed by the Class 37 Locomotive Group.

Contributions welcome especially photos and articles. Please send to the address above or send via e-mail (articles in .txt files, photos as high res JPEGs) to [deltic15@aol.com](mailto:deltic15@aol.com).

Many thanks to all those who have contributed to this issue - you know who you are.

Yearly membership costs £15, send cheques payable to 'Class 37 Locomotive Group' to the address above.



# **CLASS 37**



# **LOCOMOTIVE GROUP**



## restoration progress - 37075



37075 after receiving its coat of blue paint at Loughborough

The last year has been fairly hectic with 075; there was the move in October 2000 to the main GCR from its embryonic northern sister. This was closely followed by the main and auxiliary generator change early in 2000 and the related proving runs.

The launch of the loco into the GCR fleet took place at the same time as our group's merger and saw respectable loadings of diesel fans. The livery of Railfreight triple grey was touched up here and there, even gaining black Headcode boxes. She even gained white handrails, lamp irons and silver buffers towards the middle of the summer.

During the same period the cabs slowly received attention. No2 end in particular, receiving primer and numerous undercoats in preparation for a new cab colour scheme. The new generator has found weaknesses in 075's performance and investigations have led to the tappets being adjusted up (some of which could accept £1 coins in the gaps prior to adjustment).

The load regulator has also seen some attention, which together with the regulating air valves adjustment has now seen us receive a strong and somewhat dramatic performer, as seen recently during the GCR's diesel gala.

The BIG news though that most of you would of heard by now is the repaint of 75 in to BR Blue. It has been on the cards since the loco was brought for

preservation to return her for a few years into her BR blue guise. However the unexpected generator swap bowled this out for attention during the last Winter break.

Work started on the 19th August, a week after her last run in the RFTG colour scheme, this time without the cast BR arrows. The first job that was started was to strip as much paint off the "A" side of the body as possible. This was easily achieved using wallpaper/paint scrapers aided by the best weekends weather all summer. The heat made the paint supple enough for it to be almost peeled off the bodyside like wallpaper.

The rest of the paint was removed with elbow grease, electric and hand tools and some patience! However, we cheated slightly as one side of the loco received a sand blast, which was something that had to be seen to be believed. With what looks like a giant vacuum cleaner hose, the high velocity air propelled sand cleans down to the metal in a single stroke. The textured bare metal surface it left us with was ideal for painting on and if you compare the sides you'll notice the difference it made.

It is planned to carry out further plate work on both sides of the loco before any further coats of BR Blue are applied.

## restoration progress - 37003



37003, a blast from the past, unfortunately I have no details with this piece, I found it in my download file! However, we think it was taken at Gateshead during the 1980s

Since the last update in these pages, only one working party has been held as efforts have concentrated on the acquisition of a power unit for 003. I can now confirm that these efforts have paid off and a deal struck with EWS for the purchase of a power unit from 37073.

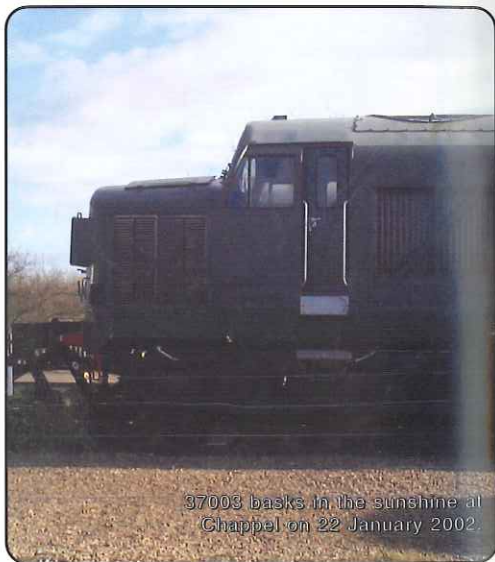
The Unit was inspected by Mike Millward and Phil Lynch some months ago, along with a selection of other examples in our price range. It was found that the overall condition of 73's unit was the best from the list provided.

As we go to press the situation is as follows. The cheque for the power unit has been sent to EWS, they will now issue a release notice and we will then transport the power unit to Chappel for fitting into 003, hopefully, during February. A number of working parties will be set up to allow us to get the loco working as soon as possible..

During the last working party it was decided to catalogue what was needed by videotaping the areas missing parts would occupy and narrating on to tape what goes in that position. A grand clearout of any rubbish and bags was also undertaken along with the removal of the smashed cab gauge panel in the unrestored No 2 cab.

A number of remedial jobs are required including rebuilding of several cut air pipes on the nose ends and the fitting of a new multiple jumper cable at one end.

Anyone interested in becoming a volunteer and wishing to help return 37003 to traffic, should contact: Volunteers, C37LG, PO Box 37, Lowestoft, Suffolk, NR33 0FJ or visit our web site at [www.c37lg.co.uk](http://www.c37lg.co.uk) **NO experience necessary!**



37003 basks in the sunshine at Chappel on 22 January 2002.



## donations

WITH the purchase of the power unit for 37003 we urgently need donations to help with the restoration of the loco to traffic.

A number of ancillary parts are needed to complete the loco and any money you can spare will enable us to complete the restoration sooner rather than later.

A standing order form is included with this issue.

The next three months will see a small advert running in *Traction* magazine these have been sponsored by *Visions International* and in return we have agreed to run a visions advert on the back page.

If your company would like to help us out with a bit of sponsorship, please contact Ken Carr on 01245 450779.



37075 approaches Kinchley Lane (GCR) on 21 September 2001.  
Photo: RICK TUPLIN

## group's agm

We are planning to hold the next Class 37 Locomotive Group AGM during May/June at Chappel & Walkes Colne at The East Anglian Railway Museum. This will give members a chance to witness first hand the restoration work being carried out on 37003. We will inform members of the exact date as soon as we can finalise arrangements.

## 37264, oh so close

THE Group very nearly had a third class 37 to add to our fleet. 37264 has been purchased by a private individual. It was his intention to put it under the Class 37 Locomotive Group umbrella. To this end, transport was arranged to move the loco to the North Yorkshire Moors Railway over the weekend of 5/6 January.

However, just days before the scheduled move we were informed that 37264 was going to be looked after by 9000 locomotives as they had promised main line running! As a result the locomotive moved to Tyesely during mid-January.

We are obviously disappointed by this decision, and one only hopes that 37264 doesn't end up like 50002 & 55002 both of which are/or have been in 9000 locomotives care and neither have turned a wheel for years!

## latest sales stuff

WE have a number of items available for sale:



### 37075 Art Work

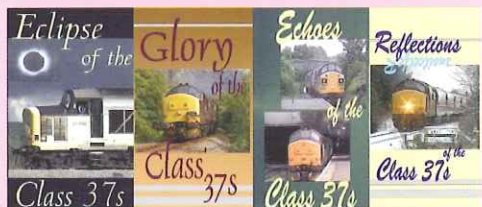
An artist signed Limited Edition superb print of 37075 in all three of the liveries it carried whilst on B.R.? As seen in *TRACTION* magazine.

£25 plus £1.50 p&p

### Class 37 Video's

We now have in stock the superb Globe video's class 37 range; all for £14.95 post free (£3 off each video for C37LG members). We can also supply most Locomaster Profiles and Slug 6

productions video's, prices on application.



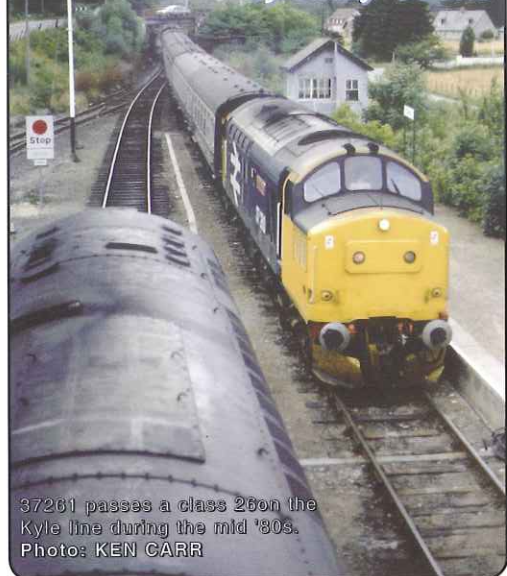
### Coming very soon!

We are very soon to receive our very own video, detailing the restoration of 37075 from 5 years at the scrap line at Immingham to a fully operational BR blue loco at the GCR. Shot's of the first fire up, cab rides, main generator swap, the 2000 (GCR(N)) and 2001 (GCR) Diesel gala's. As well as shots of class 37's from the national network. Reserve your copy now!

Orders to the P.O. Box address at the front of mag. cheques payable to: Class 37 Group.



## The Sound and the Fury: Summer Saturdays in '88 By Andy Cooke



37261 passes a class 260 on the Kyle line during the mid '80s.  
Photo: KEN CARR

The following story was first published in the first issue of the C37LA's Tractor magazine, during the autumn of '99. It has been reproduced here as I think it warrants a larger audience. Enjoy....

It's funny looking back at how 37 bashing changed over the years. Somewhere around the early 1990's the whole game changed. With 37/0's having booked passenger work in Scotland, and how, with diagrams that allowed people to accumulate vast mileages in the course of a Rover.

Back in 1988, however, the landscape was somewhat different. Accumulating 37/0 mileage was hard work. 1987 had been, apart from the Grantham-Skegness and one or two dropouts on the NE/SW, a pretty thin year. Even Scotland had been hard work. However, as 1988 dawned, BR's traditional locomotive-hauled service pattern was still broadly intact, and with the prospect of two of Canton's ETH fleet being occupied on the North and West on Summer Saturdays we were delighted to hear that the traction booked for the Cambrian involved two pairs of NB; a pair of Tinsley's refurbished [Buxton] examples for the first Aber and a pair of hosing mahondah 37/0's off the Lickey Bankers for the Pwllheli turn. The scene was set for a summer of real mileage on the Cambrian, if nowhere else.

That year, I found myself living in Pitlochry, filling in time as a part time school groundsman between university courses. Not a position of strength for the Cambrian, as you'll appreciate, but as it turned out, not so weak as to preclude having some decent stuff. The following account relives one person's triumphs and tragedies during that long summer of 1988.

21 May 1988: I came down on the Thursday with the intention of covering the new North and West weekday diagrams on the Friday, which were duly converted with 37426 out of Piccadilly and 37430 into Liverpool. After dossing in Langley Green I headed for the Cambrian in the morning,

picking up the 0620 Birmingham-Aber at Sandwell with 37683 and 682. These were taken to Newtown for 37427 on the up Cambrian Coast Express back to Shrewsbury. The 0740 Euston-Pwllheli rolled in behind an anonymous 47, and in no time two blue coal-crunching All-Welsh beasts were backing on. 37298 and 37158 were my first pair of 37/0's to Pwllheli. A pair had gone in 1986 but not with me. What can you say about the Pwllheli line. Scenically beautiful undoubtedly, but the 25 mph stagger and the frequent pull-ups at intermediate stations - who can forget pulling up 3 times at Dyffryn Ardudwy? - could get to you after a while. The sense of relief at reaching Dyfi Jct. on the return was almost tangible.

28 May 1988: I'd stayed down in the intervening week, covering the North and West, the low point being watching 37263 arrive at Crewe on top of failed 37430, only to be removed. Friday night saw us encamped at Droitwich, with an early morning DMU into Birmingham. On arrival we were told that 37213 was out. It had done the 0722 Doncaster-Peterborough vice DMU, the return of which was at 1217. This seemed like an obvious move. However, we were refused access to the first sprinter to Peterborough, which was compulsory reservation only - an early sign of the idiosyncrasy of sprinterisation of loco-hauled summer Saturday trains. Two individuals obtained the last reservations and duly departed. We went an hour later, which still would make the 1217. Imagine our consternation on arrival at Peterborough to find 213 had gone to Cambridge, and the first train had made it. Declining the option of a taxi to Manea for the return we repaired to the pub, before watching it arrive and depart north, empty, on load 2. On returning to Birmingham, I decided to salvage the day by covering the return of the Pwllheli with 37095 and 37008. We took the down Cambrian Coast Express to Shrewsbury and were delighted to find 37177 and 37427 backing on, with 177 needed for a ballast at Machynlleth. This was to be her last passenger train as she was already assigned to Crewe for refurbishment. A very fine engine indeed. Reluctantly I bailed at Welshpool for the pair, which were taken to Wolverhampton, with 095 a welcome scratch, followed by the overnight back to Scotland.

11 June 1988: I missed the third week for some reason, the highlights of which were 37009 dropping out on the Derby-Skegness and 37159 and the very rare 37284 working to Paddington from Swansea. However Friday the 10th saw me on 1M16 out of Pitlochry, arriving in Birmingham in time to ascertain that 37079 and 197 were the Pwllheli, but more significantly, 37062 was allocated to the Sheffield-Skegness via Lincoln. Almost wetting myself in anticipation I headed for Sheffield by an assortment of units and duly had this fine engine to Skeg and back. A blue splitbox to an East Coast resort. What more could one hope for?

Well, you could always cover the Pwllheli, so after a lift over the Snake Pass and a pint at the Jolly Angler, 37431 was taken to Shrewsbury for the pair to Wolves. This might sound like a good move, but unfortunately it could have been better as unbeknown to us, 37703 was backing on to the failed Liverpool-Cardiff on the other side of Crewe station and could have been taken to Shrewsbury. Bowled again... 1S07 was the overnight of choice home, with 47206 working it out of Mossend, and straight into a 20-mile hill walk on the Sunday, but that's another story.

18 June 1988: If one Saturday that year was in retrospect a wretched bowl-out, this was it. 1M15 was taken to Preston for 85031 to New St, where it became apparent that 37133 and 37146 were the Pwllheli. However, more to the point, 37101 was doing the 1010 Inverness-Glasgow, a turn which invariably worked out of Queen St on either the 1603 to Arbroath or the 1803 to Inverness. Well, not invariably as it happened, as I dismissed the Cambrian and leapt on the first available Scottish, only to watch 101 arrive at Queen St and 47's work both the potential returns, with me doing 47430 on



the 1803 back to Pitlochry. Inverness must have been in a desperate state that day as there were various 3701's out on the Aberdeen line as well. And d'you know what? I never did have 37133.

25 June 1988: After last week's events I decided to head north this week, and it actually paid off, although I was rather disappointed to miss former Gateshead beast 37015's tour de force on the Sheffield-Skegness. 47643 on *The Royal Highlander* dropped me off in time to see a duff on the 1010 to Glasgow, but to compensate, a visit to the shed revealed that 37260 was going to Kyle. This fine engine stormed up to Raven Rock in glorious weather with me the only basher on her. It was at times like that you realised why you bothered. At Kyle 260 was swapped for 37261, which had arrived earlier on a charter, so Caitness was enjoyed out of the empty observation car. All in all a stress free day with no overnights. Wey hey hey!

2 July 1988: Down the East Coast on Thursday to see friends in Sheffield. Friday saw me positioned at Langley Green for the Saturday morning. Faced with a choice of the Cambrian, with the added bonus of 37013 on the Aber and 37185/215 on the Pwllheli, or 37009 on Yarmouth portions, I elected for the former, but not fancying the ordeal of Pwllheli, I opted for an early escape to get back to Sheffield for beers in the evening. The pair were duly taken all the way to Newtown, with 37013/676 back to Wolves. The traction from Birmingham to Sheffield was 45103, which was to be the last time I had one of these excessively wheeled devices.

9 July 1988: It was the school sports day on Sunday and foolishly, I'd agreed to work the Saturday so the grass would look suitably well kept. As it emerged, BR had recognised what was obvious to everyone else: that running out and back holiday trains from the north to Yarmouth, returning in the afternoon, was no good to holidaymakers who had to leave their hotels in the morning. They, therefore had the good sense to timetable an additional 1038 Yarmouth-Leeds relief, which, to my horror, dropped 37304 out of Norwich this first week. West of Norwich. This hurt.

16 July 1988: Once again, Friday's overnight of choice was 1M15, leaping at Preston for 85022 into Birmingham. It became apparent that the Yarmouth-Leeds was dropping again, with 37689 allocated, whilst 37062/215 were on the Cambrian and 37198 on Yarmouth portions. A sprinter was had to Norwich, where unusually, real was turned down in favour of a refurb. The prospect of hammering up the ECLM just swayed the balance, as did some new track north of Doncaster. On arrival at Leeds, the next Pennine was taken to Manchester for 37427 to Crewe and an early finish. Unfortunately, just when we thought a superb new train had appeared from nowhere it started to produce 31's and 47's. Plus ca change!

23 July 1988: Midweek I leapt to Inverness and was rewarded with solid ETH. Suitably disgusted, I came down Thursday night for a thrash on the North and West, dropping into Birmingham for the overnight. The following mornings gen was a straight choice between 37215/251 on the Pwllheli or two [new] engines on Yarmouth portions, 37285 and a green 37350. Needless to say, we were soon heading for Norwich, although looking at my moves book I cannot understand why we took a sprinter rather than going on the Birmingham. 350 looked great in her new coat of paint and was first up via Acle, for 31181 back to Norwich, for a run to Yarmouth and back with a grey 37285 via Berney Arms. Duffs to Nottingham ensued for a sprinter to Crewe for the overnight home.

30 July 1988: Off again on Friday night with a generator to Stirling (47407) for a charity haircut in the Barnton Bar & Bistro and 37410 on 1M16 to Mossend. Dishes of the day were 37185/278 on the Pwllheli, but I was annoyed to find that 352 had worked a Sheffield-Leeds DMU diagram. The Cambrian was duly bashed, but once again I couldn't face the full bash and abandoned at Newtown for 682/684 back to Wolves. To my consternation it emerged that 357 had done an 1139 Derby-Skegness relief. With few options I decided to fill in with a roarer to Liverpool, which was required, for the Liverpool-Cardiff back to Shrewsbury. Double whammy, when the North and West service appeared with a very square 47619. I had little option but to take it, for a few beers in the Dolphin before doing the return Pwllheli to Wolves. The overnight north provided the novelty of a pair of 31's round the Chester triangle.

6 August 1988: It was no doubt the poor quality of the previous week's move that convinced me to head north again. 47462 appeared on 1525 and almost earned my appreciation by sitting down at Calvine. Over an hour, we sat; during which time 37232/188 appeared southbound light engine (going south to pick up the salt train) and I began to rub my hands in anticipation. However, it was not to be. The driver was absolutely determined that he could fix the Duff - why did this never happen when tractors failed? -, and eventually he succeeded and we staggered off towards Inverness. At least when we arrived, 37114 was already sitting on the front of 37421 on the 1135 to Wick and Thurso, so it was off to the Far North, with 114 (and ourselves, of course) going onto the Thurso branch. 37421 returned alone, taking in the Rose St curve, as the last one often did.

13 August 1988: I'd headed south in the day on Thursday, and Friday night saw me staying in Altrincham. Saturday's gen offered a choice between 37254/158 on the Pwllheli, Yarmouth portions or 37110 on the 1010 Inverness-Glasgow. Doh! Well, I wasn't going to be bitten by that temptation again, and with a pair of true blue coal-crunchers out, I opted to endure Pwllheli, passing 37677/684 at Newtown on the incoming Aber-Euston. These Pwllheli trips all seem in retrospect to merge into one, but there were highlights, such as the trumpet rendering of Men of Harlech as the train passed that station. I'm sure the moves now look much better on paper than it felt at the time. And guess what? 37110 went back to Inverness on the 1803.

*This article concludes in the next issue...*



37114 after arrival at  
Wick during the mid '80s.  
Photo: KEN CARR

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