

SYPHON!

Magazine of the Class 37 Locomotive Group

£2.00

Summer 2002

37003's POWER UNIT ARRIVES



CLASS 37



LOCOMOTIVE GROUP

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SUMMER 2002

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MOVING FORWARD

At last 37003, has a power unit! It is nearly 3 years since we purchased 37003 and it is a great relief that we can now get on with returning our loco to full working order. Most of this issue is devoted to the power unit's arrival.

On a sadder note, the sale of 37075 from Corporate Blue Traction to The Class 37 Locomotive Group has had to be rescinded. The sale had to be ratified by the shareholders of CBT and this wasn't forthcoming. Therefore, we could no longer take responsibility for a loco that wasn't ours, as a result the move to the NYMR was cancelled much to the disappointment of many.

We have offered to be custodians of 37075 on behalf of CBT although this seems at present to be unlikely to happen.

Obviously, this is a bit of a blow but it means all our efforts

can be directed to the restoration of 37003.

The biggest obstacle to completing the restoration is the money. We still need to acquire various spares and although many have been located we can't afford to buy them at the moment. Therefore, any donations would be gratefully received. If you have any money raising ideas let us know or why not take part in our 37003 buffer auction (details on page 7). Quick renewal of membership will also help.

The AGM has been put back until the Autumn as finding a suitable date during the Summer was becoming a nightmare.

Finally, if you want to come and work on 37003 check out page 7 for details.

Ken Carr

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

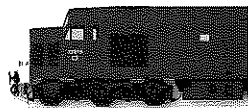
Contributions welcome especially photos and articles. Please send to the address above or send via e-mail (articles in .txt files, photos as high res JPEGs) to deltic15@aol.com.

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

Yearly membership costs £12, send cheques payable to 'Class 37 Locomotive Group' to the address above.



CLASS 37



LOCOMOTIVE GROUP

The Power Unit Arrives

Sunday 21st April 2002.....

The day dawned bright, the weather was set fair and it looked like being the perfect day for a spot of railway preservation. There was only one problem, I had a stinking cold! Oh well, never let it be said that I shirk my responsibilities. I was up and about by 08.30 and, all things considered, felt reasonably alive.

Making sure I had everything I needed with me I set off for the East Anglian Railway Museum with a mixture of excitement, nervousness and paracetamol in my system. I arrived at 09.30 and immediately set about final preparations for the day. The crane was due at 10.00 and the power unit would be turning up as and when.

Having already secured the use of various spanners I set work undoing the remaining roof bolts and removing the exhaust stacks. At 09.45 the crane arrived and the two operators started looking around for the best way of working. 003 was parked outside the restoration shed at the widest point of the yard and it was decided to leave it where it was.

Gradually more people turned up, firstly Ken then Phil and Little Steve and soon after, Rugby Town and, the soon to be, Mrs Town (also known as Michael and Caroline.) Finally, a new face (to me), Colin completed the working party for the day.

As the old generator had to be removed from 003, it was decided to crack on before the power unit arrived (last reported on the M25 heading east). The EARM had located a wagon for us to store it in so the roof was removed and chains were lowered to the genny. First problem of the day, the lifting hook on the genny was in the wrong position. It was in place for a whole engine lift and not for a lift on its own. If lifted it would tip onto its end and could possibly cause itself damage. First solution of the day, loop an extra rope around the side to keep it upright. This done, the weight was taken off the fixings and Little Steve unbolted it from the floor. Once the genny had been lifted out of the way Phil started cleaning the floor underneath where it sat.

Whilst all this was happening the power unit turned up almost unnoticed. There was a fair amount of interest in all the activity happening with most of the visitors to the EARM stopping to take a few photographs.

By now it was getting on for 13.00 but no one was really worried too much about food. Ken and Michael had been dividing their time between helping on the loco and videoing / photographing the day for future reference. Caroline was busying herself rubbing down paintwork in the No. 2 end cab. Next to 003 a couple of the EARM members were busy breaking up an old box van.

Once the engine room was ready it was time to lift the power unit in. A lifting beam had been borrowed

from EWS otherwise it would have been more difficult to move the unit.

At last, the moment we had all been waiting for. All the chains that held the unit to the trailer were removed and the crane hoisted it into the air. The next part of the operation was the most tricky so all non-essential personnel were banished from the engine room. Phil, Colin, Little Steve and the second crane man went inside to effect the lowering of the unit into position. This took the best part of an hour in total but went, as far as we could tell from the outside, without a hitch. The unit hung in mid air for quite a while as all parts were aligned and fixed in place.

Eventually there were cries of success from within and we then knew that, at last, after many hours, days and weeks of work, sweat and (almost) tears, we finally

had our power unit! It was time for a celebratory seminar on top of the engine so we all clambered inside the now rather restricted space of the engine room and up onto the top.

At about 15.00 we bade the lorry driver farewell and set about completing the job for the day. The first task was to refit the auxiliary fuel tank. As this was another heavy item the crane had to lift it into position then we manhandled it onto the bracket which, as you may guess, didn't fit. Whilst

Michael and I saw to the fixing of the tank, Little Steve was unbolting the old (and decidedly rusty) exhaust stacks so the roof could be lowered on safely. Colin was busying himself on the genny, taking bits off and removing the old cables that had just been cut off when the engine was removed at Wigan.

Eventually it was time to put the roof back on. This, obviously, meant that all the light we had had would be cut out and work then became more difficult. At about 17.00 the roof was back in position and the job for the crane operators was done. With money in hand they departed and it was left for us to clear up a few last items for the day. Soon after that Ken made his way home so he could send a couple of pictures to the c37lg website. Phil turned his attentions to the turbos and was able to turn them by hand (which was a bonus.) By now, I was starting to feel a bit tired and my throat was not in good shape so I decided it was time

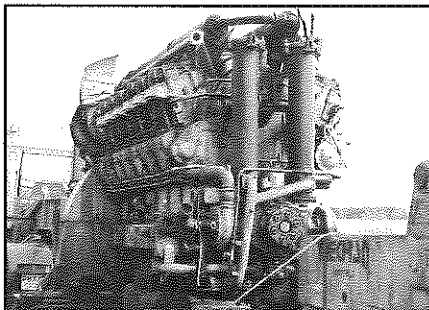
to clean up. Michael and Caroline had the same idea and we departed the scene soon after 18.00. Phil and Little Steve were the last to leave, ending what, quite possibly, was the biggest day in the history of the Class

37 Locomotive Group since actually buying 37003 back in 1998.

Here's to the day we start the engine for the first time.

Report By: Steve Pizzey

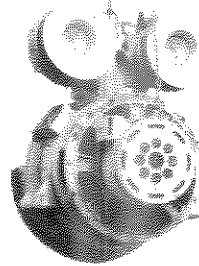
(By the way, did I mention that it was also my birthday that day as well!)



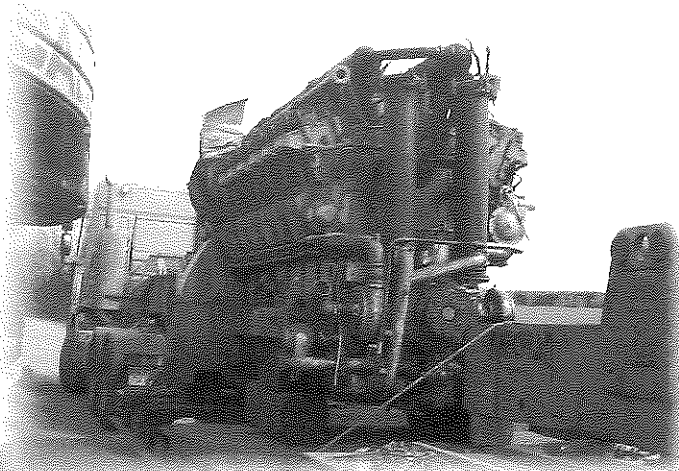


Getting ready to rumble. Steve Pizzey keeps look-out for the power unit.

Sunday 21st



One of Cadman's employees gives the verdict on our old generator, which has just been removed from 003.



Big, isn't it!

April 2002



Steve, Colin and Phil discuss how to turn the loco around!



The Hot Rod look!



Plans for converting 003 into a wine bar finally scuppered due to lack of space!

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



...continued from the last issue.

20 August 1988: A bittersweet day, really. I opted for the internal overnight to Inverness, where the traditional visit to the shed was made for the gen. We were pleased to note that 37114 was coming down on the first Wick and 37262 was allocated to the 1135 and return. I hadn't had a real one to Wick for ages so this seemed like a cracking move. We duly did 37418 on the 0635 as far as Lairg, coming back in with 37114, before heading off for some breakfast.

Waiting on the 1135 to depart, however, a nosed shape appeared on the far side, and we realised to our horror that the 0706 Edinburgh-Inverness had dropped, and a big blue split boxed 37009 at that. A reappraisal of our TOPS sheet revealed that it had indeed been allocated but was hidden away beneath all the ETH Duffs. I was totally withered, because if we'd noticed it immediately it could have been had from Dunkeld. Indeed, I could have had a night in bed in Pitlochry and emerged at a highly sociable hour for it! Despite this disappointment 37262 was enjoyed, although the weather was foul across the flow country and the loco itself was not in the best of health. Needless to say, 37009 did not work later.

27 August 1988: There'd been a fair bout of Scottish 37/0 activity during the week including 37097 on the Highland Line and 37003 on the Montrose. It therefore seemed a good idea to head north again, so on the Friday night I headed to Falkirk for a few beers before the internal overnight to Inverness.

On arrival at Inverness 37260 was standing on the 0635 to Wick, with a declassified first class compartment behind the engine. There were only two bashers there, including myself, so the scene was set for, what was for me, one of the highlights of the summer. 260 looked and sounded superb, growling along the Beauly, Cromarty and Dornoch Firths before heading inland to Lairg, back to the coast through Brora and

Helmsdale, and then climbing up the Strath of Kildonan to the County March. This line is by far the most scenically under-rated in the country, and today we had the weather as well. At Wick we headed for a cafe near the harbour for a first-rate breakfast, and then returned south. Quite a roadshow got on at Brora, having come up on 1S07 and 1S25, and were suitably withered by us grinning out of the front window. Sadly, this was to be my swansong with 260, which was withdrawn within a year after suffering fire damage. Truly a great engine. On arrival at Inverness it became clear that 37262 was going to pilot the last Kyle to Achnasheen, but I decided enough was enough and headed home.

3 September 1988: I took 1M15 south on the Friday night and was made up when 81002 was ripped straight off a northbound freight at Mossend and dropped onto our train. 81's were rare by this time, and to have my last one for a long run to Crewe was fantastic. I'd had the gen that 37380 was going to be on the Aber today; it was the only 'real' tractor in the Buxton pool and although it'd worked a couple of times I'd not been in position, and by now, I was fairly desperate to get it in. Paired with 37683, it performed well to Aberystwyth and back to Newtown, where I'd decided I'd do Pwllheli, swayed slightly by the prospect of another new one - 37096, which was, paired with 37372, retaining glass headcode panels.

I'm glad I did this throughout as 37096 had always been a rare engine and was another early casualty. This was the only time I had it. My spirits were only partially dampened by the fact that I'd missed the 1010 Inverness-Glasgow for the third and final time that summer, 37046, and yes, it worked again, but on the 1603 to Arbroath this time. The overnight north completely failed to match the quality of the previous night.

10 September 1988: Quality overnight 1M15 performed again with 85015 at the helm from Mossend to

Preston for 85019 into Birmingham. Lots of activity around Norwich today, including 37213 coming in from Bury St Edmunds, but I opted for clawing 37101 back on the Cambrian. Unable, however, to face Pwllheli two weeks running I did something completely different involving the pair (101/174) to Newtown for 37679/686 back to Shrewsbury for, horror of horrors, a pair of ETH 37430/429 to Aberystwyth. I really don't know what I was thinking of! These were taken back to Machynlleth for an hour or so in the Dyfi Forester before having the real pair back to Shrewsbury. I have an abiding memory of how good 37174 looked leading the train into Machynlleth. I was staying down this week so headed to Birmingham for beers.

17 September 1988: The Gods smiled as having stayed down south, I was in position this week when 37072 was provided for the Sheffield-Skegness. Little did I know that this would be my last 37 to Skeg, but so it has proved. A good 'row' was had down the long straight towards Hubbert's Bridge. I got a lift to Manchester to do 37431 down to Shrewsbury. However, as I never did the pair (101/174 again) I think they must have been running late. Today was a stunning reminder of how much better it was to go absolutely anywhere than Pwllheli.

24 September 1988: Well, Friday 23rd actually; with quite a roadshow in Scotland this week, Friday saw me finally get a phone call for the 1010, which worked with 37240/051. I declined getting up for 1S25 and took the 0706 to Aviemore for them. A riot ensued as running down the long hill from Dalnaspical it became apparent that 051's brakes were on fire. We decided to pull the cord and were roundly bollocked by the guard, who, nevertheless decided to extinguish the fire.

At Perth 240 was removed for an MGR. Yes an

MGR – they were running to Invergordon at the time with a dedicated pool of 37229/240/250. 37051 went on alone, but only as far as Cowlares, where the driver declined to take the risk of descending the bank with iffy brakes. Needless to say, 051 didn't go back. The upshot of all this was that I didn't come out on Saturday relying on a gen call to tell me that Scotland was fallow. I did however, miss 37029 on the Derby-Skeg.

1 October 1988: All good things come to an end. The last summer Saturday of the year, and offered a lift from Birmingham, I finally decided to mop up 37144, which had been something of a standing dish on the Yarmouth portions all summer. Outward by Acle and back by Berney Arms. Blue, with black painted box and a cockney sparrow on the side. What more can you say? It looked absolutely great, but at the end of the summer you always wondered what would be about next year. And the answer, this time, was for the next few years, at any rate, a great deal less.

Material urgently required for the next issue of Syphon magazine.

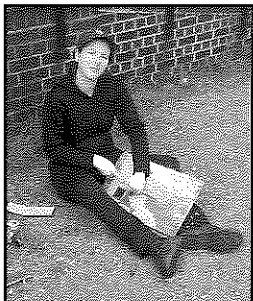
Do you have any 37 bashing tales to tell? Have you a collection of good quality photographs of class 37's? Would you like to write the next issue of Syphon?

Without photo's, articles and an Editor Syphon magazine would not be possible, please help us keep the groups magazine running by making submissions.

Please send in your own work to the group's new address inside the front cover.

37003 WORKING PARTY DETAILS YOUR CHANCE TO OWN A PIECE OF 37003

We are now looking for as many volunteers as possible to help us complete the restoration of 37003. If you are interested in helping out in any way, we would love to hear from you. There are all kinds of jobs that need doing from the simple to the skilled, so everyone is welcome. Also the more people that help out, the quicker we can get the loco going.



Caroline sets to work cleaning up one of 003s cubicle doors as part of the cab restoration work.

Initially, please contact Ken Carr, either via the phone (01245) 450779 or email: deltic15@aol.com with dates that you are available.

We look forward to enjoying your company down at the EARM.

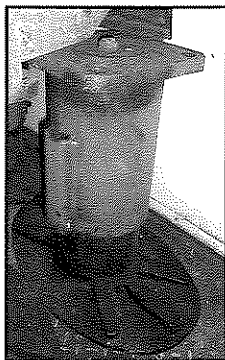
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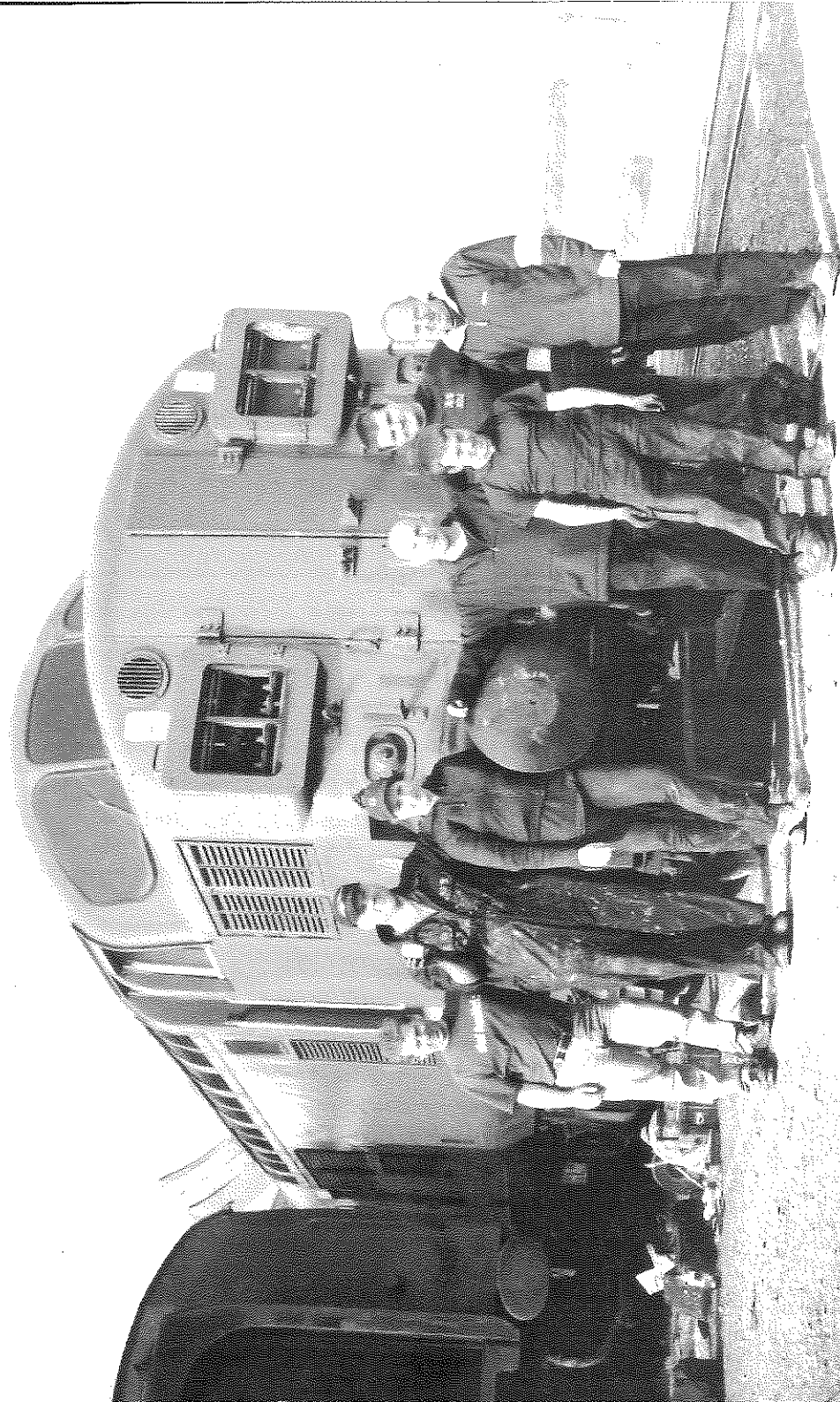
In order to raise much needed funds for the further restoration of 37003, we have decided to auction the oval OLEO Buffers which were removed from 37003 last year.

We have 3 available, and we have set a reserve of £25 per buffer. To take part just send us your bid amount, name and contact phone number (please do not send any money at this point) in an envelope with auction written on the top left hand corner of the envelope.

The top three highest bids will win the buffers. Buyer will have to collect from Chappel and each buffer comes with a certificate of authenticity.

Please send bids to: **Buffer Auction, 22 The Chase, Boreham, Essex CM3 3DY.** Closing date for bids is 15 June 2002. Happy Bidding and remember all money raised will help restore 003 to full working order.





The Power Unit Seminar - left to right, Colin Redfearn, Steve Pizzey, (Andy Morris on the phone), Caroline Hulson, Michael Rattledge, Little Steve, Phil Lynch and Ken Carr.