

Syphon!

The Class 37 Locomotive Group Magazine



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The Phoenix edition of Syphon

Syphon! Magazine

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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 organisation, and is registered as a Charity, Reference Number: 1137787

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We the committee members are all there for you - don't hesitate to contact any one of us!

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FRONT COVER:
37057 at
Strathcarron,
16 April 2017
© Mike Wedgewood



BACK COVER:
37003 at Newcastle with
the 15.55 ex
Middlesbrough.
A DMU replacement, no
date available
© John Miller

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CONTRIBUTORS TO THIS ISSUE (articles and photographs):

Syphon! only becomes *Syphon!* thanks to the contributions of our members* and supporters; this issue our thanks go to: **Colin Macrow***, **Mick Sasse***, **Mike Millward***, **James Powley***, **Mike Wedgewood***, **Ken Thomson***, **Philip Cole Wallace***, **Steve Flowerday***, and **Alan Eames***.

[^]Rara avis = rare bird (my Latin teacher would be almost proud of me—ed.)

Pictures, articles, and anything else 37-related for *Syphon!* 166 to editor@c37lg.co.uk please by 31 August 2017.

Chairman's Report

Hello Everyone.

It is with a renewed vigour that I am writing this, in the knowledge that it is going to be printed in the first edition of Syphon Magazine since the middle of last year. I know I thanked Alan for stepping forward to do this last time in the Spring Syphon-ette, but you can never thank people enough. So thanks again Alan!

As I write this, 37003 is still sat at Dereham, which should not be the case. For those of you on the forum, we had planned to move her over to Leicester on 2 May as part of the returning convoy from the Mid-Norfolk Diesel Gala. Two things conspired against us. The lack of convoy due to ROG's need to cover their own business requirements, which is always a given over any gala commitment. And the more important fact that 37003 failed the FTR exam. This FTR was never going to be a walk in the park, given that she has been away from the mainline for pretty much 20 years, and more importantly that the mainline is a very, VERY different place to that, which she left.

We picked up 3 minor rework actions, and the team at Dereham have been cracking on with these. Unfortunately one of these, a damaged bogie damper, has required the unit to be sent away for refurbishment, so we are grounded until this returns.

IF a change in circumstance means the loco does move during the creation process of this magazine, then we will endeavour to add an addendum at the last minute.

Since the last time we "met" a lot has happened over in Norfolk, and I can't thank enough for the hours that have been put in by the technical team, and their helpers. Colin, Gavin, James, Mike and Steve, we owe you a hell of a lot, but for now, please accept our thanks! You will read about their exploits later on, and hopefully see some pictures.

We also need to extend our thanks to the wider team at Dereham for their support, especially Mark Hallett for always being there for us when it gets a bit hard, and also to George Saville for making the facilities available to us to allow us to get 37003 ready.

The thanks don't stop there, as we have had to pull in a few favours from around the Preservation community, and I would like to thank the Class 50 Group at Dereham for allowing us to borrow one of their brake rigging brackets, and also to the Heavy Tractor Group (custodians of 37714) for masterminding the loan from the Deltic Preservation Societies spare bogies at Barrow Hill! of another part of the brake rigging which we needed, it is really great that people are willing to support you in your hour of need, and I hope we can return the favour one day.

Away from Dereham the Group activities have been at a record high, and I don't know where to start!?

Let's talk about the sales, and all important fundraising. Philip has astounded me this year, and I cannot believe how he has sustained, and then grown the Group banks' balance while everyone around him is spending money on the loco! As you will read later, he is now turning over stock at levels that some of our commercial competitors would be proud of. As I have said to many of you that I have met around the gala circuit. Our man has an uncanny knack of having the right item, at the right price at the right time, every time! Thank you Philip. Without you and Emma we would not be in any sort of position to realise our dreams. Unfortunately, and I hate to talk about the negatives, but Philip has fallen victim to his own success! Because of this, I am now actively recruiting for a sales deputy to help with the administration of the online sales (eBay and our website) and stock control documentation. If you can spare a few hours a month to help Philip

with this, please drop me a note. Just this small contribution would make a huge difference to his world, as at the moment even I don't know how he fits it all in, but know it is not sustainable! I know I am reaching out to a much bigger audience now with this, as the word of our cause grows wider. Our membership numbers are growing, and growing fast. It is great to be able to welcome the new, and sometimes old (in the context of familiarity of course!) faces to the Group. We have had some great publicity over the last three months, starting with our press release about the future of 37003. A subsequent feature in RAIL magazine at the end of April, and a spot in the current Mid-Norfolk Railway's Journal "Blastpipe"

As well as new members, this publicity is bringing in a healthy stream of donations. We have had our text message code up and running for a few months now, and it is bringing in money, in most cases, from a new source of people that have visited Dereham and seen the message on the side of the loco. If you would like to make a donation via this means you need to text MNRC37 £x to 70070, where x is the value of your donation, either £1, 2, 4, 5 or 10.

As with all good Charities, other means to donate are available. We can provide you with a standing order form if you would like to set up a regular donation to the Group, or for one-off donations these can be made via the donate box on our website.

I still champion the Everyclick.com, and GiveAsYouLive.com websites which allow us to raise money as a result of you using their websites search engines, and then subsequent commission if you purchase something from one of the affiliated shops linked to "Give as you Live."

To maintain the reputation that we have for trying to give something back in return for your donation. Have you thought about joining our Group Lottery, BYOT? (Buy Your Own Tractor) For a pound a month per loco, you can build up a virtual fleet of your favourite locos, each of which could bring you home a sizable return if their number comes up in our monthly draw. First prize is currently in the low £50's, and second prize is around £25. If you would like more information on this, or if you are currently a player and would like to increase your fleet, please drop me a note.

As we slowly decant the usable spares from Dereham to Leicester, the leftovers and old parts removed from 37003 are being assessed. We are now in a position to be able to offer these in return for a suitable donation on a first come, first served basis to the membership, and then ultimately, we will try and sell the balance within the public arena.

So this quarter I am able to offer you:

1 off (or multiples of) 37003's (ex 50149) Axle Bearing Locking tab £10 each

A set (4 off) of 37003's (ex 37073) Piston Rings £24 per set

A set (2 off) of 37003's (ex 37073) Big End Bearings £18 per set

All prices include P&P

Well that pretty much wraps things up from me this time, and amazingly I have managed to keep it on one sheet of A4 at my end! Hopefully the next time you read "From the Chair", 37003 will be at Leicester. If not, you will be looking for a new Chairman! Don't forget to stay tuned to the Members Forum for any announcements in the meantime. If you are not on there? Please drop me a line.

Have a great summer, and don't forget to say Hi if you spot us on our travels.

Martin.

Martin@c37lg.co.uk

*D200 is seen beyond D6703 at Liverpool Street.
31 August 1963. © David Christie*



Breaking news:

During the FTR (Fitness to Run) it was noticed that a bolt had broken on one of the 37003's axle tubes. Whilst no-one at any level was generally concerned about it, as it was a historical fault from BR days with no sign of knock on issues in all the years we have owned her; we had to provide enough evidence to broker confidence that she could complete the journey from Dereham to Leicester at mainline speeds without any issues.

The first stage of doing this was to provide grease samples for laboratory analysis from the tube to show that the broken bolt has caused no loss of lubrication and thus overheating, or signs of water ingress.

When the results came back from the lab, they did not make good reading, which came as a shock to all involved.

This basically means she cannot move from Dereham to Leicester by rail.

This means we will now be undergoing an enforced road move to a location near enough to Leicester such that we can be allowed to trip her down to Leicester at slow speed and under controlled conditions.

At the moment the destination is Ruddington (Great Central Railway - North). But as with all things, this is subject to change depending on the operational requirements of our friends at UKRL. I will let you all know via the Forum immediately, and if time permits, via post to those of you not on the forum. This is a good time to sign up if you are not!

Having to find the money, just over £5000 is a big hit to the Project 3-60 finances, so by the time you read this we will have made a plea on the members forum for donations, a membership upgrade, either upgrading to another level or a five year term, joining up to BYOT or a fleet increase. Every pound we can put in the bank now will really get us back on track. We will also have spread the word via social media to appeal to our wider supporters. Hopefully the money will come in during our hour of need.

Talking of need, the bigger picture is that we will need to remove the suspect tube and examine the bearings once at Leicester and ascertain exactly what is going on in there. This will involve removing the Bogie as we have to lift the traction motor to be able to remove it. And yes. This could get expensive.

On the bright side, we have found an underlying issue that could have caused much bigger problems if left unattended to. And we will be taking full advantage of having it out to make sure that everything else is "touched" To be a permanent feature of the gala circuit in the future, means we need to be fully mainline compliant when we leave Leicester in 2019.

Sorry to have to tell you this, but we can't lose sight of the fact that we are working on a 60 year old machine, and sometimes these things are sent to try us!



Engineering Update Spring 2017

With the news finally released that 37003 will be en route to UKRL very soon for rebuilding and bodywork, it has been full steam ahead at Dereham to get the old girl ready for Fitness to Run exam.

The bogies have been the centre of attention, with, in no particular order, new brake blocks, brake rigging lube and adjustment, one brake cylinder stripped, repaired and resealed, all air receivers tested, axles ultrasonically tested (UAT), new MOTAK in the gearcases, traction motors greased up, cannon tubes greased, axle boxes greased and temperature monitoring stickers applied, repairs to a couple of safety loops, a test run to Wymondham, tools and junk cleared out, No 1 end handbrake freed off (with extreme prejudice, a lump of steel and a big 'ammer), air brake pipes renewed for in date ones, roof secured, all hatches secured, brakes tested, couplings freed off and lubricated, No2 end door secured.... busy, busy, busy, busy...

Thanks must go to Colin Mackrow, Gavin Wolfenden, Martin Ranson, James Powley, Mark Hallett, Mike Millward and a small army of others for the graft put in; it is amazing how quickly things can progress when a target is set.

The FTR did throw up a couple of issues; one just an irritation from the past (technical adaption of parts, better known as a 'Bodge Job') now corrected, the other a bit more concerning. One of the main traction motor support bolts has sheared off; there are eight that clamp bearings to the axle, one has sheared and gone missing apart from the threaded section still in the traction motor. We don't know when this happened; it may have been back in the day when the bogies were under 50149, or any time since. It is quite corroded, so it's been out a fair while. The Inspector was concerned that damage may have occurred to the bearing; not an issue at 25mph on a preserved line, but during a 75mph tow it could cause problems, so as this is written, we are liaising with UKRL and the FTR team about how to proceed.

We are also waiting on a new damper, as during repairs we discovered one had been flapping about, not even secured and it had sustained some serious damage. This is away being renovated and once back will be fitted properly.

Apart from that, we will be starting to dispatch engine parts to UKRL during early June so their experts can assess what needs to be done and start planning the rebuild into their ever-more hectic schedule.

So, until we can get a definitive answer for the bearing problem, we are a bit stuck. Nevertheless, there is still lots to do so keep an eye on the Group Yahoo Forum or our Facebook site for any working party information.

Mike Millward

Engineering — Extra

With the month of March upon us and the list of things to do increasing daily and some good weather forecast we cracked on trying to make the list smaller. On the weekend of the 4th/5th of March a small band of volunteers got together on site and started to degrease the engine block down and prepare it for painting. Whilst we were doing this we decided to remove the inspection door plates and give them a good sand down so they look a bit more respectable, nothing worse than layers of old paint chipping off and then being painted over again and again. Once the block was fully cleaned of years of dirt and grime it was given a nice coat of Ford Tractor grey. Once the engine has been re-assembled at Leicester all the pipe work can be picked out in its respectable colours. With the inspection door plates off being painted separately we decided to give the crank one last coating of rust inhibitor, to protect from the elements. Once the doors had

dried it was time to put them back on, this is about all we can do to the engine on site at Dereham now. With the above now off the 'to do list' we turned our attention to the roof and leaking number 2 end centre brake cylinder. The brake cylinder had been bugging us for a few weeks as it was only a minor leak but enough to put a stop on our plans. Getting the brake cylinder off was easier said than done as the inner brake cylinder is situated under the bogie step and you need a six-jointed hand to get in to remove the split pins first before you can carry on un-bolting the rest. With a few spare cylinder kits in our stores at Dereham the offending cylinder was soon dismantled and given an overhaul. Attention was then turned to the roof, due to the age of the roof most of the rivets have broken over time and with nothing to hold certain parts of the roof together it was beginning to leak badly in places. As most of the roof will be re-done later at Leicester, it was decided to repair it in the simplest way of using small nuts and bolts. Whilst working on the roof it was decided to secure the roof doors in place using the external safety locks as with the broken parts of the roof we don't want anything coming loose whilst we are being towed at 75mph. After leaving the roof for a few days and placing a tarpaulin underneath the troublesome parts of the roof to catch any water that did leak through, I'm glad to say the repair was successful and we are now leak free now.

As part of our movement plan to get 37003 to Leicester, the old girl would need a set of new train air and Air reservoir pipes to be fitted to bring her up to main specification so after we acquired some these where fitted and the buffer beam area of the loco was given a tidy up. As some of you may have noticed from pictures posted that we no longer have any vacuum "bags" on the front. These were in a very poor condition, and with no requirement in the foreseeable future to provide a vacuum supply. and to keep the ever-attentive eye of the inspector from digging, we decided the easiest option was to remove the pipes, blank off the fittings and isolate the exhausters. So, for the first time in her history, she is "officially" air only. The frost grills have also been removed to allow bodywork to be done, these will be refitted soon.

Upon getting everything ready for our FTR inspection, we noticed that we were missing a brake rigging 'safety loop' off the No1 front bogie, this is literally only a simple bit of metal but it does an important job of stopping the brake rigging hitting the track if it was to come loose for some reason. After a lot of asking around within the 'preserved world' and having no luck getting hold of one we were beginning to get a little concerned, one other option was to ask the Class 50 guys at Dereham who own 50019 which is currently undergoing overhaul if it would be possible to borrow one just to get us Leicester. They kindly obliged and after having to do some slight modifications to it, it is now bolted in place on 003. Now time for us to get one made up or find one.

So, if you have one laying around spare please let us know.

Colin Mackrow

Upcoming Galas are as follows

July 8th -East Lancashire Railway

August 5th- Spa Valley

September 2nd -Old Oak Common Open Day

September 23rd - Epping

October 14th -Nene Valley Railway

October 21st -Mid-Norfolk Railway

FROM THE SALES STAND - Philip Cole Wallace

Sales Report Jan 2017 – May 2017

Hello Everyone.

2017 has gotten off to a fantastic start, with some surprising sales figures, with it all coming to a crescendo in Dorset, for the Swanage diesel gala in May.

The year started at one of my favourite railway's, on Saturday 11th of March at Spa Valley, the weather was very pleasant for March and with plenty of stock; due to a new delivery of Bachmann models the day before, and the DVD's that were mentioned in the spring Syphon-ette. Sales were steady throughout the day totalling £503. The only disadvantage of the location at Eridge is unfortunately the black hole that it is, with no Wi-Fi and phone signal, so you feel a little isolated on your own, and the PayPal card reader doesn't work.

The next outing of the year was at the Bluebell, on the 1st of April this was my first ever visit to this railway. Unfortunately, the line-up had changed a few days before with D6700 and 50035 having to pull out, with replacements of 20189 & 205, plus 73119 & 73107. I was extremely impressed with the staff and the facilities at Sheffield Park; the biggest issue was that all the stands were positioned on the opposite side of the car park, meaning all the stock had to be escorted over the line by the staff. Luckily, they did have a large sack barrow to transport everything, but it was very time consuming, and being on my own was very hard work. Numbers were down on previous galas according to the staff, but I managed a respectable £423.

The following Saturday I was at my local line the NVR, with what happened the week before, I persuaded my twin boys to give me a hand for the day, and no money was needed to bribe them!

With a reasonable line-up, with 60007 being the big red pen draw and good weather (which is a god send at the NVR as your out in the open), another cracking set of sales, particularly DVD's, we took £744.

Before I discuss the next gala details, I thought I would mention the online sales. This year I really have gone for broke and bought a large amount of Bachmann models, especially as there has been so many new 37's to choose from. On the 13th of April, my phone "Kerchinged" all day (I have an eBay app which sounds like a cash register when the group sell anything); as I had reduced our most popular model of 37401, resulting in £1832.90 of sales in one day, with us selling sixteen Mary's in less than a week, nine on this day alone. Over a sixty day period in late April the group sold over £15,000 of products on eBay, which I have to say I'm very proud of; my wife not so thrilled, as she had to wrap every single one of them!

The next gala was at the MNR on Saturday the 29th of April. Obviously, I won't go into details of what happened to the original locos that were meant to have been attending, as I don't work behind the scenes at the railway, but let's just say hopefully lessons have been learnt. DRS kindly sent 37424, which was absolutely brilliant news for me (embarrassingly one of the 37/4's I missed) and 57007, which again brought out several red pen merchants, this made the weekend a success for the railway in the end. Sales wise, thanks to Gavin and John Gothard again, we took our best days takings of £930.45, again DVD's were our most popular items.

Finally, and probably the best bit of news the following weekend was our usual weekend pilgrimage to Swanage; despite no 37 again, another good line up with a mixed traction for everyone to enjoy. Saturday was just phenomenal, by lunchtime we past the £1000 mark, and by the end of the day we had sold £1856.45 of merchandise, with several models, plus books and DVD's. I personally don't think I will surpass these single day figures, as I just had the stock for the right price at the right time. Sunday was a quieter affair; you could definitely notice that the footfall was down to Swanage's normal standards for a Sunday. In the end we took £511.04, giving us a grand total of £2367.85.

A couple of things to end on; one good one bad, the good news is on the 12th of May the group sold its 300th copy of Syphon Salute, leaving us with only just fifty copies left. Hopefully if things

carry on at this rate we will have sold our allocation by the end of year. At the moment, the book has now made the group over £2000 profit. The bad news is only a small gripe as I know not everyone wants to watch DVD's, but only two members, Stephen Maloney and Phil Broadbent bought copies of any of the hundreds of DVD's we had on offer. The details are in the last Syphon-ette and I have mentioned them several times on the forum. I still do have several copies of various 37 versions, Fours/ Globe's various 37's & Lockmaster's 37 left. (Most of the others have now been sold at the various galas; I've sold 180 of the 200 Vision International we acquired).

Cheers

Philip

On the subject of sales, well strictly speaking income, a subject dear to our chairman's heart please take a moment to read the following CL37LG public service announcement...

WANTED: PEOPLE TO CLICK THIS!

As a charity we're lucky enough to take advantage of a scheme run by Amazon: they pay commission to the Group for purchases made after clicking through to them from our website. This is very lucrative for us, not just at Christmas but throughout the year. So if you have an Amazon purchase to make, please visit www.c37lg.co.uk first and just look for this picture. Don't forget to tell all your friends and family too: there's no need to be a C37LG member to do it. Thanks!



37003 at the west end of Manchester Victoria, July 1988
© Steven Brindley

Class 37 Locomotive Group – Membership Matters (May 2017)

We currently running with 114 paid up members. Thank you to all those members who respond promptly to membership reminders, it saves me a lot of time as I don't have to chase you up!

Renewals since last magazine:

Colin Brunt (37266), John Gothard (37610), Mike Millward (37115), Al Pulford (37109), Emyr Walters (37081), Martin Ranson (37892), Andrew Lacey (37272).

New Members:

Paul Ebbens (37321), Daniel Hitchens (37405), Thomas Hyde (37424), Scott Watts (37002), Dave Flavell (37411), John Bedford (37052), Paul Stuttard (37421).

A gentle reminder to some of you who have not renewed and have now passed your member expiry date. Please can you double check 'that' envelope, put to one side 'to deal with at the weekend'.

Thank you for your support.

Steve Flowerday

Don't forget! This is what it is all about



How can you help?

I mean who wouldn't want to see this scene recreated somewhere?

The scene below was marked as being our loco at Chelmsford. The chairman feels that this cannot be the case due to a mismatch in livery and the presence of a working boiler. We may never know of course but a splendid shot either way!



From Flickr
via Facebook
© Crewcastrian



37254 at Lincoln with 10.38 Peterborough LIP to Derby RTC,
4th March 2017 © Mike Wedgewood

The Rare Moves Diary—James Powley

This is the first in a hopefully on-going series that will pay homage to some of the rarer moves that have got people's red pens twitching over the years. Our first 'rare move' takes us to Yarmouth in 1988 for some classic summer Saturday action.

Saturday 23rd July 1988: A day in which Def Leppard's 'Hysteria' album topped the US chart (where it would remain for six weeks) and Ayrton Senna got pole position in qualifying for the German Grand Prix (a race he went on to win). It was also a day which saw a frenzy of activity in Norfolk, with early hour gen circulating that the 10:00 Yarmouth – Leeds additional was to be taken out of Norwich by a 'foreign' tractor. The loco in question was 37285; an ex-South Wales machine that had been reallocated to Tinsley depot in November 1987. Due to its life long association with the South Wales coal fields, the loco had seen a scarce amount of passenger work, particularly in England. The fact that it was due to make an appearance on a service train out of Norfolk certainly stirred things up a bit! 37285 was particularly notable because, at this time, it was sporting unbranded Railfreight triple grey whilst still managing to carry a pair of immaculate frost grills!

So, a loco with by-then-rare features on rare territory - quite the move for any local basher then. However, things didn't go quite according to plan with a roster change seeing a class 31 set to take the Leeds service out of the Norfolk capital. 37285 instead found its way onto the stock for the final Norwich – Yarmouth leg of 1L95 (07:22 ex-Newcastle). This run of 20.6 miles was routed via Reedham, giving the loco a chance to stretch its legs on the straight section through Berney Arms and across the tranquil unbroken landscape of the Norfolk Broads. Having shunted its stock in the Yarmouth carriage sidings (standard practice having the loco reverse out of the station into the sidings, run around its stock and then reverse the set back into the platform) the obligatory photo opportunity was taken, complete with basher seminar! At this point 37285 and its stock now formed the first phase of 1E94, the 15:30 Yarmouth – Newcastle working, which it hauled as far as Norwich, again running via Reedham. This gave the loco a total round trip of 41.2 miles; not quite an excursion to Leeds, but certainly a healthy amount of mileage, especially for anyone who hadn't previously acquired the loco for haulage (which would likely account for everyone on it that day!).

No further Yarmouth portions were handled by 37285 that day with the only other class 37 activity east of Norwich coming in the form of 37350. As mysteriously as it had arrived, 37285 slipped away again and it is not thought to have done any passenger work in the region after this, although in August 1989 it did rescue a sprinter that had failed working a Liverpool Lime Street – Ipswich service, assisting the unit from Bury St Edmunds to journeys end at Ipswich.



37285 at Yarmouth, 23rd July 1988,
© Gary Brzeczek

Be alert or always expect the unexpected....



Saturday 18th July, 1981. Out west visiting a university drinking colleague, location Totnes. We weren't expecting to photograph anything in particular but we were anxious, keen, desperate to avoid specimens like this! CD's particularly greasy 47454.

My oppo remarked that it sounded wrong. He was wrong 'it' wasn't sounding at all.

Bringing up the rear but in fact doing everything were these fine specimens, 37207 and 37274 which rather made our day.

My notes show this as the ECS off 1V57.
Photos by the editor



(Glossary for following image PLPR = Plain Line Pattern Recognition)



COLAS RAIL FRE



*37116 (at the rear of the train, 37309 leading) passing the unmanned signal box at Clachnaharry whilst crossing the Caledonian Canal swing bridge. PLPR Test train, 14 May 2017
© Ken Thomson*

The story that never ends – Part 1, James Powley

Fifty-six years after D6700 rolled out of the Vulcan Foundry, the class 37s are still going strong on the UK rail network in a story that seems to never end, with two regular passenger diagrams and a number of examples that have been reinstated to the mainline from the realms of preservation.

This latter development has led to an increased following of the class on the mainline and one example in particular has developed a bit of a cult following. It therefore seems appropriate to look back on and to document a brief history of this loco as it begins the next chapter in its life. Oh, and what is the loco in question? Well it happens to be this author's machine of choice, 37099.

Built at English Electric's Vulcan Foundry in Newton-Le-Willows to works number EE/VF3228/D753, the loco was released into traffic on 14th December 1962 as D6799 carrying British Railways green livery with small yellow warning panels, as was standard at the time (no examples after the initial batch of locos carried all-over BR green*). It was initially allocated to Darnall shed (41A) in Sheffield where it is likely to have worked on class 1 passenger services such as the service from Sheffield Victoria to Bournemouth which, from autumn 1962, was regularly booked for Class 37 haulage as far as Banbury. One notable working is 1B21, the 15:20 Sheffield Victoria - Kings Cross, which D6799 is known to have worked several times during the course of 1963. When Darnall closed and the 41A allocation was transferred to the newly opened Tinsley depot in 1964, D6799 naturally found itself following suit and it remained at Tinsley until September 1967 when it was transferred to Gateshead (52A).

Over the next few years the loco could be seen on a range of duties around the Gateshead area, although information regarding the exact workings for this period seems to be scarce. What is known is that it took a permanent way working through Heaton on 22nd September 1968, had gained full yellow ends (and a somewhat work worn appearance) when seen on a passenger working at Newcastle Central on 4th October 1969 and that on 8th August 1971, 6799 (the D prefix having now been removed) was in charge of 9P30 (a local trip freight) whilst running through the site of the long closed Gateshead West station. On the 5th November 1972, 6799 was transferred away to Healey Mills (55C) and in the December of that year gained its first coat of BR blue. However, that didn't stop the loco putting in appearances on its old stamping ground, with 23rd March 1973 being one such example when 6799 was in charge of 1P16, the 07:17 Newcastle –Norwich service.



This first foray into East Anglia was a sign of things to come as on 30th September that same year, 6799 was transferred again, this time to March (31B) in Cambridgeshire. It was here that the loco received its TOPS number of 37099 in March 1974. Although 37099 would later spend a number of years in this region, it was to do a tour of depots past, with allocations to both Tinsley and Gateshead in October 1974 and March 1975 respectively before returning to the Fenlands once again in August 1978, shortly after spending time in the works at Doncaster (including the open day on 17th June, at which time the loco was bogie-less, on jacks and with most of its access points wide open). It is likely that it was during this visit to Doncaster that 37099 lost its route indicators in favour of the vinyl 'domino' headcodes that were becoming commonplace amongst the split box 37's of the time; interestingly, the domino on the secondman's headcode of number one end was centred lower, giving the loco a distinctive 'droopy eye' look about it. The loco also appears to have been fitted with dual braking during this visit.

From 1978 until 1985, 37099 was a stereotypical East Anglian 37/0, working regular passenger diagrams to and from Liverpool Street station on both the King's Lynn and Norwich routes, including the additional workings to Lowestoft. However, such was BR's tendency to use any loco at its disposal to get a job done, there are a number of notable one-off inter-regional workings that occurred during this period. These workings took 37099 to some rather non East Anglian locations such as Swansea (1V96 on 15/11/78), Manchester (1M72 on 07/11/81), Mallaig (1T24 on 19/03/82), Cleethorpes (1E62 on 20/08/82 & 25/08/84) and Truro (1Z27 on 26/01/85) to name a few. The latter is perhaps an exception due to 1Z27 being a part of the Cornishman railtour, which 37099 worked with 37207. A few other changes occurred during this period; on 16th August 1981 37099's boiler was isolated for the first time (it was reinstated at an unknown date). A depot transfer was briefly made from March to Stratford on 1st November 1981, but essentially the loco stayed on the same diagrams it had been working before and the loco once again deferred back to March depot on 15th May 1983. Its last classified repair was on 23rd May and when the loco was observed at Bescot four days later, it appeared to be in a fresh coat of paint, with plated headcode boxes and the bufferbeam cowling removed.

Having spent 7 years as an East Anglian machine, it was time for the wind of change to once again blow for 37099 and on 12th May 1985 a new era started as the loco was transferred north of the border to Eastfield depot, where it was often seen working on services out of Glasgow Queen Street. This regular passenger work was, however, short lived, with the loco's boiler being isolated again on 27th October and a transfer to Motherwell Depot a month later on 24th November. In the same month it was fitted with the classic 'car headlight' fixture that was a feature on a number of Scottish based examples. In 1986, Motherwell selected twelve members of the class to be part of a dedicated pool of locos to work steel trains out of the nearby British Steel plants at Ravenscraig and Hunterston. The locos were renumbered in the 37/3 series (37310-314 for central headcode and 37320-326 for split box examples) and all twelve received names. Thus, on 23rd July 1986, the loco was named '*Clydebridge*' and four days later was renumbered as 37324. It spent the next three years in this role, albeit being absorbed into the larger Freight Metals Motherwell Pool (FMGM) during this time (1st January 1989). Despite regular use on steel traffic working and its later incorporation into the Trainload Metals sector, 37324 could still be seen on the occasional passenger working from time to time, with one example being 1M76, the 18:20 Newcastle – Liverpool, which the loco worked between Thirsk and York on 14th August 1989. Another account from this three year period (no specific date is given) has the loco on a passenger working between Edinburgh and Inverness when it is claimed the loco hit 103mph down the bank to Gleneagles!

When the loco entered Doncaster works in September 1989, it lost its 37324 number in favour of its original 37099 TOPS allocation, presumably owing to the fact that the dedicated pool of locos for which the 37/3 series was originally allocated no longer existed**. The name 'Clydebridge' was retained, however, and the loco was additionally repainted into the Trainload Metals triple grey livery, as appropriate for its pool allocation at the time. An interesting change that seems to have occurred at this time is the replacement of the round buffers on No.2 end with oval types, whilst No.1 end retained the round variant. Like the unusual headcode application of eleven years previous, the loco now had another quirky feature to help easily identify it.

Whilst still being a Motherwell machine, 37099 started to explore the network once more and in 1991 there are several records of it appearing in South Wales which, ultimately resulted in an allocation at Cardiff Canton depot (FMAK - Cardiff Metals Pool) on 10th May 1992. By this point its Scottish 'headlight' had been replaced by a more conventional looking high intensity box, although this was fitted in the same position as the former fixture. A mere fifteen days later and the concept of network exploration was perhaps taken a little too far when 37099 and 37037 took a trip into the dirt by derailing on the 6S50 Margam – Mossend steel empties! Ground kissing aside, 37099 continued to work steel trains around the region until 24th January 1993 when, somewhat conversely, the loco was once again transferred back to Scotland but this time to Inverness as part of the Regional Railways ScotRail Pool (RAJV). Interestingly, when the loco was repainted once again in the summer of 1993, it was outshopped in civil engineers 'Dutch' livery – a somewhat interesting choice given the locos allocation to ScotRail! Upon leaving the paint shop 'Clydebridge' was put straight to work on services south of Inverness, including regular trips to Edinburgh and at least one recorded working across to Aberdeen. This work is fairly well documented for the months of June and July and a quick search online will bring up many a photo of the loco at various locations along the ex-Highland, such as on 29th June 1993 when the loco worked 1B26 and 1H15, the 10:15 Inverness – Edinburgh and the 15:36 return respectively.



37099 "Clydebridge" at Chester 24/06/95
©Jon Gavin

Come 20th March 1994, 37099 was transferred back to Motherwell once more where it gained a set of ploughs and was allocated under the Trainload Freight West Pool (LGSV). Although it was officially a freight loco, 'Clydebridge' could still be seen putting in passenger turns of much the same nature as previously, with several trips made in April whilst paired with 37683 and a considerable number during July in tandem with 37214. The months of August and October 1994 and February and April 1995 also saw the loco on extensive passenger use, a large number of which were in pair with fellow class mates. Locos that worked passenger turns with 37099 in this time include 37025/152/165/175/232/250/251/505/675. Of course, in between all these passenger turns there was still a healthy level of use on freight work. For example, on 24th July 1994, the same month that 37099 had worked those ten passenger trips with 37214, the loco was seen working 6S54, the North Blyth - Fort William alumina. Equally, 24th August saw the loco paired with 37196 at Inverness, ready to work a timber empties rake to Aberdeen whilst the next day saw 37099 just north of Perth on a northbound freight with 37025.



37099 "Clydebridge" at Eastfield
©Jon Gavin

28th May 1995 saw the 'final' chapter begin with 37099 receiving its last reallocation, this time to Bescot under the auspices of Transrail (LBLB pool). During this time duties were split between passenger trips along the North Wales coast and trip freight workings. For example, in the same month that it was transferred, 37099 was seen departing Llandudno Junction with a civil engineers ballast working from Penmaenmawr whilst less than a month later, on 24th June, it was seen at Penmaenbach working

1K67, the 13:23 Bangor – Crewe service. This was only to last another six months and by the beginning of 1996, time was called on 'Clydebridge'. The loco was taken out of service on 16th January and moved to Cardiff Canton on 24th February. Officially it was reallocated to Transrail's Strategic Reserve (LCWX Pool) on 17th March and stored unserviceable the following day. Ownership was then transferred to the newly formed English Welsh and Scottish Railway company (EWS) on 25th April, although this fact had little effect on the engine, which remained in store for another year until EWS sold it for scrap to MRJ Phillips sometime in the first half of 1997. By this point the loco had fulfilled a career that spanned 35 years and had covered most parts of the UK rail network with allocations at no fewer than eleven depots. Naturally, as with so many other members of the class, this is where the story would be expected to end. However, as we already know, the story does indeed continue, and continue it shall in the next instalment of 'Syphon!'

*The initial order was for forty-two locos. Photo evidence seems to suggest D6731 carried the original livery and D6737 has been done (very nicely) in this livery in preservation. Any clarification on this and which class member was the first to carry a yellow panel from new would be appreciated!

**Aside from the last nine class members built (37300 – 308), the 37/3 series would later be used for locos fitted with CP7 bogies which were geared to 80mph working and an extra fuel tank in place of the redundant water tank that once supplied the boiler.

Items For Sale

As Martin mentioned in his earlier piece (although this depends on whether or not you start at the front of the magazine) the group has various items for sale. Some of these are shown below...



At £25 each we have the heavily English Electric influenced keyholders

To avoid confusion the yellow stickies are not for sale!



The big end bearing, right
End cap tabs, below
Piston rings, bottom right





37424 and 37402 cross at St. Bees with the 17.37 Carlisle to Barrow and 17.31 Barrow to Carlisle respectively (424 replaced 409 which failed at Preston), 27th March 2017. © Mike Wedgewood



*37057 on the PLPR train, Inverness. 15th April 2017
© Ken Thomson*

On the record... Part 7: 37003 in 1991

With the help of 37003's official BR servicing documents and our other records, Mick Sasse traces our locomotive's life and times through 1991.

After finishing 1990 with only limited relief from the minor electrical gremlins that had bedevilled her for much of the year, our loco remains allocated to Immingham, where she had been reallocated from her spiritual home in the North-East in December 1989, plying her trade in the DCEA (Departmental Civil Engineer Eastern Main Line) fleet pool – and having just managed to complete a full year without dropping on a passenger working.

That tripping circuit breaker continued to cause worry as 1991 dawned, with the depot struggling to trace the problem, so '003 remained under a "Trips Only" restriction – that is, only allowed to do local out-and-back trips, as a precautionary measure. The batteries received attention (likely to mean replacement of some or all of the cells) on 3 January, and a week later Immingham carried out the B Exam that was now due, with the engine hours recorded at 4,008. Release on 12 January saw the restriction lifted at last, our loco free to live a life of religious fulfilment...

... Or not, as the case may be: all of two days later, the complaint was that fuel dilution was detected, with tests from the B Exam consequently being repeated until satisfactory results were obtained and the loco set free the next morning, 15 January. After that, she worked an unrecorded train northwards, and took the opportunity the next night to have brake blocks changed at Thornaby.

The next four weeks saw problem-free service, the details of which aren't recorded, but which we would assume to be largely the now usual array of freight service (not necessarily restricted to engineering trains) on the northern part of the Eastern Region. Evidently the loco was continuing to be worked hard – perhaps too much so, given that on Valentine's Day a driver was clearly less than in love with 37003: the record states that the driver's seat and arm-rest were broken, and "engine in a filthy state", such that the driver refused to work it! IM tidied things up and released the loco back into traffic the following afternoon.

But she was off the road again on 18 February... this time literally! On a trip working from Tees Yard, 37003 managed to spread the road (i.e. the permanent way failed due to the rails deciding that 4'8½" was too narrow a gauge) at Hartlepool West, and derailed all wheels. This damaged the wheel flanges, the rail-guards (a.k.a. lifeguards) and some of the brake rigging, as well as necessitating ultrasonic axle testing for any less obvious damage – all of which kept Thornaby busy for a full day. One of TE's great assets was a decent wheel-lathe, and this was put to good use re-turning 003's tyres before she was fit for traffic again. A complaint of wheelslip was traced three days later to a loose contactor in the loco's wheelslip detection circuits – again something which TE dealt with locally rather than sending the loco home to Humberside.

The next month seems to have seen incident-free running, other than a repair to a sticking driver's-side door (had said driver not heard of the proverbial English Electric Boot??), and on 17 March 37003 was observed for once doing work consistent with her pool allocation: an engineers' train at Bridlington.

Unfortunately, however, on 22 March Gateshead sidelined '003, as the engine was shutting down with low oil pressure and suspected fuel dilution. She required to be hauled back to Immingham, where the diagnosis was confirmed, an alternative type of oil pump was fitted, the oil changed, and a note made for the fuel injectors to be changed at the next exam. IM released her back into the community at lunchtime on 24 March. However, the problem recurred four days later on Teesside, and Thornaby dealt with the low oil pressure by changing the filters. That seems to have cured the problem. 37003 continued to see use in the North-East as March

became April, being noted on 18 April passing Darlington southbound on the ECML; evidently she picked up a northbound freight somewhere around York, to be delivered to Tyne Yard. Later that same afternoon, it's reported that during the subsequent light-engine move from TY to Gateshead Freight Depot, the loco seemingly SPADded at the south end of King Edward Bridge – given the nature of the junction there, that could have been rather nasty, but fortunately had no consequences more serious than Thornaby carrying out brake and speedometer tests (no fault found), and the driving denying the charge, stating that he had seen the signal to be single-yellow. Just one of those things?

After receiving the routine brake-blocking a week later, on 8 May our loco managed to take her leave once again of the permanent way: this time at Frodingham she managed to leave the road, albeit this time rather more mildly, just putting a single wheel of one axle into the dirt and causing nothing worse than a slightly bent rail-guard, which was quickly enough un-bent on the spot; no need for an ultrasonic axle test this time. In any event, that day she was called in to IM for the C Exam which had fallen due. The C Exam is a fairly major undertaking, and accordingly it wasn't until 24 May that she was back in traffic (perhaps also a backlog of work at Immingham at the time, too?).

Working an overnight ballast train on 9 June from Belford (on the ECML in the wilds of north Northumberland) to Tyne Yard, our friend shut down with low coolant, though evidently was able to complete the journey, for Gateshead to take a look, and find no leaks so just top up the cooling system. They also noted that the battery isolating switch (effectively the master switch which should be switched out when the loco is not in use) had been left in when the loco was last taken out of service, a reasonably sure way of flattening the batteries. The loco was hauled to Thornaby, where they, as you might guess, err, recharged said batteries – that took them about three hours.

There seems to have been an incident-free month after this, with no problems reported and our loco evidently staying equally below the radars of our contemporary observers, from whom we equally have no reports; no news is good news, and all that...

However, 9 July saw our heroine stopped with another coolant leak – Thornaby found and renewed a faulty elbow-joint in the system that afternoon. A fortnight later came a complaint of the loco shutting down immediately after starting up – not an uncommon fault, but it required her to be hauled from Tyne Yard back to Thornaby, who on 25 July confirmed what was behind the symptom, namely a tripping control circuit breaker. While the electricians were about it, they fixed a couple of other electrical issues, including a blown fuse in the loco's main lighting circuit – and a loose switch on the one of the cab heaters! Not satisfied with that, three days later York felt the need to clean repaired the instrument-panel lighting.

Mind, it clearly wasn't all bad news, as on 26 July, 37003 had got to work her first recorded passenger train since August 1989 – and proper class 1 stuff, too! An evident shortage of motive power at Gateshead saw our beast pressed into service to work 1V49, the 08:20 Newcastle – Exeter, as far as Leeds, where, presumably something duller – sorry, more suitable – could be found to take the train forward.

At the risk of clichés about lightning striking twice, she dropped again on 1 August, again on a cross-country intercity: this time the lucky ones were those who joined 1V54, the 11:41 York – Swansea, at its origin – but only them, as again Leeds managed to rain on that parade by

digging up an alternative loco. 37003 evidently continued to bounce around the Yorkshire area for the next few days, being sighted on 6 August at Copley Hill (Leeds) on a Healey Mills – Holbeck inter-depot loco move together with 47053. And the next day, she was at it again: 1V54, the 11:41 York – Swansea, dropped again, and once again as far as Leeds!

August continued not to see any major problems for our loco, other than another EE Boot being applied (this time at TY and to the other driver's door!) and a routine B exam back home on 14-16th of the month. Unfortunately, however, on 21 August she managed to fracture a nose-end air pipe at Healey Mills, which the adjacent Holbeck repaired.

Still in Yorkshire, Tinsley repaired a brake cylinder on 3 September. Misbehaviour of a different kind occurred on 14 September, when Tinsley complained of surging power and fluctuating amps, which Immingham spent two days examining, but were unable to trace: the dreaded "NFF". For three more days, the loco was limited to local trips, and a depot special rode shotgun to try to get to the bottom of it. While it's not clear what was actually done, IM seem to have been satisfied by 20 September that it was sorted out, and she was back in full service.

The next incident wasn't far behind: on 25 September 37003 was working 6Z56, the 05:20 Toton – Millerhill freight, when the driver complained that the loco was experiencing severe wheelslip at 15mph – and that the second field divert was not coming in until 65mph [No, don't ask me what a class 6 freight was doing at 65mph; one hopes it was perhaps actually a class 4...!]. As you'll know, the first field divert is supposed to kick in at roughly 27mph in a 37/0, to deal with back-EMF and enable the loco to keep accelerating, and the same happens again (the second divert), at about 45mph, for the same purpose. Having the loco not divert will make it really struggle to accelerate as effectively its tractive effort will hit a brick wall, limiting its top speed. This fault, most likely due to a malfunction in the (in) famous electro-mechanical load regulator and divert system, was clearly a matter for home shed, and Immingham were occupied until the afternoon of 27 September rectifying the problem.



*Class 37 Bridlington Quay box 1991
©David Smith*

And that, dear reader, is more or less where this story ends...! Why? Because it's beyond this point that we have not been able to trace any further record cards for 37003... It is really pure chance that those I've been looking through over the past few issues of *Syphon!* have themselves survived (and been made available to us via the excellent www.locodocs.co.uk site), so a case of 'glass half full', I hope you agree.



47053 'Impala' & 37003 'Tiger Moth' both in BR blue livery on a Healey Mills to Holbeck move at Copley Hill. 06/08/1991 14:06
©CSK Railway Photography

We have, in fact one more recorded working for 37003 in 1991... and it's pleasing to say that it's an interesting one: she was back on passenger work for the fourth time of the year! Our loco was used on 2K39, the 15:45 Sheffield – Peterborough, on 15 November 1991, providing a nice surprise, we hope, for somebody. *[I have to say, I'm not at all familiar with this train: what route would it have taken? Would it have been vice DMU or booked hauled? Any readers' offers here would be most welcome!]*

It could be that the reason why the record trail goes cold towards the end of 1991 is that, after half a lifetime spent on the Eastern Region (indeed, notably not one of the locations I've mentioned that 37003 visited in 1991 is anywhere else – far more territorial than in the past), January 1992 saw a major lifestyle decision: she was moved to Eastfield to join FEPE, its pool of Power Station Coal 37s. And maybe the ScR records became separated from the earlier ones?

We'll never know!



37099 (37057 on front) at Stainforth with 08.53 Derby RTC to Doncaster West Yard, 1st May 2017

©Mike Wedgewood



Pathfinder Tours "Spring Highlander" seen at Nairn, about to depart as the "secondman" has just collected the token (102315). 37259 and 37609 up front with 37605 on the rear. 8 mins late departure due to late Westbound unit. ©Ken Thomson

BYOT - Buy Your Own Tractor update (April—June)

The last quarter saw a healthy uptake from our “Stored Serviceable” BYOT Pool, and I thank all of you that have now lifted the first prize to a scorching £52.50! I know the responsibilities that come with winning such a sum are potentially life changing... But we still have a large number of loco's looking for a decent days graft, and as they say. It could be you!

It can be as easy as setting up a standing order for a monthly or annual entry. Or adding £12 to your membership payment when it is due, or just sending in a cheque, thrusting cash in our hands if you see us at a gala. or any other legal or otherwise of giving us your cash! If I can tempt any of you to join up, or increase your fleets? Then please drop me an email. martin@c37lg.co.uk

So before I run out of space, we mustn't forget the necessary congratulations to our last quarters winners:

	March	April	May
First Prize:	37415: Phil Roberts	37074: Andy Shildrick	37668: Barry Wetherell
Runner-up:	37222: Andy Shildrick	37203: Jon Moreman	37049: Mike Millward



3714 at Quorn, GCR Diesel Gala,
18th March 2017, ©Alan Eames

Don't forget there are many ways that you can contribute financially towards the return to service of our locomotive. Not the least of which is to exercise your texting skills!



From the Editor

So there it is my first Syphon complete. I hadn't realised that editor was an abbreviation for 'head hitter'! Still I will come to terms with Publisher or we'll need a new laptop., could do with a new laptop to be honest but that's another story. Seriously, I have enjoyed putting this together and I am extremely grateful for all those who have contributed in a whole variety of ways. Without your help none of this would have happened. If you have enjoyed reading the articles or simply took in the photographs please think about whether or not you could make a contribution to the next issue in the early autumn. In the words of the song 'all styles served here'!

Cheers

Alan

Thanks to all the contributors!

We'll be back with Syphon! 166, which will be out mid September 2017. Deadline for articles and photos is 31st August 2017.

Many thanks, Alan

