

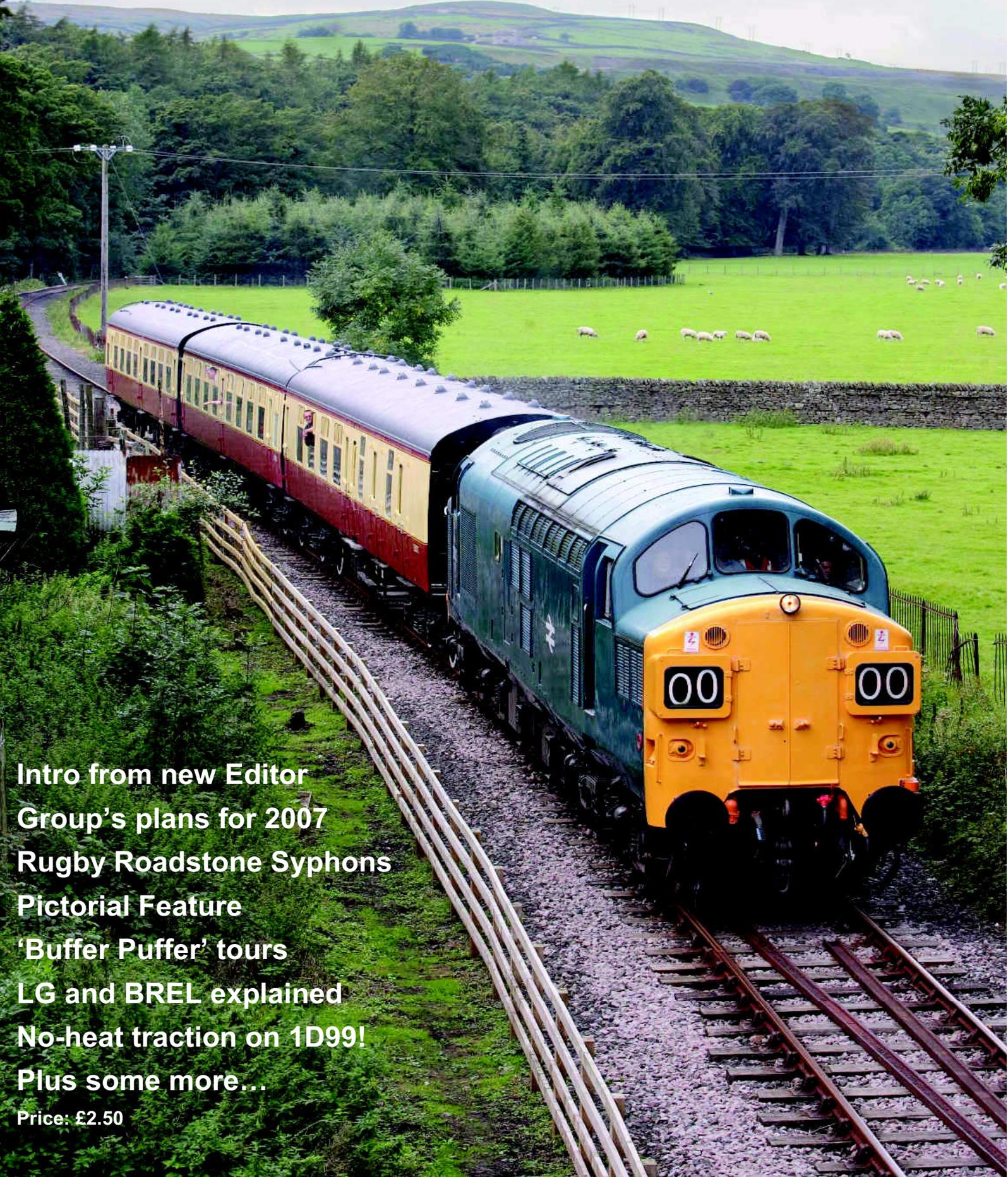
Syphon!

Issue 128

January - March 2007

www.c37lg.co.uk

The official magazine of the Class 37 Locomotive Group



Intro from new Editor
Group's plans for 2007
Rugby Roadstone Syphons
Pictorial Feature
'Buffer Puffer' tours
LG and BREL explained
No-heat traction on 1D99!
Plus some more...

Price: £2.50

The Class 37 Locomotive Group Elected Committee and Contact Details

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Mick Sasse	Officer without Portfolio Email: micksasse@phonecoop.coop
VACANT	Compliance and Standards Officer

If you supplied us with your email address when you joined the group, you will have been invited to join the Members Forum. Feel free to contact the Committee via the forum. If you are not a member of the forum **IT IS STRONGLY RECOMMENDED THAT YOU JOIN** as forum members receive group news before anyone else. Email Mick Parker directly, giving him your name, address and membership number and he will add you to the forum.

Subscriptions, general enquiries and any 'gen' for inclusion on our website www.c37lg.co.uk should also be sent to Mick. He also deals with any enquiries regarding the website and access to the Members Area.

If you have any submissions for 'SYPHON!', please send them to Mark Grimes. Articles sent via email should be sent in MS Word format and pictures as JPEG attachments in MB size.



FRONT COVER:

The flagship of our Group, 37003 approaches Frosterley whilst working 14.00 Stanhope to Wolsingham service on Saturday 26th August 2006. This was the day 37003 made it's passenger debut on its current home, the Weardale Railway. Photo: Steve Wells

THE NEW 'SYPHON!' LOGO ON FRONT COVER:

The new logo featured on front cover was created by Owen Hodgson, who is the moderator of AC Loco Group website and donated the design to C37LG, for which we are grateful to his kind gesture.

EDITORIAL & NEWS

Dear members,

15th May 2007

As some of you are already aware, I have now officially taken over from Michael Ratledge (better known as 'Rugby' to us all) as Editor of the 'SYPHON!' and also sit on the Committee of the Group. I have been involved with the LG since early 2005 by attending some work parties.

Firstly, on behalf of the Committee, Rugby and I would like to thank you for your patience during the barren spell for most of last year and first few months of 2007 when all of our members didn't get their copies of the Group magazines, this was due to a number of factors beyond our reasonable control, firstly with Rugby's increasing commitments elsewhere, particularly with BRE Ltd matters, lack of spare time nowadays to do the magazines, and then I undertook my long trip abroad in South America. There was a difficult transition process that saw deadline after deadline not being met (it's a long story!) which meant any progress could not be made until well into early 2007. Getting the final stages of the 'SYPHON!' transition process of materials and software was finally completed several weeks ago and it was not until I was finally able to sit down and get through all the articles and photos in order. Now I'm here and the backlog is gradually being cleared, the release dates should be 'back on track' by mid-2007. Your patience is appreciated!

I hope you like the new-look front cover with the BR nameplate style-inspired 'Syphon!' logo. Over the next few issues, odd tweaks may be done to give it a fresh look in the longer run, instead of radical change overnight. Your feedback would be great, it's your magazine as well.

Now, on to the proper stuff. The past 12 months have seen a lot of upheaval with moving into our new bases at Dartmoor and Weardale Railways, purchases of more Class 37s and active 'hands-on' working volunteers being busy with organising Dartmoor diesel gala in the run-up to October 2006 event (with more dates in the pipeline for 2007) whilst all options are being explored to ensure there is regular work for our northern based fleet so that all our members can access the locos on regular basis. We are also looking at setting up of our Publicity stand at some of diesel events across the country - watch this space.

Progress, as they take place, will be reported in our website www.c37lg.co.uk and general news will be in future issues of 'SYPHON!' as soon as they take place. We have our members-only yahoo e-group, which you can join (see previous page).

With the cessation of Arriva Trains Wales's Rhymney diagram in December 2006, hot on the heels of booked 37 haulage on the First ScotRail's 1Y11/1B01 Fort William sleeper diagram finishing in June that year, it means that 2007 starts off without booked passenger work for the class on national railway network - first time this has occurred since the introduction of these Type 3's to traffic by British Railways, some would say this is 'Progress' and nothing can stay the same forever. However there should still be plenty of Class 37 haulage on charter trains across the network - so make the most of them while you can. The preserved railway scene with 37's continues to flourish with more locos being saved (and expect some more yet) and see some of them appearing at gala's up and down the UK, and they need YOUR support.

This issue covers details of our plans for this year, along with usual articles and variety of photographs of Class 37s, and more to follow in next issues. I hope you enjoy the read!

Thank you for your support,

Mark Grimes
'SYPHON!' Editor and Publicity Officer
Class 37 Locomotive Group

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- Pages 18 - 19: (VARIOUS BITS)**
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- Page 20: BACK COVER PHOTOGRAPH**
Sun-rise in early morning with stunning scenery at remote Rannoch as 37416 crosses the viaduct on 1Y11 to Fort William on Friday 17th February 2006.

CONTRIBUTORS TO ISSUE 128 (articles and photographs):

Edgar Liam Cleeth (Features Writer), Mick Chester, Mark Grimes, Michael Ratledge, Mick Sasse, Paul Scott, John Waddington and Steve Wells.

DO YOU HAVE A PHOTOGRAPH OR STORY TO TELL?

The 'SYPHON!' magazine relies on contributions from fellow enthusiasts, if you have photos that you would like to see printed, and/or have an interesting story to share with us, then please get in touch with Editor! Without your input, the Editor can't do everything possible to fill the pages in, so please keep them coming in! (We are particularly interested in BR-era stories). Thanks.

Loco fleet status & plans for 2007



37003: Flagship of our fleet, owned by LG. In service, at Wolsingham depot. Expected to be taken out of service once 37175 and/or 37275 is ready for use on the railway, in order to allow bodywork repairs and cab refurbishment to be carried out, followed by a repaint into green livery to match the 'blood and custard' Mk1 stock on the railway.



37175: Still in 'Dutch' engineers livery, currently awaiting 'Fitness To Run' exam at Wolsingham depot, expected to enter service and make its first passenger train in preservation in 2007. More details on 37175 in next issue. The locomotive is owned by a private individual and part of the BRE Ltd fleet, under the custodianship of LG.



37198: Following its move south to the Dartmoor Railway, it has settled down working trains on the line. Expected on a number of trips during diesel operating days and galas alongside 37905 and resident Dartmoor traction fleet this year. Owned by BRE Ltd shareholders, under the custodianship of LG.



37275: Currently stored at Wolsingham depot, in full working order, though some minor technical details need to be worked on before 'Fitness To Run' exam and all being well, should make its passenger debut in preservation this year. Check our LG website for up to date information regarding this loco. Also owned by BRE Ltd shareholders, under the custodianship of LG.



37414: Remains stored out of service at Wolsingham depot awaiting rebuild to full working order. Currently the only sub-class in preservation. Purchased from EWS by BRE Ltd and under the custodianship of LG. Once the rest of northern fleet is in service working trains, major work will commence on 37414.



37905: In service, on the Dartmoor Railway. Bodywork repairs should be complete and repaint this year into Trainload Metals grey livery, reunited with its 'Vulcan Enterprise' nameplates. Check our website for up to date information with 37905's restoration progress and its running dates. Owned by BRE Ltd shareholders and under the custodianship of LG.

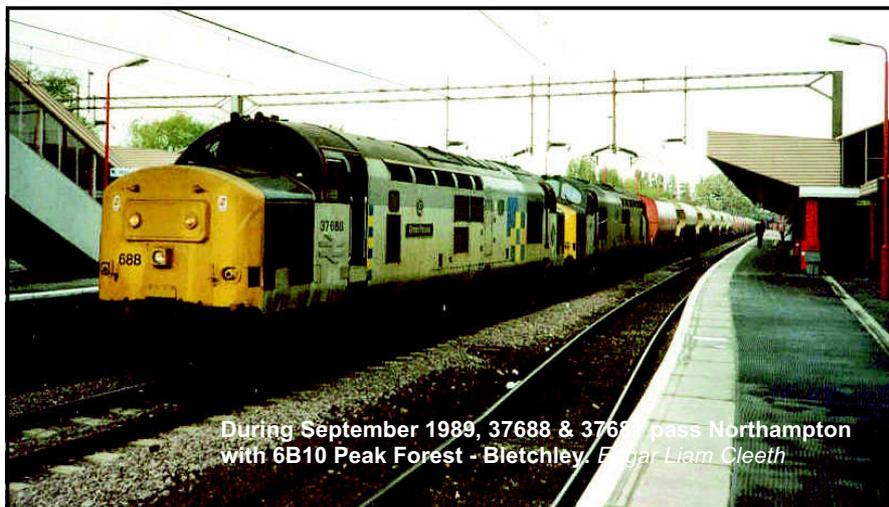
'RUGBY ROADSTONE SYPHONS'

Pictures and words by Edgar Liam Cleeth

During the late 80's and early 90's, pairs of Tinsley 37/5's were booked to work the daily 6B10 Peak Forest to Bletchley 'Roadstone' and 6H55 return. I was fortunate enough to start my railway career as a Railway Trainee at Northampton in 1989 and later moved to Rugby as a Trainman. Seeing the Buxton outbased 37's was often the highlight of my day given that I was forced to endure the lacklustre delights of Class 31 haulage on freight workings on my route for years.

During the aforementioned period, locomotives used were in the FABI pool. Among these were 37380, 37411, 37414, 37422, 37425 & 37676 - 37688. The latter of these became somewhat of a Buxton celebrity in 1988 when it was named 'Great Rocks'. Liveries carried were Large Logo Blue, Red Stripe Railfreight and Trainload Freight Triple Grey - both unbranded and with Construction markings.

37/4's had been a favourite of mine for some time and the FABI allocated examples became quite rare on passenger trains once they were displaced from ScotRail duties in January 1989. So to have them pass through my manor on almost a daily basis meant that I still got my fix!



During my time on the platform at Northampton I would see the southbound working held in the through road and I usually had my camera with me. At that time, a driver based at Crewe would work the train to Bletchley in the morning and shunt it for unloading in the stone terminal opposite the Cambridge Sidings. He would then travel home by passenger train. A second driver would travel down from Crewe to Bletchley in the afternoon to relieve him, run round the train and head back up the West Coast Main Line just after 7pm. I travelled to work from Rugby to Northampton on the same train as the relieving driver on several occasions and got to know a couple of them quite well. This eventually led to a few offers of lifts home on the northbound working which I never turned down. It was just after this point in railway history that the industry changed, making random cabrides a thing of the past. I had cabrides in most of the FABI locos, most notably 37681 - an early withdrawal from the 37 fleet - and 37422 which I had also managed to catch a cabride in from Tyndrum to Bridge of Orchy a year or so earlier.

If I was on an early shift, during the Summer months I would photograph the northbound working as it passed through Rugby in the evenings. The train was never early and rarely late. When it was late it was always worth the wait because it would slowly drop into Rugby off the Northampton Loop and be signalled onto the down fast line. When the rear of the train cleared the points by Rugby PSB, the driver would open the 37's up and leave a nice smelly cloud of clag hanging over the entire station.

One lingering memory of the train was of the nights when I couldn't get down to the station to photograph it. I lived a good three or four miles from the station but at just after 8pm every night the pair of 37's could be heard thrashing their way along the Trent Valley towards Nuneaton. You'd hear them for a good five minutes after leaving Rugby.

In the mid 1990's, the 37's were replaced by a solitary Class 60. However, as one working disappeared, many others took its place. Many of the ex-Scottish Sleeper and Civil Engineers 37/0's were transferred to Bescot to replace life-expired 31's. After May 1995 it was not uncommon to see four or more predominantly Dutch liveried 37's stabled in Rugby Yard.

These days 37's can occasionally be seen on the lower stretches of the WCML on Direct Rail Services's intermodal services when a 66/4 is not available.

Former FABI allocated 37414 is of course now in the hands of the C37LG. I never had 37414 for haulage in Scotland so my memories of it are mostly associated with the 'Rugby Roadstone'. Maybe one day it'll carry its old Railfreight Construction decals again.

EDGAR LIAM CLEETH



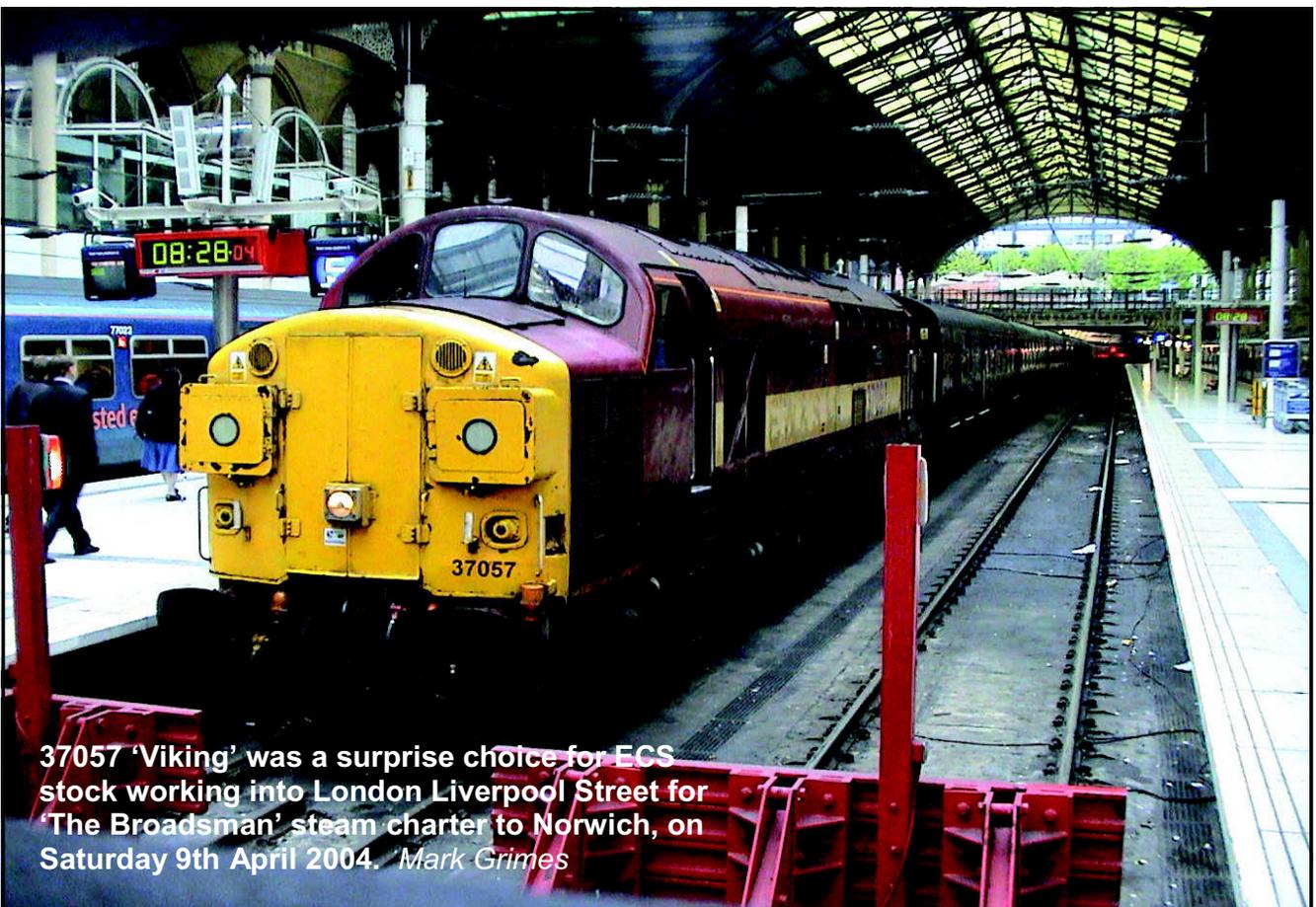
Classic shot of 37680 in BR Railfreight red stripe leading classmate 37688 'Great Rocks' in then new BR Construction livery blasts through Rugby with 6H55 Bletchley to Peak Forest, while driver turns the power handle. You could almost hear them just by looking at this picture! 26th June 1990. *Edgar Liam Cleeth*

SYPHON! PICTORIAL

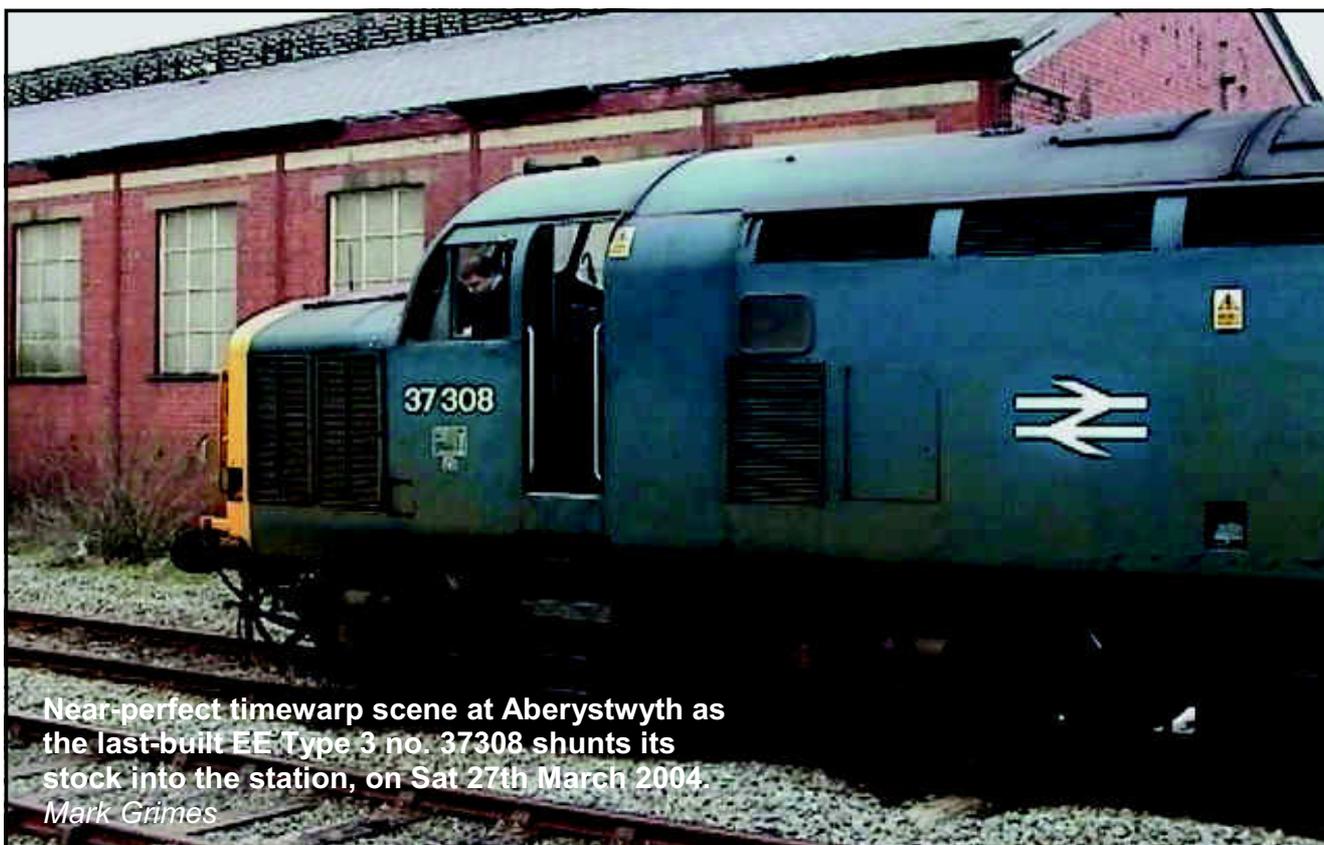
Photos - just for the hell of it!



37684 & 37686 slowly traverse their way 'down the back' at Rugby on 13th July 1990 with 6H55 Bletchley - Peak Forest. *Edgar Liam Cleeth*



37057 'Viking' was a surprise choice for ECS stock working into London Liverpool Street for 'The Broadman' steam charter to Norwich, on Saturday 9th April 2004. *Mark Grimes*



Near-perfect timewarp scene at Aberystwyth as the last-built EE Type 3 no. 37308 shunts its stock into the station, on Sat 27th March 2004.
Mark Grimes



37405+37406 'The Saltire Society' enter Manors with 6B16 Millerhill to Tyne Yard on Monday 17th July 2006. *Mick Sasse*

And turn to next page for this one again...



Syphon!

On hot and sunny day of Monday 17th July 2006, pair of Class 37s nos. 37405+37406 'The Saltire Society' works the 6B16 Millerhill to Tyne Yard freight loaded with rails and sleepers as they cross the King Edward Bridge over the River Tyne. City of Newcastle forms the backdrop along with curved roof canopies of Central station, St James Park football ground and tall spire of St Marys Cathedral.
Mark Grimes

'Buffer Puffer' tours in 2007

Texts by Editor and photographs by John Waddington, Mark Grimes and Paul Scott

A series of 'Buffer Puffer' railtours were run in early 2007, there were at least 3 already run by end of March. The first one kicked off on January 20th with a trip around London and Ardingly branch, which was followed by Scottish version that ran on 10th February, suitably titled 'McBuffer Puffer'! Third train ran on 31st March, a repeat of the first trip in January. EWS 37/4s hauled all these trains in top-n-tail formation due to a number of suburban branches lacking run-round facilities. A general summary of photographs of all 3 tours are in this special feature.



Top left: 37406 'The Saltire Society' at the buffer stops on platform 1 at London Paddington just after arriving on ECS from Old Oak Common depot, before forming rear end of 'Buffer Puffer 4.0' tour of London and the Ardingly branch. 37410 was the other engine. Saturday 20th January 2007. *John Waddington*

Centre right: A rare sight of diesel loco-hauled train into one of London Bridge terminus platforms as 37406 stands at the suburban station with 'Buffer Puffer 4.0' tour before departing for London Waterloo via rather convoluted route through glamorous places such as Tooting and Brixton! Rather curiously, pre-privatisation NSE-liveried electric unit on left completes a 'nostalgic' feel to this picture! *John Waddington*



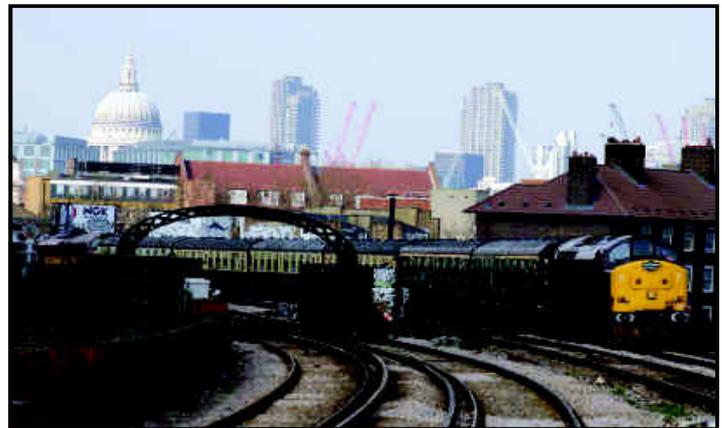
Bottom left: 37410 awaits departure from Glasgow Queen Street (High Level) station during the 'McBuffer Puffer' tour of local lines on Saturday 10th February. It was the first 37/4 hauled passenger train to arrive and depart the High Level station since 1989. Due to the restricted capacity, loco-hauled railtours are rare at this station. Could this be the last ever 37/4 to depart from Glasgow Queen Street High Level? *Mark Grimes*



Left: 37410 stands at the restored Wemyss Bay terminus after a run from Lanark. The graceful station architecture is nicely illuminated at night. Although the station is served by local EMU's but does get regular loco-hauled trains by the Royal Scotsman luxury rail-cruise between May and October each year, where WCRC's 37/0s may visit in 2007.

Mark Grimes

First centre, right: Working the 'Buffer Puffer 4.1' trip on Sat 31st March, 37401 approaches Elephant & Castle whilst leading 1Z39 15:29 Blackfriars-Cannon Street, en route to Orpington. The World-famous St Paul's Cathedral is prominent in the background in this central London landscape. *Paul Scott*



Second centre, left: 37410 powers its way through Grove Park in the southern suburbs of the capital city en-route to London Cannon Street, after visiting the delights of sunny Orpington. Some flailing at the leading carriage is evident on this train! *John Waddington*

Bottom right: 37410 (again) weaves its way through myriad of lines on the approach to London Bridge with 1Z39 15:29 Blackfriars to Cannon Street, in glorious late afternoon sunshine on Saturday 31st March. *Mark Grimes*



C37LG and BREL explained—all one family!

By Committee of C37LG and M.D. of BRE Ltd

The Class 37 Locomotive Group has no fewer than 6 Class 37s in the fleet. The first impression to general enthusiast public would appear to be that the Group owns all the locos. This has been said in discussion forums, on railway press preservation pages and in general comments from enthusiasts - an article in one of the leading railway journal magazines referred to 37414 as owned by the Group. So we'd like to put the record straight.

C37LG own one locomotive, 37003, outright. All the other 5 locos (37175, 37198, 37275, 37414 and 37905) are owned by Bedale Railway Engines Limited, which is made up of individuals who are all regular C37LG volunteers, plus a small stake held by the LG itself. These long-term C37LG members set up the limited company in order to protect their investment and pool their resources in the interests of the fleet.

The locos are, however, placed under the custodianship of the C37LG as the BRE Ltd members are all regular Group volunteers.

Therefore, although the LG does not legally own 37175, '198, '275, '414 and '905, the LG has a say in use of these BRE Ltd-owned locomotives, and indeed for most practical purposes we regard them as being one fleet alongside 37003. Needless to say, because all those in BREL are committed long-term LG volunteers, there is no question of any preference being given to a BREL loco over '003 (or the other way around!) when we make decisions such as prioritising restoration and maintenance work.

Brief history of Bedale Railway Engines Ltd:

B.R.E Limited was formed in 2004 by John Pinion and Phil Lynch (M.D.) following the successful bid to purchase English Electric main line locomotives 37198 and 37275 from English, Welsh and Scottish Railway. The aim of B.R.E Ltd is to restore and operate it's loco's on heritage railways alongside those of it's partner The Class 37 Locomotive Group (C37LG).

If you'd like to know more about BREL, please get in touch with Phil Lynch or Mick Sasse (email contact details on page 2).



<http://www.brelimited.co.uk/>

And, to make our point: 37198 paired up with 37003 at Leeming Bar on the Wensleydale Railway, on Saturday 14th May 2005.



Photo: Michael Ratledge

Barrow Hill Roundhouse 2006 Diesel Event, July 8/9

Article and photos by Mark Grimes and 37178 photograph by Steve Wells

The Barrow Hill Roundhouse held its first ever diesel gala, which was held on 8/9 July 2006, featuring wide variety of UK diesel traction, the event was a success and no fewer than 5 Class 37s featured with privately owned **37079** (long-term project), HNRC's **37178** (earmarked for ETRMS scheme on the Cambrian Lines), privately-owned **37201** (under restoration), EPS's **37603** hauled some of mainline shuttles, and HNRC's newly-acquired EWS **37667** that had just arrived from Bescot, on display (now in DRS livery. Things don't stay the same even in short space of time!) 2007 event is also planned, with emphasis on the 50th anniversary of Type 1/Class 20, another quality EE traction of course!



37178 erupts in dramatic style, departing from Barrow Hill platform, Sunday 9th July 2006. Note 178's rather battered front-end! Steve Wells



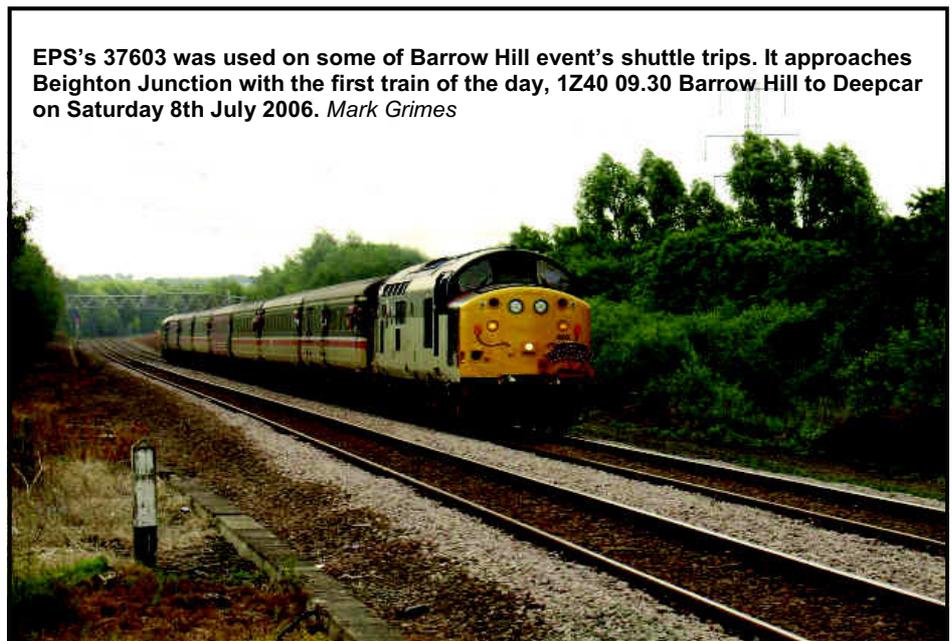
37079



37201



37667



EPS's 37603 was used on some of Barrow Hill event's shuttle trips. It approaches Beighton Junction with the first train of the day, 1240 09.30 Barrow Hill to Deepcar on Saturday 8th July 2006. Mark Grimes

No-heat traction on 1D99 to Holyhead!

Mark Grimes recalls his journey with not-so-usual locos...

On Friday 11th June 1999, I embarked on a long weekend jaunt in Ireland to join the ITG 'Mayo Metro-Vick' tour with preserved A Class locos, that was to feature the first mainline run of A3R in preservation (little did I know it would be turn out to be the first AND last mainline run for this loco!) anyway the weekend kicked off early in style with 18.40 Virgin Trains service to Bristol TM, with Class 47 no. 47844 (yeah, I know it's a Duff. it depends on your point of view!) The journey went very well, upon arrival at New Street where I had over an hour's fester to await the 1D99 23.30 service to Holyhead, booked for Class 37/4, to maintain my railway journey by 100 per cent diesel loco-hauled trains (yes, it was still possible to do it as recently as in 1999...)

On one of platforms at New Street, I saw a number of bashers gathering for this particular train, noted a few familiar faces there and I wondered why there was such a larger than usual number of bashers at one time for a service train by Class 37/4? (I was soon to find out why...)

Anyway as minutes ticked past and meanwhile nose end of 37 approached, I noticed something bit different - to my surprise it was no-heat 37250! Filling in for non-available 37/4, it was unexpected for me and came to conclusion this was what the 'real' bashing of 70s and 80s would have been all about engines like that and not knowing what's going to work until you see it! I was getting good value for my ticket money! Now I was looking forward to the journey...

The journey with 37250 was not without incident. The train progressed north and then it sat down at Stafford for over 30 mins whilst crew were looking at brakes and bogies on the Mk2's and one guy was poking the bogies and wheels underneath Mk2 coaches with a metal bar, called 'wheeltapper' in traditional railway term! It was quite a treat to see it. (A number of these 'bashers' had already bailed, to catch a southbound XC service that, I recall, was hauled by 47840 'NORTH STAR' in Swallow IC livery). However, things weren't looking good with the delay and my thoughts soon turned to my ferry connection at Holyhead. But 37250 soon managed to make it to Crewe by slow speed, literally limping along the WCML.



37250 at New Street, awaiting departure on 1D66, 23.30 to Holyhead, on 11th June 1999. My Lords! Mark Grimes

At Crewe, the train sat for a period and there were number of people milling about on platform either having a fag or just to look at 37250, I went have a look to see what it's all about and soon realised that the loco was coming off the train! After a short wait, the replacement arrived... it was another no-heat engine, 37675! What's going on?! I couldn't believe what I was getting for haulage on normal service train - it's like 1980s all over again!

Train eventually departed Crewe more than an hour late, and having no-heat loco in front, the interiors of Mk2s were certainly getting bit cold, journey along the North Wales Coast line past midnight was bit freezing (even though it was in mid-June). I just found it rather amusing when a certain few Ethels (who had boarded at Crewe and Chester) tried to fiddle with some of heating side knobs to turn heating on, but they just don't know that no heating can be provided due to non-ETH nature of the loco! It wouldn't have made any difference trying to explain to them, because they just wouldn't understand! That's 'normals' for you.

Despite the problems that beset 1D99 during the journey, with credit to driver, 37675 really put in a storming performance with some 'lively' running to make up time, indeed arrival in Holyhead was only under one hour late (the best I can recall it from my memory as I don't keep notes) just before 4am and got on the 04.10 HSS Stena ferry to Dun Laoghaire, which we had *just* made it... literally. This is what real bashing was all about: no-heat locos, silly times such as early hours in the morning without any dossing and Man of Steel nerves! It was a journey full of dramas that I'll never forget and goes down as one of my memorable trips.

MARK GRIMES



37675 at Holyhead, in early hours of 12th June 1999. Mark Grimes

GOT ANY LOCO-HAULAGE MEMORIES YOU'D LIKE TO SHARE WITH US?
Contact mark@c37lg.co.uk and the Editor will print your story (preferably with photos!)



Caption Competition

What do you think Polmont is doing?
Send your witty comments by email to Mark and
it will be printed! Photo by Michael Ratledge.

Entries to previous Caption Competition

From Andy Stoddon:
'Why is the front of the loco always covered with insects?'

From Rugby:
'Matt, Phil and Mick C consult each other on ways to help
hapless Mick S after he accidentally glues his nose to 275'

From Edgar Liam Cleeth:
'37 preservation. Its like watching paint dry'



Photo by Michael Ratledge

Publicity Exchange

The UK's only AC electric locomotive preservation group celebrates its 10th Anniversary this year. With nine AC locos in our care (so far), one of which is now main line registered, we're certainly aiming to mark the anniversary in style!



As with all societies, we're always on the lookout for new members, and particularly for new shareholders - so if you're ever suffering from Extreme Tractor Overload, and want to relax a little with some serious power (86101 has 7860hp on tap at full load!), spare us a thought! Electrics aren't actually as boring as you might think, and most of us are quite friendly too. Sometimes.

From armchair supporters to hands-on electrical engineers, you're very welcome to join us. Where else can you get hold of Roarers, Cans and a Badger these days?

www.aclocogroup.co.uk
info@aclocogroup.co.uk

Volunteering on the Dartmoor & Weardale Railways

Would you like to get involved on other side of fence? If you live in south, there's jobs waiting for you to help look after 37198 and 37905 at the Meldon base on Dartmoor Railway, there are many other jobs for C37LG volunteers to do at the railway, including resident diesel fleet under the guise of Dartmoor Diesel Group. Although the base works to Network Rail safety regulations but appropriate training can be given.

Our northern fleet comprises 37003, 37175, 37275 and 37414 all based at Wolsingham Depot on the Weardale Railway, there are always plenty of jobs for C37LG volunteers to do at the railway, along with two support coaches (owned by members of the LG/BREL). Maintaining the locos is an ongoing job and so there is always something to do. This does not necessarily mean difficult mechanical and technical tasks. You need to be a member of the Weardale Railway Trust for insurance purposes, in order to work at the depot.

The locos need to be kept clean and tidy, so those who are technically minded can always do with someone to hold the manual open at the right page(!) So you do not have to have any experience to become a volunteer for the Group. For further information, contact our Committee technical experts Phil Lynch or Mick Chester by email (details on page 2).

Maintaining the locos is an ongoing job and so there is always something to do. This does not necessarily mean difficult mechanical and technical tasks. So you do not have to have any experience to become a volunteer for the Group, you can learn by the trade and who knows, you could be an experienced loco man one day!

Right: One of our active volunteers, Mick Sasse, at work in one of the cabs of 37414 at Wolsingham depot. Photo by Mark Grimes.



Coming up in next issue...

'Syphon!' issue 129 should feature the update news of LG's loco fleet, special pictorials of three 37's working on the Gloucs-Warks, and 37142 on the Bodmin & Wenford; special feature on the Fort William 1Y11/1B01 sleeper as one year anniversary looms since the 37s ended regular diagrams on this very popular train with photographs and gen on the last booked workings (including these workings that took place afterwards!) plus a few more...



Syphon!

In perfect sunrise morning conditions, 37416 crosses the Rannoch viaduct with 1Y11 04.50 Edinburgh Waverley to Fort William service, conveying two Mk3 sleeping cars on 21.15 previous night from London Euston, on Friday 17th February 2006. *Mark Grimes*