

SYPHON!

The official magazine of the Class 37 Locomotive Group



ISSUE 121
April - June 2005

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Phot Spots - part deux!
Tom Homers West Highland Photography

The Class 37 Locomotive Group

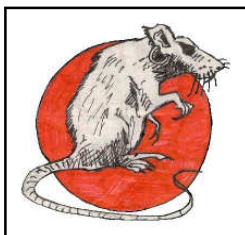
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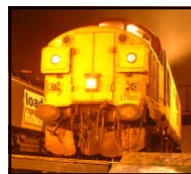
If you supplied us with your email address when you joined the group, you will have been invited to join the Members Forum. Feel free to contact the Committee via the forum. If you are not a member of the forum **IT IS STRONGLY RECOMMENDED THAT YOU JOIN** as forum members receive group news before anyone else. Email the Chairman 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 be sent to Mick Parker. Mick also deals with any enquiries regarding the website and access to the Members Area.

If you have any submissions for 'SYPHON!', send them to Michael Ratledge. Articles sent via email should be sent in MS Word format and pictures as JPEG's. Bigger files of 2Mb or higher should be copied onto CD or Zip Disk and sent in the post. Include a S.A.E. if you would like your submissions returned.



COVER PHOTO:
**37051 sits on Peterborough Sta-
bling Point on 27th November 2002.**
Michael Ratledge



Editorial and News

And so the update continues. Issue 121 comes hot on the heels of SYPHON! 120 in its new online format. I'm particularly chuffed that we've managed to start bringing you SYPHON! again because I'm so thoroughly satisfied with the SYPHON! Pictorial in this issue. It features recent West Highland 37 action through the lens of Tom Homer. It starts on page 7. The centre spread is simply awesome.

C37LG News

On to Group matters. For the three months leading up to April, the volunteers turned their attentions to 37198. Staff from Harry Needle Railroad Company assisted us with repairs to 37198 in February. A cam follower had broken and this prevented us from barring the engine over. This was done in a single day. With '198 being virtually complete when BREL bought it, an attempt to start up the loco was made on 26th February. Unfortunately, someone (!) had neglected to charge the batteries during the week leading up to this nail-biting event. We all had a good laugh at that individuals expense. After a few days on charge, we made another attempt to start 37198 on March 8th. This time, the waiting paid off. At approximately 1900hrs that evening '198 sprang into life.

As 37198 was in far better condition than 37275 mechanically, it was decided that we would replace the usual problem bodywork areas where rust is concerned on '198, and repaint her as soon as possible. 37275 would be given a more thorough rub down and would be taken right back to bare metal. As work on re-plating and welding '275 seem to be taking longer than expected, '198's progress soon overtook that of '275.

Class 37/4 Fund

As you may have seen on our website, we have started fundraising efforts in order to secure for preservation a members of the previously 31 strong fleet of train heat supply fitted 37/4's. This subclass is very popular but EWS, who own all of the operational 37/4's, are con-

Second time lucky! 37198 is started for the first time in preservation on 8th March 2005 at Leeming Bar. I always seem to get my car in the picture (well, its my wives!).

Michael Ratledge





stantly changing their traction policy towards the subclass. I was involved in setting up the Class 37/4 Project in 2001 in order to save an 'E.H. Tractor' as they are known but the project faltered early on when EWS decided to overhaul three of them and work the others into the ground. The C37LG committee had it on good authority that one or two '4's' would be put up for tender during the summer of 2005 so we acted to save one.

See www.c37lg.co.uk for details on how to donate money to the fund. Any donations no matter how large or small are always welcomed.

Deadlines, deadlines!

Toward the end of March, the Wensleydale Railway mentioned the possibility of running a 'mini-gala' for loco hauled trains. This was scheduled for the weekend of 14th & 15th May. In the next issue I will reveal the story of how we made 37198 operational in time for the event and boy did we leave it close!

Anyway, enjoy the stunning scenery (and traction) on display in this edition of SYPHON! and we'll pick up the gala story in issue 122.

MICHAEL RATLEDGE

Model Behaviour

Class 37's in miniature

Our featured modeller this time round is Tim Easter. He is a dab hand at hacking a few locos together to make one that actually looks like a 37. Bachmann take note!



37332, above, started life as Bachmann 37238. It has headcode boxes from a 37/4 and is detailed and painted in Railfreight Coal livery. Note the nose mounted horns. The bufferbeam skirts have also been removed. 37683 has had similar treatment but with Lima headcode boxes and etched nose side grilles. 37116 started out as D6707 in Green. All nose end details have been removed, No2 end roof panel straps removed, recessed lights added and painted into BR Blue with Transrail markings.

TIM EASTER

Tim is currently working on a model of 37414 in Large Logo Blue. If you like his work and want to get in touch with him, you can do so through the Editor/Chairman.



Before They Were Famous - Part 3

This issue we feature 37's that were once part of the preservation movement but have now been returned to mainline use. Photos by Andrew Bald.

37029



Once owned by Pete Waterman, 37029 is now part of the DRS fleet based at Kingmoor Depot north of Carlisle. It is seen stabled amongst the 31's at Bescot Up Loco Sidings in 1988 still sporting its BR Blue livery, nicely finished off with black headcode boxes. It was a Tinsley machine at the time.

37214

Below we see 37214 & 37116 on the blocks at Blackpool North with a relief from Crewe. John Ball bought operational 37214 from Harry Needle and it will now become part of the West Coast Railway Co. fleet.



37416 leaves Bridge of Orchy with the 0450
Edinburgh - Fort William on 19th June 2004.



SYPHON! PICTORIAL

Photos - just for the hell of it!

This issues SYPHON! Pictorial features the photography of Tom Homer.

37421 passes over Gleann Viaduct
with the same train five days later.



West Coast Railway Company owned 37261 stands in for a failed 'kettle' on the 1025 Fort William - Mallaig 'Jacobite' excursion train on 21st June 2004. Many 37 'bashers' bailed off the late running sleeper at Bridge of Orchy for a 'fast car' to make this!





When the Royal Scotsman has dropped off its passengers at Arisaig, the stock is taken to Mallaig to clear the line. 37427 and 37416 (out of shot on the rear of the train) perform this duty on 20th June 2004.



37421 passes Torlundy near Fort William on the 0450 from Edinburgh on 22nd June 2004.



‘Phot Spots’

Part Two

By Michael Gibson

Long time member of the Group, Michael Gibson presents the final part of his detailed guide to 21st Century Class 37 passenger train photography. Part one covered Cardiff to Rhymney and Fishguard. In this instalment he covers the route previously taken by the Arriva Trains Northern Class 37 hauled service between York and Carlisle via Leeds and Settle. All photographs are by the author.

SETTLE - CARLISLE PHOT SPOTS

This is not a full list of every phot spot (these would be too numerous to mention). The main focus of this article being locations that are reasonably accessible. Ordnance Survey maps covering this route are:- 98 (Settle - Ais Gill), 91 (Birkett - Langwathby), 90 (Langwathby - Lazonby), 86 (Lazonby - Cumwhinton), 85 (Scotry - Carlisle). Note that maps 85 and 90 only cover a very short section of the route. O.S. grid reference are shown where the location is away from a station.

SETTLE STATION

Good shots are possible from the station footbridge. The only problem is an unsightly mast to the south of the station.

The B6479 road between Settle and Ribbleshead runs alongside or very close to the line for most of its length. Below are two locations worth visiting.

HEWLETH BRIDGE (O.S. SO811696)

Here the line crosses the river, with Pen-Y-Ghent in the distance.

SELSIDE/SELSIDE SHAW

Here are several roadside locations along here. There is also a footpath between Selside and Low Moor which runs close to the line (O.S. SD788751-795740).

There are several locations within walking distance of Ribbleshead station.

B6255 WEST OF THE LINE (O.S. SD760788)

This is an excellent location for Ribbleshead Viaduct and if you're visiting by car there is a conveniently located lay-by here. From the station, turn left at the bottom of the approach road (walking time 5-7 minutes).

There are also a few footpaths close to, and leading under the viaduct although they are not so good photographic locations. Good food, however, is served at The Station Inn on the B6255 at the end of the station approach road. There is usually a hot dog stand just beyond the cattle grid.

BLEA MOOR (O.S. SD758808)

A footpath runs alongside the line for about 2 miles from Ribbleshead. The prime photographic location is from an accommodation bridge about 100yds north of Blea Moor signal box. There is no access for road vehicles.



37667 looks somewhat dwarfed as it passes over Ribbleshead Viaduct heading north with a route learning trip on 25th February 2004. This followed approximately one hour behind the 0947 Leeds - Carlisle.

ARTEN GILL VIADUCT (O.S. SD777859)

A footpath leading under the viaduct provides a side-on view from the east side. This spot is OK until late morning. The nearest you can reach by car is Stonehouse village from where about 15-20 minutes walking time should be allowed.

STONEHOUSE (O.S. SD769862)

A gap in the trees, about 100yds south of The Sportsman Inn provides a panoramic view of the line for about a quarter of a mile including Arten Gill Viaduct. This is OK from late morning onwards.

DENT STATION

Good shots are available from the northbound platform looking south, Arten Gill and Denthead viaducts being visible on a clear day. The overbridge just north of the station is another location.

GARSDALE STATION

Excellent shots are possible from the southbound platform until mid-afternoon. The signalbox is on the northbound platform and Dandry Mire Viaduct is visible in the distance.

DANDRY MIRE VIADUCT (O.S. SD794924)

The A684 provides a good vantage point from several locations, the best location being close to the underbridge. The sun isn't far enough round until early afternoon (walking time from Garsdale station 10 minutes).

B6259 (MOORCOCK - BIRKETT)

This road runs alongside the line for several miles. A footpath leading over Shotluck Hill Tunnel (O.S. SD787944) gives a clear view of the line looking north. The road crosses over the line at Ais Gill and there are some good roadside locations about 200yds either side of the overbridge.

Two more popular phot spots along here are Lunds Viaduct and Birkett Common; however I have never visited these locations, so I cannot comment on them.

KIRKBY STEPHEN STATION

The footbridge provides a good vantage point in both directions.

WAITBY (O.S. NY747077)

There is a good vantage point from the road overbridge or just south of the overbridge looking east. Note that the line runs east to west here.

About 20-25 minutes from Kirkby Stephen station, Smardale (O.S. NY739077) and Stockber (O.S. NY723116) are popular phot spots however once again I have never visited either location and cannot comment.

APPLEBY STATION

The northbound platform and footbridge are both excellent vantage points. Trackwork for the Warcop branch is immediately north of the station.

KELD (O.S. NY674227)

A footpath leading over a bridge provides a good vantage point looking north. This is about one and a half miles north of Appleby station.

LANGWATHRY B6412 OVERBRIDGE

Situated just over a mile south of Langwathby station, this overbridge gives a good view of the line looking south and for about 300yds looking north.

ARMATHWAITE VIADUCT (O.S. NY502447-500448)

This is about a mile and a half from Armathwaite station providing a good vantage point looking north.

LONG STRUMBLE (O.S. NY480512)

A road overbridge provides a good vantage point looking east, as does the roadside immediately south of the bridge. The line runs east to west here.

CUMWHINTON B6263 OVERBRIDGE (O.S. NY455532)

This bridge overlooks the remains of Cumwhinton station to the north of the bridge.

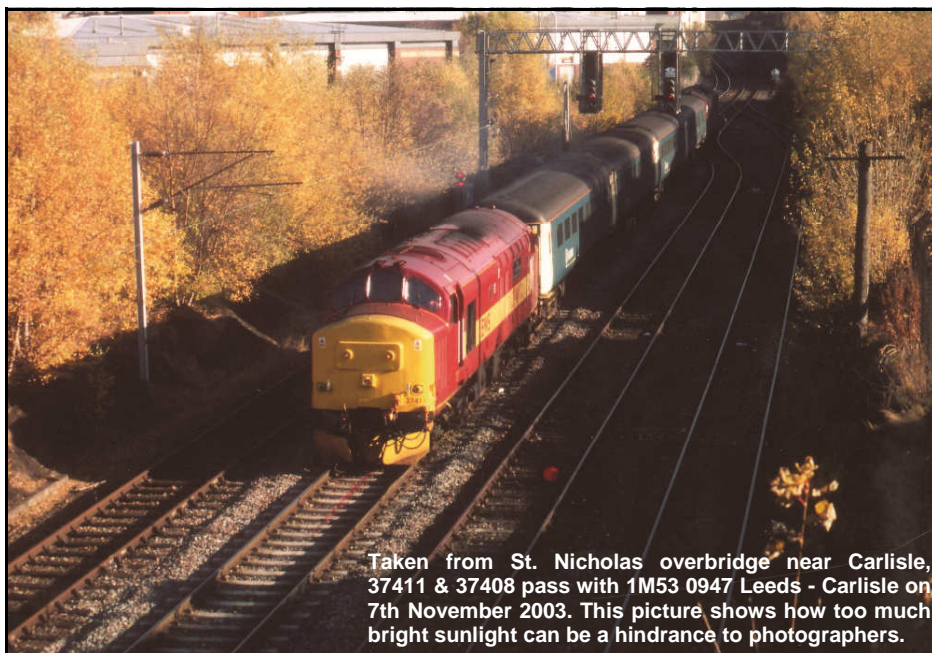
ST. NICHOLAS STREET OVERBRIDGE, CARLISLE (O.S. NY406550)

This bridge spans a maze of lines immediately south of Carlisle station. From the station, go straight through Court Square, turn right into Botchergate (A6) and after a quarter of a mile fork right into St Nicholas Street (walking time 10 minutes).

CARLISLE STATION

Class 37 hauled freight through Carlisle is usually confined to DRS services these days

One of the occupational hazards of photting on the Settle - Carlisle line is the weather. A freak hailstorm coincided with the passing of 37408 & 37405 over Dandry Mill Viaduct on 25th February 2004 with 1E23 1333 Carlisle - Leeds. Incredible as it may seem, less than half an hour earlier the sun was out.



Taken from St. Nicholas overbridge near Carlisle, 37411 & 37408 pass with 1M53 0947 Leeds - Carlisle on 7th November 2003. This picture shows how too much bright sunlight can be a hindrance to photographers.

SETTLE - LEEDS PHOT SPOTS

There are very few locations worthy of mention, these being:-

SKIPTON STATION

Many of the original buildings have been restored in recent years.

KEIGHLEY STATION

An overbridge west of the station provides a good vantage point looking west. It also overlooks the run-round loop and mainline connection for the Keighley & Worth Valley Railway.

BINGLEY STATION

Like Skipton, this station retains many of its original buildings.

LEEDS - HARROGATE - YORK PHOT SPOTS

Here are the locations that I know of:-

KNARESBOROUGH VIADUCT EAST SIDE (O.S. SE348469)

This location is ideal for the morning commuter service (departs Knaresborough 0758). The vantage point is the steps leading from Waterside to Knaresborough Castle (walking time from station 5-7 minutes).

KNARESBOROUGH VIADUCT WEST SIDE (O.S. SE345572)

The vantage point is the A59 (Harrogate Road) river crossing and is OK for evening services.

CATTAL STATION

Good shots are available from the westbound platform looking west.

Ordinance Survey Map 104 covers Leeds - Knaresborough and Map 105 covers Cattal - York.

LEEDS - YORK (DIRECT) PHOT SPOTS**COLTON JUNCTION**

There is a road overbridge about a quarter of a mile south of the junction, giving a good vantage point looking north. There is also a viewing platform between the Leeds and Doncaster lines.

CHURCH FENTON STATION

There are five tracks and four platforms providing a good vantage point, especially looking north.

That concludes my guide. I hope it is of use to you. Happy 'photting'.

**DO YOU HAVE AN ARTICLE FOR SUBMISSION IN SYPHON! MAGAZINE?
HAVE YOU GOT A NOSTALGIC BASHING TALE TO TELL?
DO YOU HAVE A PHOTO GUIDE THAT YOU WANT TO SHARE?
SUBMIT YOUR MATERIAL TO THE EDITOR - DETAILS ON PAGE 2**



Could you date this picture if you hadn't read this caption?
The year is 2005 and 37324 waits to depart Cheltenham
Racecourse on the Gloucestershire & Warwickshire Rail-
way.

Michael Ratledge