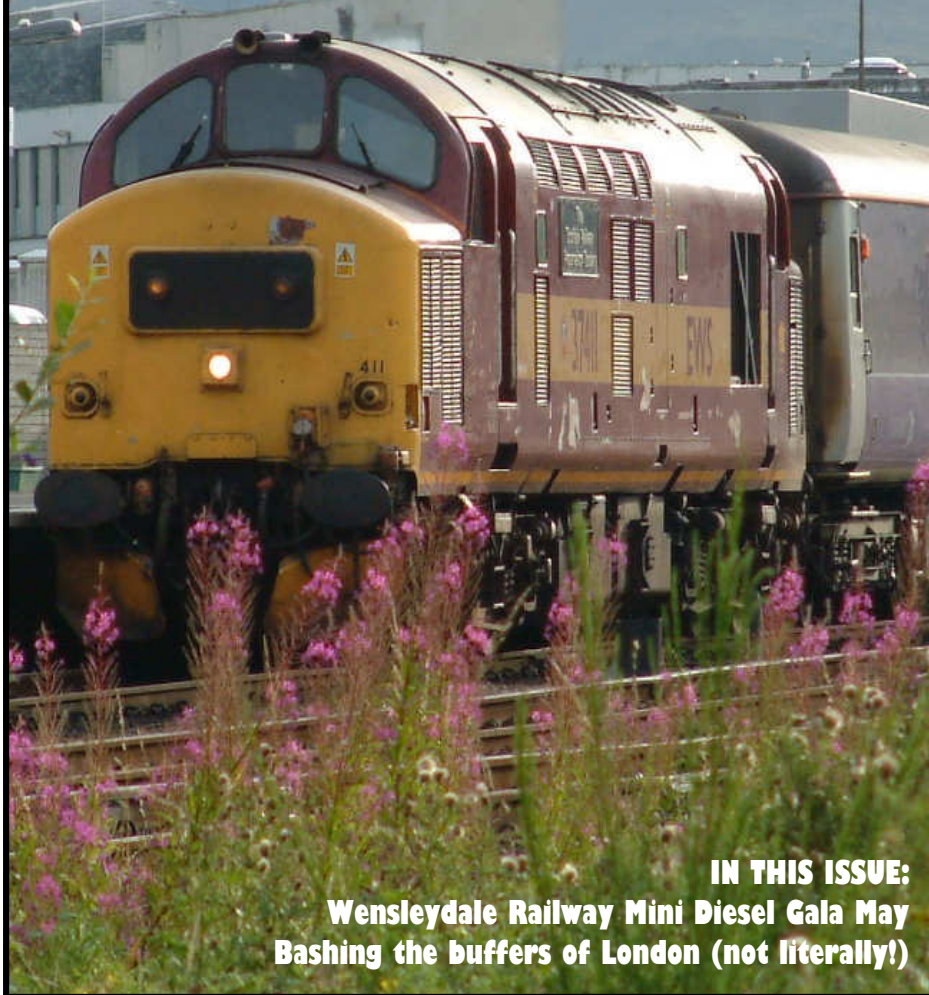


# SYPHON!

The official magazine of the Class 37 Locomotive Group

**ISSUE 122     July - September 2005**



**IN THIS ISSUE:**

**Wensleydale Railway Mini Diesel Gala May  
Bashing the buffers of London (not literally!)**

## **The Class 37 Locomotive Group** **Committee and contact details**

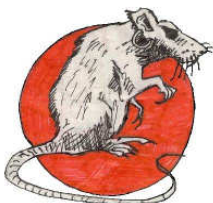
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If you supplied us with your email address when you joined the group, you will have been invited to join the Members Forum. Feel free to contact the Committee via the forum. If you are not a member of the forum **IT IS STRONGLY RECOMMENDED THAT YOU 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](http://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.

Note the changes on the committee. Michael Ratledge has stepped down as Chairman for the time being for personal reasons. Mick Parker will stand for now. John Pinion and Mick Sasse have also been co-opted on to help out until the AGM which we have scheduled for October 15th 2005 (see pages 19 for details).



COVER PHOTO:  
**37411 sits in the evening sun at Fort William before working the southbound sleeper on 25th August 2001.**  
*Michael Ratledge*



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## **Editorial and News**

Welcome to issue 122 of SYPHON!, the third in quick succession during our attempt to catch up with our publication schedule. This issue covers the three months leading up to July 1st 2005 and features a report of the Wensleydale Railways Mini Diesel Gala which took place on 14th May for 37 follower and 15th May if 31's are your cup of tea. Oddly enough, they're not mine so we'll concentrate on the first days festivities.

Our featured article this time around chronicles the rarer and more recent appearances of 37's in London Terminals and has been submitted by Paul Andrews. It is the first in what we hope will become a popular series. Stations in the north of London are presented.

Please enjoy the magazine and remember, it won't be long until the next one.



**ABOVE: Our very own 37003 was used to work a line clearing train on the Wensleydale Railway on 2nd May 2005. It is seen stabled near Leyburn whilst the lines volunteers do a spot of housework.**

*Andy Blakeley*

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## **C37LG News**

### **Its all in the planning**

Much has happened in the period between April 1st and July 1st 2005. Most notably, 37198 has now been restored to operational status and is now available for use alongside 37003 on the Wensleydale Railway. As I mentioned in the last issue, the railway and the Group put a great deal of planning into the first major diesel traction event on the line since it reopened in July 2003. 37003 & 37198 were rostered to work the following trains on Saturday 14th May 2005:

1645 Leeming Bar - Redmire (37003)

1810 Redmire - Leeming Bar (37003)

2000 Leeming Bar - Leyburn (37198 with 37003 dead on rear)

2100 Leyburn - Leeming Bar (37003 with 37198 dead on rear)

Martin Nixons' 31166 was rostered to work the Redmire trip only on the 15th May.



Several staff training trips ran in the weeks prior to the Mini Gala utilising 37003. One such train is seen arriving at Romanby, Northallerton on 10th May 2005.

*Michael Ratledge*





Part of planning involved running several staff training trips between Leeming Bar and Castlehills Junction, at the east end of the line. This section is not currently served by passenger trains so the opportunity to photograph these trains was promoted, albeit at very short notice.

### **37198**

As it was to be 37198's first passenger outing in preservation, we decided to repaint her into Trainload Freight Two-tone Grey with distribution sector marking (red diamonds). 37198 had carried this livery in BR service for a couple of years but had never worked a passenger train in that livery.

Unfortunately, the paint supplier was unable to mix the appropriate colours in time and we were left with no choice but to paint the loco in BR Blue as we had this in stock in abundance. To make things worse, bad weather in the final week leading up to the gala prevented us from getting '198 prepared for her repaint. The railway needed her to undergo a day of mileage accumulation light engine test runs. These were done between Leeming Bar and Scruton Crossing in primer! We finally managed to complete all preparation work and get her into light grey primer on the Thursday night. Friday was a loss, again because of the weather (we are talking about North Yorkshire here!) and so on the Saturday morning, the very day that 37198 was due to work its first train, the volunteers turned up at Leeming at 8am to make one last attempt to finish the job.

Everybody mucked in and under the watchful eye of the enthusiasts who had turned up to travel behind her, 37198 was transformed into BR Blue with Full yellow ends by 4pm. This amazing feat made the local Radio and newspapers.

Turn the page to see the metamorphosis yourself.

## The Transformation of 37198



April 2nd 2005



30th April 2005



30th April 2005



30th April 2005



8th May 2005

12th May 2005



1200hrs: 14th May 2005



1300hrs: 14th May 2005



Turn the page to see how she ended up - AND HOW THINGS COULD'VE BEEN!!!





After three months of preparation and a very close finish 37198 stands in the yard at Leeming Bar at 1600hrs on Saturday 14th May 2005 with its fresh coat of BR Blue paint still wet. The bufferbeams and bogies will be painted at a later date. Just hours later it worked the 1810 to Leyburn, its first passenger run in preservation. *Michael Ratledge*



You may have noticed the rather garish Flame Red coaching stock that runs on the Wensleydale Railway. At one point, to further the relationship between the C37LG and our hosts, we agreed that 37198 would be painted into their house colours too. These mock ups show what could have been had the railway not abandoned the plan. The first picture is based on Large Logo Blue and the second on BR Blue. These pictures were manipulated by Owen Hodgson of the AC Loco Group. He has a webpage featuring many other mock ups including Deltics and Class 50's. These can be reached via his groups site at:

[www.aclocogroup.org.uk](http://www.aclocogroup.org.uk)

**MICHAEL RATLEDGE**





# SYPHON! PICTORIAL

*Photos - just for the hell of it!*

## WENSLEYDALE RAILWAY DIESEL MINI GALA SPECIAL



LEFT: On 14th May 2005, just minutes after the completion of her repaint into BR Blue, 37198 is positioned onto the front of 37003 on the station loop at Leeming Bar. This staged pairing was shortlived though. 37003 then set back over the station crossing and moved back into the platform to work the 1645 Gala train to Redmire.

*Phil Lynch*



37003 basks in the sunlight at Redmire on 14th May 2005.

*Michael Ratledge*



37198 stands at Leyburn having arrived with the 1810 from Leeming Bar on 14th May 2005. 37003 is at the other end waiting to take the ensemble back to base.

*Martin Taylor*



Time for bed! 37003 sits at Leeming Bar with the 2000 from Leyburn shortly before being shunted onto the station loop line on 14th May 2005.

*Andy Blakeley*



## **Capital Challenge**

**By Paul Andrews a.k.a. 'Gadget'**

**All photos by the author**

Whenever mention is made of class 37s and London stations there is only one place that immediately springs to mind – Liverpool Street. For the best part of a quarter of a century their appearances at 'The Street' were on a daily basis. It is hard to believe that it is now over 44 years since D6700 first departed from the Great Eastern terminus on Christmas Eve 1960. The class will also be remembered for being diagrammed for the Master Cutler from King's Cross in the early 1960s, although their visits to Cubitt's train shed in subsequent years have been somewhat more sporadic. Paddington has also witnessed a number of appearances including several examples working through from Cardiff in the late eighties and while St. Pancras has never been associated with 37s, it shouldn't be forgotten that in winter 1988/89 the Fridays only 15.30 Derby – St. Pancras and 18.20 return raised a few eyebrows when it was booked for a Cardiff based 37/4 – even if in practice only a few made it.

During the first 30 years or so of class 37 operation, visits to any other London terminal stations on any type of train were as good as non-existent. From the early nineties through to the present day, the vast operational changes that have swept through the railway industry and in particular the virtual elimination of most of the other first generation diesel classes, has resulted in 37s turning up at some more obscure and previously unheard of locations.

Having photographed 37s around the capital area for a number of years, the opportunity of getting shots of class members at every London terminal station, once a total impossibility, had become a challenge I set out to achieve. This article describes, station by station, some of trials and tribulations of obtaining this photographic record together with some comments on the history of class 37 visits to London's mainline stations.



On 16th September 1995 37198 & 37274 stand on 'the blocks' at Euston after a superb run along the WCML with a charter from Manchester Piccadilly. Of note is that nearly 10 years later both locos are back in BR Blue livery – 37274 having regained its 'correct' number of 37308 is currently dumped at Toton having finished in traffic with EWS earlier this year, while 37198 is, of course, looking pristine following its recent repaint at Wensleydale.



The morning of 12th July 1999 brings the very rare spectacle of a 37 at Euston on a service train. 37219 stands at journeys end having rescued the 06.05 Wolverhampton – Euston.

### 1. Euston

Although not an obvious choice to start with given their rare appearances at the WCML terminus, it was here that I first photographed a 37 'on the blocks' in the capital and fittingly it was the pioneer D6700/37350 with a railtour to Coalville in 1988. While several pairs have turned up on charters over the years, including 044+091, 013+106, 198+274, 051+057 (on a private EWS charter to Merehead), 109+216 and 051+717, service trains have been like gold dust.

37244 may have woken a few passengers in their berths when it took over 1M16 20.30 Inverness – Euston sleeper at Rugby on the morning of 09 July 1997 and worked through to Euston with what was probably load 16 in tow. Not to be outdone 37219 found its way onto the front of 1A09 06.05 Wolverhampton to Euston forward from the Rugby area on 12 July 1999. Despite my sheer despair at the time that it was 'right away' from Milton Keynes to Euston and without a private helicopter on hand there being no way of intercepting it to 'have it in', I still rushed to Watford Junction for a shot of it passing (although secretly clutching at straws that it would make an unscheduled stop) and then returned to London on the following unit for a phot of it 'on the blocks'. While still feeling sick at not having arrived on it I could only stand and gaze for a few moments at the enormity of this working.

While a handful of other class members have visited Euston on various test and engineers trains of some description, the appearance of 372 + 216 on 14 Feb 03 is probably best forgotten. Having just photographed them late at night in the station they pushed their structure gauging train away from Euston and up the DC lines as far as.... Primrose Hill tunnel where they both ended up 'in the dirt' when, it is believed, the track split beneath them. 37203 did the honours with the breakdown train the next morning.

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**17th April 1999. 37612 & 37610 stand at St Pancras with a charter from Whitby.**

**On 22nd May 1994 37244 & 37241 stand at St Pancras having arrived with a charter from Matlock. Over a decade later and both have been cut up for scrap. By this date in their history it was also unusual to find a pair together with both still sporting their original frost grilles.**

## **2. St Pancras**

Moving the short distance down the Euston Road to W.H. Barlow's train shed where the EE type 3s have always been very thin on the ground. A handful of charters have brought in a variety of class members over the years and have included 37058 and 37066 on the Inter-City diesel day back in 1989 and 37705 + 37888 on a rare trip out for a pair of North Thameside petroleum sector 37s on a charter to Workshop open in day in September 1991. The latter pair waiting for departure is the only photograph I have of 37s here with the famous gas holders as a back drop.

A couple of charters in 1992 brought EH members of the class to the Midland Railway terminus with 422 arriving from Butterley on 28 November and 425 from Matlock on 14 November that year. Interestingly the charter with 425 returned as a pair with 418, the latter being sent light from the North West during the day. As mentioned earlier this wasn't the first time that 37/4s had visited as the FO train from Derby during Winter 1988/89 saw 428 and 429 work through. Unfortunately their appearance on this diagram proved somewhat erratic and short lived.

Back on the charter front, a tour to branches in the midlands saw the then Stratford allocated 37241 + 37244 provide a lively performance out and back to St Pancras in May 1994.

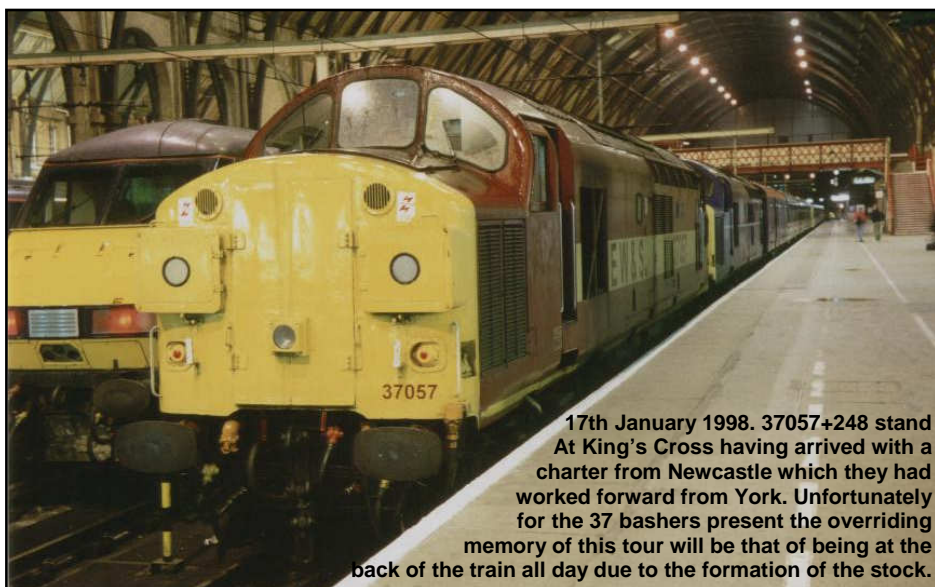
An unexpected appearance in autumn 1998 was put in by 37350 shortly after receiving its 'makeover' at Thornaby to return it to original condition. A frustrating day which started out with the gen that 350 would work the Leicester – St Pancras leg of a kettlex ended up with the loco only performing the shunt release of the stock. Despite this disappointment a shot of the pioneer at the blocks in this unusual location was worth having – even if the shade of green livery was somewhat suspect and the recently applied yellow warning panels too wide.

The final visit of the class on a charter brought about the first appearance of a pair of DRS owned 37s to a London terminal in April 1999 when 37610 & 37612 worked a trip to Whitby.

On the service train front, apart from the EH diagram mentioned, appearances have been extremely rare. A notable exception occurred on 13 May 1990 when 37063 was sent all the way through with a service from Sheffield. Surely one of the 'biggest' workings ever by a 37/0?



On a final note, the ongoing redevelopment of St Pancras and the surrounding railway lands in preparation for their new role as the Eurostar terminal for the Channel Tunnel Rail Link will surely have brought to end the loco-hauled era at this famous London station and photographs of 37s here will be consigned to history. Yet with EPS still owning three class 37/6 locos primarily for dragging Eurostar sets in times of emergency, could it be that the final appearance of 37s under this mighty roof will be on a failed arrival from France...?



**17th January 1998. 37057+248 stand At King's Cross having arrived with a charter from Newcastle which they had worked forward from York. Unfortunately for the 37 bashers present the overriding memory of this tour will be that of being at the back of the train all day due to the formation of the stock.**

### **3. King's Cross**

Despite major changes now taking place all around it, the train shed itself at King's Cross is one of the few London stations that has managed to avoid any substantial alteration in recent years. The fact that it still retains much of its original character makes it an ideal location for photography and yet the rarity of 37s at the ECML terminus has made the job of obtaining good shots here quite a challenge.

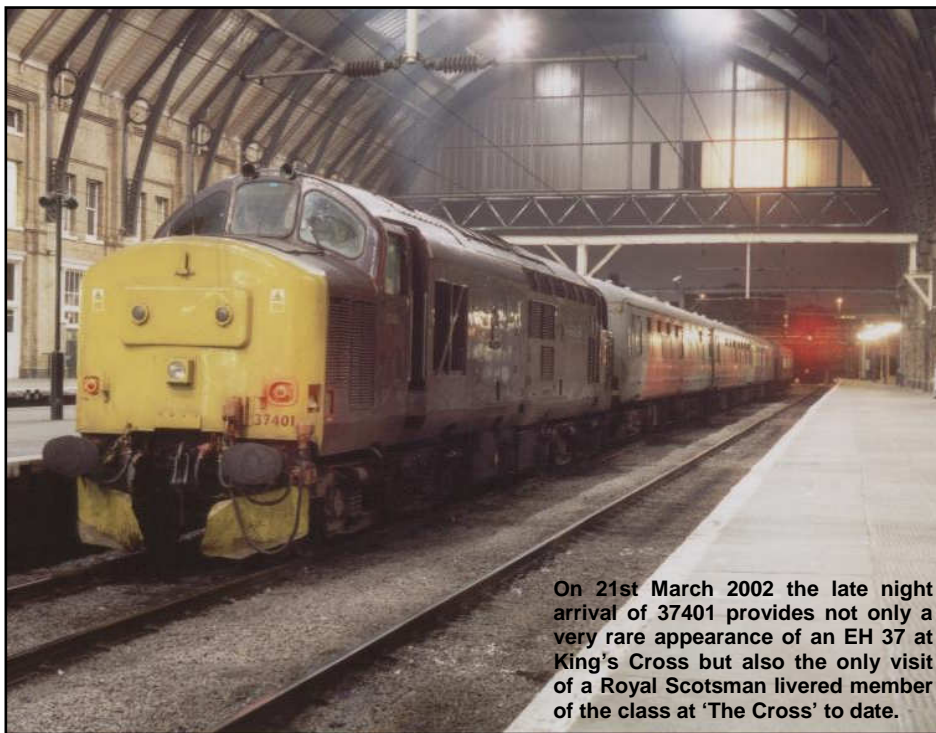
As previously mentioned the class had regular work in the early 1960s with the daily run to Sheffield Victoria. Since this time they have appeared intermittently on a variety of workings including occasional trains to Yorkshire destinations such as Cleethorpes, the odd Peterborough commuter turn in times of motive power shortages and even the very occasional van train.

Not surprisingly it has been mostly charter trains that have brought most examples to 'The Cross' in more recent years with notable appearances being 037+102 on the 'East Coast Pullman Salute' in May 1978, 001+052 on the Deltic Silver Jubilee in 1986, 051+057 on the 'Settle Syphons' tour in 1996 and 109 on 'The Last Chance' tour in 1999 which was run at a time when EWS originally declared a ban on 37/0s on railtours – a working which has been somewhat de-valued in subsequent years after this ban was rescinded. Other charters in recent years have brought 055,

012+185 and 057 (again) + 248 to King's Cross. An unscheduled appearance of a class member on a charter occurred on 26 June 93 when the 47 hauling a charter from Yorkshire failed in the Connington area on the return. 37371 was summonsed from Peterborough and took the errant excursion through to the blocks.

The discerning reader may have noticed that all the 37s visiting 'The Cross' as described so far have all been standard variants. Visits of refurbished examples seem to be very thin on the ground. On the EH front, I am only aware of two occasions when 37/4s have made an appearance. The first occurrence was in 1997 when 37411+37427 worked a private EWS charter to Toton. While I managed to photograph this working on a very dull morning it was frustrating to not have a tripod handy and the result being far from ideal. I was thankfully more prepared for the second visit of an EH example when on the 21 March 2002, 37401 worked in with 1Z06 Structure Gauging train from Cambridge.

I recall this occasion for the wrong reasons as it was one of first instances where I incurred the wrath of Railtrack security personnel while pursuing the harmless activity of photographing a train. With 401 only in the station for a few moments I had to work fast with my tripod to secure a shot but with only a couple of exposure 'in the can' two stern looking figures approached from the concourse. To my amazement they told me that I was not allowed to use flash photography and that a driver had reported that I'd been using a flash!! I responded by giving the clueless 'jobs worth' a lesson in the principles of taking time exposures and invited him to try and take a flash



On 21st March 2002 the late night arrival of 37401 provides not only a very rare appearance of an EH 37 at King's Cross but also the only visit of a Royal Scotsman liveried member of the class at 'The Cross' to date.



The 16th March 2003 brings the unique sight of 37194 in HNRC livery to King's Cross in connection with filming for a Harry Potter movie. Several trips were made in and out of the station during the course of the morning.

photograph with my camera (safe in the knowledge that it was not so equipped). Having made a fool of himself with his initial argument, a load of other rules were blurted out revolving around needing permission etc. I obviously paid no attention to his 'rules' and continued to photograph while explaining the rarity of a Royal Scotsman liveried 37/4 at King's Cross. Ultimately enough exposures were obtained and as 401 departed I packed up and happily walked away from the debate. Unfortunately this kind of scenario has become more and more common at London stations in the light of heightened security. If they were that worried about a potential terrorist photographing the layout of a station, surely all the hundreds of published railway books that are readily available and that between them contain detailed shots of thousands of stations over the years should be immediately removed from the bookshelves....?

Back to the subject in hand and possibly the most unusual 37 working ever at King's Cross occurred on 16 Mar 2003 when an example of the class departed from platform 9¾... Well, platform 4 actually! If you haven't already guessed, a specially converted train was required for filming a scene in the second Harry Potter movie and 37194 in the short lived Harry Needle Railroad Company livery made an extraordinary sight performing a number of short trips in and out of the station in top and tail fashion with a 31 at the end of two mk1 coaches. As can be imagined, security was even tighter on this morning and a couple of lengthy conversions were had with the local BTP before I was able to get all the shots I wanted!

More stories of 37s at London's mainline stations will feature in the next edition as this photographic journey around the Capital is continued.....



## **Before They Were Famous - Part 4**

Here are more 37's in action on the mainline before they became part of the preservation movement. Photos by Andrew Bald.



### **37215**

Now owned by the Growler Group and based at the Gloucester & Warwickshire Railway, 37215 heads the 3rd of 8 'Solent & Wessex Wanderer' tours at Eastleigh with 37107 & 33050 on 19th January 1992.

### **37227**

37227 is now based on the Battlefield Line at Shackerstone. It is seen here, again at Eastleigh with the 'Hamworthy Quay Pheonix' on 15th March 1992 with 37902 & 33114.



## **ANNOUNCEMENT**

The Class 37 Locomotive Group will hold its

# **ANNUAL GENERAL MEETING**

on

**Saturday 15th October 2005**

at

**1500hrs**

at

**THE BLACK SWAN**

**Public house**

**Market Place**

**BEDALE**

**Nr Leeming Bar**

**North Yorkshire**

The Secretary seeks nominations for all committee posts as listed on page 2 of this magazine. Nominations should be sent to

**C37LG (AGM),  
60 Babylon Lane,  
Anderton,  
nr Chorley,  
Lancashire  
PR6 9NW**

Nominations must be in writing. An email to [c37lg@c37lg.co.uk](mailto:c37lg@c37lg.co.uk) will suffice and must reach the Secretary by 1st October 2005.

The current committee hope that you will vote for them all to remain in their current positions and continue to move the group forward as they have in the last few years.

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On its last legs? 37427 leaves Fort William shed en route to the station to attached to the sleeper stock on 9th June 2005. This loco is nearing the 10800 engine hour mark, EWS's limit before storage.

*Michael Ratledge*



**SYPHON! Issue 123 will be published online AND ON TIME (!) on 1st October 2005  
for C37LG members only at [www.c37lg.co.uk](http://www.c37lg.co.uk)**