

# Syphon!

Issue 129  
April - June 2007

[www.c37lg.co.uk](http://www.c37lg.co.uk)

The official magazine of the Class 37 Locomotive Group



**Loco fleet news & update**  
**B&W feature on the B&W!**  
**37175 on the move**  
**West Highland Tractors**  
**C37LG on Tour**  
**Plus some more...**

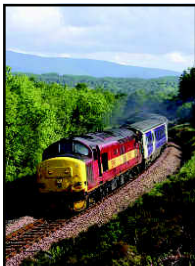
Price: £2.50

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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 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](http://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.



### **FRONT COVER:**

EWS Class 37/4 no. 37405 at Torlundy with 1Y11 04.50 Fort William to Edinburgh service on Wednesday 7th June 2006, during the final week of booked Class 37 diagram on the West Highland Line. 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.

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## **'SYPHON!' no. 129 - CONTENTS**

- Page 4:**        **EDITORIAL**  
Introduction from 'SYPHON!' Editor.
- Pages 5 - 7:**   **LOCO FLEET UPDATE - 2007**  
37003 started up from winter storage, 37175 on the move to KWVR and control cards theft from 37905 at Dartmoor.
- Page 8 :**        **B&W FEATURE ON THE B&W!**  
Selection of impressive Black & White photographs on the Bodmin & Wenford, with 37142 during the diesel gala on 24th/25th March 2007.
- Pages 9 - 11:**   **SYPHON! PICTORIAL**  
Class 37s in action around the country, a round-up of charter trains and triple-headed 37s on the Gloucestershire Warwickshire Railway during March 2007.
- Pages 12 - 13:** **HOW TO MOVE A 37 FROM YOUR RAILWAY... (ALLEGEDLY!)**  
Humorous insight into 37175's move from Weardale Railway.
- Pages 14 - 17:** **WEST HIGHLAND TRACTORS SWANSONG - 1st ANNIVERSARY**  
As the first anniversary of the cessation of booked EWS 37/4 haulage on 1Y11/1B01 Fort William 'beds' approaches, a pictorial summary of the final week of workings and subsequent substitutions that took place afterwards!
- Pages 18 - 19:** **(VARIOUS BITS)**  
Caption Competition, a 37 badge and DVDs for sale, Volunteering with our Group and a preview of details in next issue!
- Page 20:**        **BACK COVER PHOTOGRAPH**  
Pictorial of 37402 'Bont Y Bermo' on the Rhymney branch line in South Wales.

### **CONTRIBUTORS TO ISSUE 129 (articles and photographs):**

Mick Chester, Edgar Liam Cleeth, Matthew Edwards, Mark Grimes, John Pinion, Michael Ratledge, Nigel Ratledge, Andy Stoddon, Mick Sasse, Martin Taylor, 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.

So if you have any submissions for 'SYPHON!', please send them by email (contact detail on page 2). Articles sent via email should be sent in MS Word format and pictures as JPEG attachments in MB size.

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## **EDITORIAL & NEWS**

25th May 2007

Dear members and supporters,

Hot on the heels of magazine no. 128, comes along no. 129! I would like to take this opportunity to thank some of you who have passed on positive comments with the new-look 'SYPHON!' and rest assured the Group magazine is now firmly 'back on the track' and is here to stay!

### Diesel Galas this Summer

This issue covers general updates of the LG loco fleet, the biggest news is 37175 taking part in Diesel Galas at Keighley & Worth Valley and East Lancashire Railways this Summer, which the preparations for 37175 moving away from Weardale Railway is well documented in this issue. A review of the 'Dutch' liveried example making its preservation debut will be reported in next issue, along with Dartmoor events scheduled to take place towards end of June.

Everyone at the LG hopes that you may be able to take advantage of 37175's exploits this Summer on the KWVR and ELR, and meet the lads on our publicity and sales stand! Of course, not forgetting Dartmoor events if you are out and about in south-west England!

### Control Cards - 37905

You will have already heard about the control cards theft from one of locos in our fleet, 37905 at Meldon (along with Ruston 906 Group-owned 37906 at Kidderminster) which is unfortunate but BRE Ltd (owners of 37905) is determined not to get beaten and efforts are ongoing to obtain replacement cards so that the loco can be working under its own power once again. Full details of the developments with 37905 will also be featured in next issue plus some update news that will be, for time being, exclusively featured in this magazine.

### The challenge

Being Editor of 'SYPHON!' magazine presents a number of challenges like no before. Such Group and Society magazines/newsletters have been the usual means of keeping in touch with members and supporters, to report news and plans, for many years and it is basically a post-war phenomenon, which had remained this way for several decades - until the advent of Internet.

Everyone can access information, news and up-to-minute gen these days from websites, email groups and general telecommunications such as mobile phones and Blackberry wireless hand-held versions, means that such magazines like 'SYPHON!' can no longer keep up with up-to-date information where people find out news and plans, so we have to adapt to current situation by refining the way this magazine has to be done, for example some reviews and future plans of our loco fleet and general articles about the 37's that are submitted by contributors through their own experiences will only be available via this magazine, so that 'SYPHON!' still has something to offer to members and supporters for enjoyment of reading and sharing our hobby. In order to sustain the 21st Century challenge of this magazine whilst everyone uses Internet, it is therefore vital that YOU do your bit, to submit article or general information that you may think may be of interest to us. The magazine needs YOUR input. Such contributions are very much appreciated.

Thank you for your support,

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

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## Loco fleet update - 2007

**37003:** Started up for first time on April 5th by our regular working volunteers Craig Armstrong and Stuart Watson after prolonged winter storage. Further report on our flagship 37 is on next page.



**37175:** Moved to Keighley & Worth Valley Railway by low-loader lorry on Tuesday 15th May, to take part in their diesel gala on 15th -17th June. Further report overleaf plus light-hearted account of the start of its move in pages 12-13!



**37198:** In service on the Dartmoor Railway. Scheduled to haul trains during Diesel Day on June 23rd and to traverse the full length of line (to NR limit) on June 30th. If you are in the area, visit Dartmoor and you won't be disappointed!



**37275:** In working order. Remains stored at Wolsingham depot, please check our LG website and members-only yahoo egroup for updates concerning '275 developments.



**37414:** Stored at Wolsingham depot awaiting rebuild to full working order. Remains the only sub-class in preservation, possibly for foreseeable future. Once the rest of fleet is regularly working trains, major work should be able to commence on '414.



**37905:** Out of service following the malicious theft of control cards from engine room of '905 sometime during April. It has been widely reported in the railway journals and discussion forums. Efforts are ongoing to secure replacement cards. An article is to appear in next issue regarding this loco.

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## Loco fleet update - 2007 (continued)

**37003:** Couple of our most active working volunteers, Craig Armstrong and Stuart Watson, checked our loco at Wolsingham depot and was started up for the first time on Friday 6th April during this year after prolonged winter storage, having last worked on the railway's Santa Specials on Sat 3rd Dec 2006, covering for a kettle that had failed in service (ha ha). This was the moment it started up, captured by one of our members, Matthew Edwards.

The plan for 37003 on passenger trains this year is unclear at the moment as the Weardale Railway is undergoing organisational changes following exit from administration and new CIC (Community Interest Company) structure being set-up. We will keep you updated with developments concerning 37003 being used on trains this year, please refer to our LG website and the members-only yahoo group.

We hope to be able to take 37003 out of traffic for attention, which includes carrying much needed refurbishment of both cab interiors, general bodywork attention followed by a repaint into BR green livery, though we have no timescale put in place for it yet, due to commitments with other locos and taking part in galas with other locos over the next few months.



**37175:** The loco, despite having arrived at Wolsingham depot in full mechanical condition and required minimal amount of work to return it to traffic, has not hauled a single revenue earning passenger or engineers train on the Weardale Railway, after 9 month stay it has departed from the railway aboard a low-loader lorry on Wednesday 15th May, to embark on a tour of preserved railways to attend diesel galas, starting with Keighley & Worth Valley Railway's event on June 15th-17th. The loco arrived at Haworth following day and a number of work parties had immediately taken place to prepare it for the gala, mostly concentrating on bodywork repairs due to open air storage for several years at Old Oak Common and more recently at Wolsingham, where work had concentrated on minor technical tasks, fitting of snowploughs, removing the air filters and changing the batteries to enable the loco to be started up (see Syphon! 126/127 issue).

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37175 is a replacement for the unavailability of Scottish Thirty-Seven Group's 37025, which is still undergoing restoration at its Bo'ness base. It is expected to haul trains between Keighley and Oxenhope on all 3 days of the diesel gala, all being well. 37175 should then go to the East Lancashire Railway to take part in their diesel event from 4th to 8th July.

**37905:** The Ruston-engined 37 suffered a serious setback when its control cards were stolen by person(s) unknown, specifically targeting the locomotive in same way as 37906 was broken into at Kidderminster on the SVR. Police is investigating. The incident had occurred sometime in April and has been well documented in railway journals and discussion forums. Without the control cards, the loco is not able to operate again but efforts are underway to obtain replacement cards. At this stage it is uncertain whether '905 will be able to run again.

#### **Next running dates for the LG Class 37 fleet:**

**37003** - no booked runs on the Weardale Railway at time of going to press. Check the LG website for updates.

**37175 (on tour)** - Keighley & Worth Valley Railway, all 3 days from Friday 15th to Sunday 17th June, and East Lancashire Railway from Wednesday 4th to Sunday 8th July (it may not run every day, please enquire with the railway for running information).

**37198** - Dartmoor Railway, Diesel Day on Saturday 23rd June and Double-Header running on full length of line (up to NR limit at Coleford Jct) on Saturday 30th June, with 37905 (dependant on the outcome of replacement control cards).

**37275** - no plans confirmed for the loco on the Weardale Railway at time of going to press.

**37905** - as per 37198. Dependant on the loco running again. Please enquire with the railway or check the LG website nearer the date.

## **B&W feature on the B&W!**

Photos by Nigel Ratledge

Group member Nigel Ratledge made a trip to Cornwall to get 37142 in action on the Bodmin & Wenford Railway on Saturday during it's diesel gala on 24th/25th March 2007 and took some 'Black and White' photographs that wouldn't look out of place in the 1970s...



Left: Atmospheric scene at Bodmin General as signalman observes from his 'box' while 37142 fills up the station with clag (with help of 20166 and 50042, EE's finest!) before its departure with first train of the day. In which decade was this photo taken?



Top left: 37142 negotiates one of steeply-graded and tight curves on the branch line as it heads towards Bodmin General.



Top right: EE traction pairing as 37142 leads Class 50 no. 50042 'Triumph' across a viaduct just north of Bodmin Parkway, as the pair start their ascent of the line.

# SYPHON! PICTORIAL

*Photos - just for the hell of it!*



Bodmin Diesel Group's 37142 in immaculate BR Blue livery, awaits departure from Bodmin General, paired up with another fine EE product, Class 50 no. 50042 *Triumph* on a train service to Bodmin General, 24th March 2007.  
*Nigel Rattledge*



NRM's D6700 worked a number of trains on the NYMR during Diesel Gala and ECML events in April/May. The green machine climbs towards Goathland with 15:05 Grosmont to Pickering, on Saturday 21st April 2007.  
*Mark Grimes*

Adorned with 'The Growler Group' headboard, triple-headed 37s led by 37219 with 37324 and 37215 forms the 16.35 Toddington-Cheltenham Racecourse on Saturday 10th March 2007. The location is Bishop's Cleeve, on the pro-diesel and forward-thinking Gloucestershire Warwickshire Railway. This was during the members' day and AGM, before the diesel gala that took place later in the month. Below inserts: same working (left) and returning 17.20 to Toddington, led by 37215 (carrying pre-TOPs number 6915). (All photos) John Pinion



**Syphon!**

## How to move a 37 from your railway... (allegedly!)

Article and photos by Mick Sasse

**Based on our recent experience, here's our handy, step-by-step, pull-out-and-keep guide to how to get a class 37 loco onto the back of a lorry:**

1. Base your loco on a railway where there is no road access to the depot. Especially if the railway is not connected to the mainline either. This makes the exercise much more of a challenge and generally a lot more fun.
2. If the unloading spur is not connected to your running line, now may be a good time to think about connecting it. The traditional way to do this is with a set of points. However, you can save yourself all that pesky "unlocking-the-groundframe-and-moving-the-lever-across" misery by instead slewing the running line to link into the spur. This task only takes an hour or two, and should ideally be carried out in driving rain; only wusses wait in the luxurious ambience of the Wickham trolley for the weather to ease off, because, who knows, Goodmans *might* choose this time to arrive when they said they would!
3. When slewing the track into the spur, it is traditional to have the rails roughly 4 ft 8½ in apart, plus/minus a foot or two. Things like sleepers, rail chairs, and other assorted funny-shaped bits of metal can be added to aid in this task.
4. Track in place? Good. Now you're ready to get your 37 into position. You will need a shunter (ideally one made by English Electric, but failing that anything handy will do), and preferably to release the loco's handbrake. You can now enjoy the ride through the Weardale spring scenery as you are propelled from the yard towards the station – with two staff preceding on foot ahead of you (though not ringing handbells and shouting "Unclean! Unclean!") – at a pace which class 31 bashers will find reassuringly familiar.
5. Stop and check that the spur really has been relaid. Then proceed. Very. Slowly. Indeed. And try to ignore those creaking noises.
6. Wait for haulage contractor to arrive.
7. Wait.
8. See nos. 6 and 7.



*Phew!*

9. Contemplate the concepts of eternity and purgatory, and the futility of human existence against the enormity of the universe. Writing a novel may also be wise at this point.
10. Unfeasibly large lorry arrives. You can pass the time whilst it then performs an intricate ballet pirouette manoeuvre involving tractor unit, dolly (apparently this is a detachable bit of lorry with extra wheels, rather than what the driver uses for comfort on long, slow, lonely journeys), and outside trailer, by counting the number of wheels. I made it about 48, but may be out by a dozen or two.

11. Smile sympathetically while lorry driver complains about position of spur, positioning of loco on spur, positioning of railway on landmass, ground conditions, weather conditions, road conditions, atmospheric conditions, conditions of employment, and the living conditions of the Malumbo tribe of Papua New Guinea. This will conclude with the traditional sharp inhalation through the teeth, but, after this, what appears to be a random pile of scrap steel bars and planks of hardwood will, as if by an unusually slow form of magic, become a slightly perilous-looking ramp before your wondering eyes.



12. The winch will now be attached to the front coupler of your 37. Behind it stands a rather vulnerable-looking shunter, all that's between a steel cable and your 105 tonnes of Vulcan Foundry's finest taking an impromptu trip down to Witton-le-Wear. Now would be a good time to check whether you remembered to remove the snow-ploughs from each end – it can be annoying when they cause the loco to get stuck halfway onto the trailer.

13. The winch begins slowly to turn. Those of a nervous disposition may wish to look away now, if they did not do so some time ago.

14. Slowly – very, very slowly – your loco ascends the ramp and makes its acquaintance with the trailer, axle by axle, with occasional thuds and grinding noises to remind you that perhaps next time you shouldn't park your car so close by.



*I really don't like this bit either...!*

15. Amazingly, within mere decades of the job having commenced, the class 37 is sitting, if not exactly proudly (more like with an air of wondering what exactly it is doing there) on the back of a trailer, and, once all of the various bits of lorry are put back into something like the order they arrived in, it's ready to add to its already impressive tally of Volvo mileage and to the frustration of drivers throughout County Durham, North Yorkshire and West Yorkshire.

16. Run away before anyone breathes the words “slew the track back onto the running line” in your hearing, safe in the knowledge that, when you hear the traffic news warning of major tailbacks at Scotch Corner, you helped bring it about.

*PS This article is, of course, intended to be a light-hearted take on the job of getting 37175 onto the Goodmans trailer on 15 May 2007, prior to the loco commencing its 2007 tour – needless to say, no criticism of anybody is meant (except perhaps for the guy who's been making the Weardale Railway's life a misery for aeons now by denying access to Wolsingham depot!) – indeed, we'd like to record our sincere thanks to all of those on the Weardale Railway and to Moveright International who made the move possible at fairly short notice. The move to Haworth on the Keighley & Worth Valley Railway went smoothly, the loco arriving the next day (see separate article), and at the time of writing '175 is now undergoing final checks prior to taking a starring role in the KWVR's spring Diesel Gala.*

Mick Sasse, May 2007

## **West Highland Tractors swansong - 1st anniversary**

**Article and photos by Andy Stoddon, Martin Taylor and Steve Wells**

After lasting over two decades, ETH-fitted Class 37/4s ceased their regular passenger work in Scotland with the 1Y11 Edinburgh - Fort William and 1B01 Fort William - Edinburgh diagrams going over to Class 67s at the start of Summer timetable in June 2006. It was another chapter of British railway history being closed with the loss of 'classic traction' on regular booked passenger diagrams in Scotland and a number of enthusiasts descended on the West Highland Line during its final weeks of operation.

As the first anniversary of the end of this popular diagram looms, this article looks back on the final week of workings (and those which took place afterwards!) Three different locos had worked the final week of diagrams with 37401, 37405 and 37406 officiating, with '405 doing the honours of the official 'last' booked run with 1B01 19.55 Fort William to Edinburgh on the night of Friday 9th June 2006 and as we know it, due to problems with brake pads and wheel flange wear on 67s due to tortuous curves of the WHL there have been substitutions by the class afterwards, which is chronicled in this article.



### **'BACK ON THE BEDS' by Andy Stoddon**

When 37405 worked the final class 37 diagrammed 1B01 from Fort William on the evening of Friday 9<sup>th</sup> June 2006 to be replaced by a class 67 at Edinburgh Waverley for the return working the following morning, not many people really believed they had seen the last of 37s on these trains. It didn't take long; seven weeks later and 37406 was Fort William bound once again on Saturday 29<sup>th</sup> July, returning the following evening on 1B01.

The following weekend also saw '406 performing right through from the Friday morning until the Monday night. I was flying back from a holiday in Germany that particular Friday night but by 0450 the next morning I was heading through the tunnels out of Edinburgh Waverley station with the familiar sound of a tractor at the head of the train.

The next working didn't occur until the morning of 9<sup>th</sup> October when I was awoken by a text saying that 37417 had gone up on 1Y11. I was off work this week so I headed north on the earliest train possible easily making the 'midday' Glasgow Queen Street-Fort William unit. I managed to grab a few photos of 417 in the platform at Fort Bill before meeting up with another crank who had arrived on the afternoon bus from Glasgow. Although it had been short notice for many people to get north in time, a few more familiar faces appeared at Rannoch and Helensburgh Upper for the journey back to Edinburgh.

Continuing problems with the 67s included lack of availability of RETB examples, wheelset problems and the infamous flaming brake block incidents where the train had to be met at Fort William by staff with fire extinguishers! On the evening of Sunday 29<sup>th</sup> October 37417 was called to assist a stricken class 67 and took 1B01 forward from Glen Douglas as far as Braidhurst Loop.

A couple of weeks later on Wednesday 15<sup>th</sup> November 37417 was again required to work 1B01. This was starting to get quite familiar! I managed to get out of work early and made it up as far as Rannoch on the unit to do 417 back to Edinburgh then stayed on the southbound sleeper to Preston for a fast taxi back to Lancaster and into work at 5am! (Man of Steel! - *Editor*)



Over the next few weeks there were a few false alarms where EWS were struggling for availability of 67s and every early morning text I received was a potential flap should a 37 drop. The brake block problems continued at an alarming rate with blocks being replaced on an almost daily basis and spare sets were being carried on the train at all times!

Due to the 67s dropping like flies, it was inevitable that a 37 was going to work very soon despite the 'powers that be' showing a reluctance to let them work on the West Highland line claiming that not all their crews signed them. As one legendary West Highland driver is quoted to have said at the time, "I've driven class 37s for over 20 years, I'm not going to forget all that knowledge in just 6 months!".

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We didn't have to wait long; on Friday 8<sup>th</sup> December 37406 worked 1Y11 north and stayed on the diagram until the night of Monday 11<sup>th</sup> December performing three northbound and three southbound trips. I made it up for the southbound trip on the Sunday night, staying on the sleeper to Preston for another taxi move and straight into work, no doss! (Hardcore! - Editor)

At the time of writing these were the last appearances by the class on the West Highland sleepers and things seem to have settled down for now and many people have returned to semi-normal lives but who knows? While there are still tractors in service and a railway to Fort William you can never say never. Even now when I get a text message at some ridiculous time in the morning, part of me is hoping it's gen to tell me that a 37 has worked 1Y11! R.A.



**After arrival with 1B01 from Fort William on Sunday 10th December, 37406 shunts the stock onto Aberdeen and Inverness portions at Edinburgh Waverley in the early hours of Monday 11th, to join them up for run to London Euston. The same loco returned to Fort William on 1Y11 and next night's 1B01, which was the last time a 37 worked this diagram (so far?) Andy Stoddon**

Below is a full list of workings carried out by class 37s since the 67s took over the West Highland sleeper diagram on 10<sup>th</sup> June 2006:

Sat 29/7/06 37406 1Y11 Edinburgh Waverley-Fort William

Sun 30/7/06 37406 1B01 Fort William-Edinburgh Waverley

Fri 4/8/06 37406 1Y11 Edinburgh Waverley-Fort William

Fri 4/8/06 37406 1B01 Fort William-Edinburgh Waverley

Sat 5/8/06 37406 1Y11 Edinburgh Waverley-Fort William

Sun 6/8/06 37406 1B01 Fort William-Edinburgh Waverley

Mon 7/8/06 37406 1Y11 Edinburgh Waverley-Fort William

Mon 7/8/06 37406 1B01 Fort William-Edinburgh Waverley

Mon 9/10/06 37417 1Y11 Edinburgh Waverley-Fort William

Mon 9/10/06 37417 1B01 Fort William-Edinburgh Waverley

Sun 29/10/06 37417 1B01 Glen Douglas-Braidhurst Loop (rescuing failed 67009)

Wed 15/11/06 37417 1B01 Fort William-Edinburgh Waverley

Fri 8/12/06 37406 1Y11 Edinburgh Waverley-Fort William

Fri 8/12/06 37406 1B01 Fort William-Edinburgh Waverley

Sat 9/12/06 37406 1Y11 Edinburgh Waverley-Fort William

Sun 10/12/06 37406 1B01 Fort William-Edinburgh Waverley

Mon 11/12/06 37406 1Y11 Edinburgh Waverley-Fort William

Mon 11/12/06 37406 1B01 Fort William-Edinburgh Waverley

*Gen by Andy Stoddon and Steve Wells*



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## **C37LG on Tour!**

The LG Committee is planning a publicity/sales stand with promotional material, sales items (to assist with upkeep of our locos) and our representatives will be present at Keighley & Worth Valley Railway for its diesel gala in June and then East Lancs Railway during diesel gala (provisional stage at the moment) in first week of July. More details in next issue, but in the meantime please check our website and members-only Yahoo egroup for up-to-date information.

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## **Caption Competition**

This is a dramatic view of Mick Chester being silhouetted behind the sun!

Send your witty comments by email to Mark and it will be printed! Photo by Michael Ratledge.



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## **Entries to previous Caption Competition**



Photo by Michael Ratledge

From Michael Sasse (top two below):

'So that thing in there is what's called an "ENGINE", is it?'

'Polmont felt his membership of the Tractor Taliban might be at risk if he didn't conduct a detailed physical check that 37198 was not in fact a bent refurb in a cunning disguise...'

From Edgar Liam Cleeth:

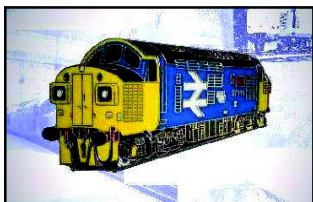
'And here we see Andrew modelling the latest in railway safety equipment, the 37 shaped crash helmet'

From Rugby:

'Following a spate of unfortunate incidents in the cabs, 37 have now been fitted with vomit booths!'

From Philip Cole Wallace:

'Polmont shows local children what happens if you get too close to the platform edge'



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## **Class 37 badges for sale**

Kris Jendesen has commissioned a number of Class 37 badges for sale, they are 50mm or 2" width long. Cost is £3 each, add 70p for first class P&P in a jiffy bag. If you are interested to buy one, his address is:

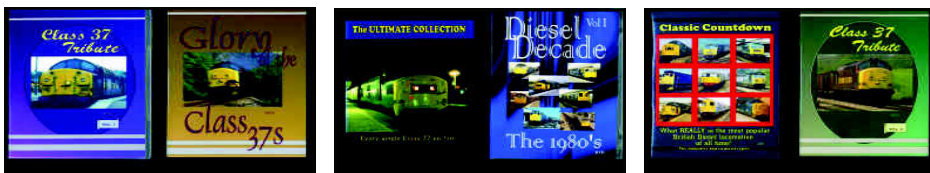
Flat 42, Burlington Mansions East, Bournemouth, BH5 1AT.  
Email: [krisj7@tiscali.co.uk](mailto:krisj7@tiscali.co.uk)

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## **C37LG items for sale**

The Group now has range of new DVD's for sale (all proceeds go to restoration and maintenance fund for LG's fleet of Class 37s) if you would like to purchase any of these DVDs, please compile a letter with your request and send a cheque payable to 'The Class 37 Locomotive Group' to Mick Parker (address on page 2). There is no charge for the P&P. Thanks for your support.



'Class 37 Tribute' Vol 1 **£19.95** 'The Ultimate Collection' (3x) **£29.99** 'Classic Countdown' **£19.95**  
'Glory of the Class 37s' **£17.95** 'Diesel Decade the 1980's' **£19.95** 'Class 37 Tribute' Vol 2 **£19.95**

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## **Volunteering with the C37LG**

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. Weardale Railway is currently out of the bounds due to problems with access for general volunteers but the situation should be resolved.

Maintaining the locos is an ongoing job and so there is always something to do. 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, Chris Thorn or Mick Chester by email (details on page 2).



**Phil Lynch and Mick Chester wastes no time and gets to work on 37414 (no, that's not the 25kv overhead wires over their heads, but in fact cables between electricity pylons at a distance in the background!) This was the first work party with 37414 aboard a low-loader lorry at the unorthodox location of the A1 motorway service station in Washington, near Sunderland! Sat 8th October 2005.**

*Mark Grimes*

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## **Coming up in next issue...**

Diesel galas at Keighley & Worth Valley and Dartmoor in June with LG locos working some trains, special pictorials, round-up of most recent charter trains hauled by the class on national network, update on the control cards of 37905 and 'DRS in the East' article by Edgar Liam Cleeth, our Features writer!

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**Syphon!**

Unique liveried 37402 'Bont Y Bermo' works 2F34 14.15 Rhymney to  
Cardiff Central, passes sunny Pontlottyn on Saturday 14th August 2004.  
*John Waddington*