

# Syphon!

Issue 131  
Oct - Dec 2007

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

The official magazine of the Class 37 Locomotive Group

*Design a new logo  
for C37LG!*



## IN THIS ISSUE:

Loco fleet news & update  
More Diesel Galas  
Special pictorial... HSTs!  
One-man mission to Spain  
DRS in the East  
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:**

On its first passenger run in preservation after a long restoration job by the Scottish Thirty-seven Group, 37025 'Inverness TMD' rounds the curve at High Bridge with the 15.50 Bo'ness to Birkhill, during the B&KR Diesel Gala, on Saturday 29th September, 2007. *Martin Taylor*

### **THE NEW 'SYPHON!' LOGO ON FRONT COVER:**

The new logo featured on the 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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### **CONTRIBUTORS TO ISSUE 131 (articles and photographs):**

Bob Avery, Phil Devonport, Mark Grimes, Phil Lynch, Colin Marsden, Michael Ratledge, Mick Sasse, Andy Stoddon, Barrie Swann, Martin Taylor, Steve Wells and Charles Woodland.

### **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 the Editor. The Editor can't do everything possible to fill every page, 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 details on page 2). Articles sent via email should be sent in MS Word format and pictures as JPEG attachments in any MB size (the more pixels the better for picture quality).

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## EDITORIAL & NEWS

1st October 2007

Dear members and supporters,

Since the publication of the last issue, the Group has been busy with 37175 continuing to pull in punters on the East Lancashire Railway and more recently, the Bo'ness & Kinneil Railway. A renewed effort with working parties took place, on securing 37505 at Thomson's yard in Stockton and after its subsequent move to Warcop. Some work is currently ongoing to get 37505 back in working order hopefully by end of this year! There are exciting plans for the former Thornaby 37/5, which will be announced as soon as we can, but for now, the reason for purchase and details of progress are detailed in the 'Loco fleet update' section.

The Group Committee is currently working on a number of issues with ECT Ltd (majority owner of the Weardale Railway) and the Trust Board of the WR itself, in order to resolve them before 37003 can begin running on selected dates again, and in order to regain access to allow the rebuild of 37414 to commence at the earliest opportunity. We will let you know as soon as any positive developments take place. The Committee realise this is a frustrating period for our members where 37003 has not worked this year so far, but we are working hard to resolve matters with the railway, especially now they are out of administration, and to seek a resolution.

The Group's logo is in need of updating, and we would like to have a new logo for the Group, so we're inviting YOU to design it! Full details on page 13 in this magazine.

And, finally, we visited Bo'ness to pitch our PR & sales stand where the superbly restored 37025 made its preservation debut and was joined by 37175 on some runs. Review inside this issue!

### Numbering of 'SYPHON!' magazine:

One of our members, Barry Wetherell, queried the volume numbering system for this magazine:

*"Your new numbering system for Syphon is debatable. Traditionally vol. 1 no. 1 was for the first ever magazine and didn't usually refer to the year. You have, so there is no problem knowing when it was issued (the date on the front is a dead give-away).*

*The earliest mag I've got is the un-numbered Autumn '98; the earliest numbered one is 118, January - March 2004.*

*So there is a need for comprehensive numbering system, but I believe that it must take account of the 'real' no. 1. IF that was issued 17 years ago in 1990 then this year surely must be vol.18."*

*Editor's response:* I only have database information of earlier magazines and it contains summary of the list from issue 1 onwards - first was issued in 1988 by the way - it has been 'on and off' through the years, there is no definitive record of volume numbering system anyway and the records are rather vague until year 1991 when it became slightly more detailed. The current volume refers to my time as Editor of this magazine.

Which brings me to the point - if you haven't thrown them away from your storage box in loft yet - please can I appeal to members to assist with the information on earliest issues of 'SYPHON!'.

Thank you for your support, and have a happy Christmas and New Year!

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

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### Loco fleet update - 2007

**37003:** Remains at Wolsingham depot, in full working order and attended to by two of our volunteers who keep it serviceable. There is still no progress since the last issue, and LG Committee is continuing to address issues with ECT/WRCIC.



**37175:** Worked a number of trains on the East Lancs Railway during the Summer and continues to be popular with punters; it has now moved to the Bo'ness & Kinneil Railway to take part in their end-of-Sept gala on 29/30 (see review in this issue).



**37198:** In working order at Meldon, on the Dartmoor Railway. Expected to take part in Oct 20/21 diesel gala (re-scheduled from original date of Sept 29/30) Please check on relevant C37LG and DR websites for gen on its allocated duties.



**37414:** Progress has not moved as swiftly as we had hoped: it remains out of bounds at the Wolsingham depot, pending access issues with ECT/WRCIC. We hope to begin restoration work on 37414 in near future, now that the Weardale Railway is out of administration.



**37505:** Newest addition to the fleet, taking 37275's place, bought by BRE Ltd as part of its long-term plans, and has moved to the Eden Valley Railway, where work has already commenced to get 37505 back into working order. Full report on the next page.



**37905:** Volunteers are working on the loco to renew some metal pipework, repair brake blocks, and is due for completion of its bodywork restoration. It is hoped to have 37905 ready in time for Dartmoor's October 20/21 Diesel Gala. Please check on relevant C37LG and DR websites for updates.



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## **Loco fleet update - 2007 (continued)**

### **37175 on the move again!**

Following up the previous issue, 37175 worked further trains on the East Lancashire Railway on August 18/19, 31 and September 1/2 (see C37LG website for hauled trains gen); has proved to be a star attraction whenever she was out and worked in tandem with other locos, with fellow Highland Traction stablemate D5310, bigger EEs in form of Class 40s, and even the 'Ped'!

Before its successful stint on the East Lancashire Railway during the Summer came to an end, negotiations were underway to move the loco to the Bo'ness & Kinneil Railway, and the SRPS Council agreed for it to reside at the railway until Spring 2008, which saw the 37 move north of the border along with convoy with D8020, 26024 and 40145, on Friday 21st Sept, hauled by Deltic 55022 'Royal Scots Grey'. It arrived in time to take part in the diesel gala on Sept 29/30, during which it worked few round trips each day. This included working in tandem with class-mate 37025, owned by the Scottish Thirty-seven Group, which had made its preservation debut on Sat 29th Sept, after a long restoration project since purchase from EWS in 2000. More photos and review of the Bo'ness diesel gala appear on the next couple of pages in this issue.

### **37275 departs from the fleet**

Following its sale by BRE Ltd to a new owner, 37275 has become the second loco to depart the Weardale Railway without ever having turned a wheel in passenger service, and on Tuesday 18th Sept, 37275 made its journey to the Barrow Hill roundhouse, where it now resides. At least its preservation status continues to be assured.

### **37505 developments**

*By Chris Thorn:* BRE Ltd re-assessed its loco fleet and came to the conclusion that in order to have a workable long-term plan, a refurbished version of Class 37 (i.e. GEC electrical equipment) alongside 37414 was necessary. With more than one original-condition 37/0 already in the fleet, it was felt one could be dispensed with, and a 'refurbished' 37 version taking its place. A hunt was then underway for a candidate, and, following the recent tender list having been put out by EWS, 37505 was advertised for sale; identified as the most suitable example and so it was purchased via Thomsons scrap dealer in Stockton. 37275 had to be sold in order to finance the plan and it was advertised for sale. As such, it did not take long for a private buyer (a reputable owner/restorer of a number of ex-BR locos) to snap it up due to its excellent condition, which is a tribute to sterling efforts by the C37LG's volunteers who spent many hours turning 37275 into a working loco and 'showroom' condition example. (*Shame it had never worked a passenger train in preservation under C37LG, due to circumstances outside the Group's control - Ed*).

37505 was hastily moved to Warcop, the base of fledgling Eden Valley Railway, work parties began immediately to get it back in working order. As part of the purchase, missing items were acquired from 37705, also at the Thomsons yard in Stockton ('705 was cut up shortly afterwards). As a consequence we now have the replacement pipework and cabling. Numerous sundry items were also acquired and 37505 is now 2 small components short of being fully complete again. It even arrived at Warcop still with 800 gallons of diesel still in the tank! The power unit has had its top-end seizure rectified and the lube pump has been run already. Battery resurrection continues as does pipework and cabling replacement. Significant progress has been made since it arrived, and once it is in full running order, attention will then move on to its bodywork to make it look presentable before it hauls its first passenger train.

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## Diesel Galas - latest

**37175 on East Lancashire Railway, Summer 2007:** Flying the C37LG flag, privately owned 'Dutch' liveried loco continued being busy in the Summer, working a number of trains on the East Lancashire Railway without any fuss. Please refer to LG's website for full details of its workings and also 37175's dedicated fotopic site for general photographs of its most recent exploits.



**Top left: 37175 leads its bigger EE cousin, 40145, working 1J65 10.10 Bury - Rawtenstall, approaching Summerseat. Saturday 1st September, 2007. Steve Wells**

### **Bo'ness & Kinneil Railway Diesel Gala, on 29/30 September 2007:**

37175 returned to north of the border and took part in their annual early Autumn gala, where it had worked its first passenger train in Scotland for almost 12 years since 22nd October 1995, when it worked 1M16 20.20 Inverness - London

Euston sleeper, covering for failed 47705 (one of original ScotRail push-pull 477s) between Inverness and Perth (where 47765 took over - pity!) and even before the gala took place, as if it couldn't wait, 37175 had worked 16.15 Bo'ness to Birkhill and 16.45 return on Sunday 23rd Sept.

**Centre, right: 37175 prepares to work its first train in Scotland since 1995, with 16.15 Bo'ness to Birkhill, on Sunday 23rd September, 2007. Andy Stoddon**



During the gala on Saturday 29th, 37175 worked 13.20 from Bo'ness and return, and then it had water valve fault, which had put its booked double-header with 37025 on 17.30 departure from Bo'ness into doubt, but following swift attention from SRPS Diesel Group chaps, it was back in action and worked in tandem with 37025 as booked, where they had paired up to Birkhill (40145 at the rear) making it the first double-header 37s on passenger train on the B&KR line. Upon arrival back at the station, 37025 was renamed 'Inverness TMD' in a ceremony with some representatives from the SRPS and the Scottish Thirty-seven Group (owner of 37025) attending.

After the official renaming, 37025+37175 worked 18.30 'Adex' (delayed to 19.00, in typical BR fashion...!) to Birkhill and return, with special commemorative beer issued to mark the completion of restoration of 37025, served onboard trains during the gala.

**Bottom, right: SRPS and Scottish Thirty-seven Group's representatives just after 37025 being officially renamed 'Inverness TMD' at Bo'ness station, along with decorative cake of the loco! Mark Grimes**



**Right: 37025 'Inverness TMD' and 37175 near Kinneil, on rear of 17.53 ex-Birkhill (led by 40145) on Sat 29th Sept, 2007. Steve Wells**

Next day, on Sunday 30th, both locos were out and worked the following trains - 37025 worked 13.20 to Birkhill with 40145, then 15.00 solo, and 17.30 with 37175 (with 40145 on the rear) 37175 worked 14.10 train, it had problems with the control air and ended up getting a right good thrashing as there were no notches between 'ON' and 'FULL' positions on the handle due to a valve sticking open. Advertised timetable was changed on the day by the railway, 37025 was originally booked on 15.00 and 17.30 departures, but in the event it took 37175's slot on 13.20 departure, paired up with 40145, whereas 37175 that had been allocated to work one train, 13.20, was re-assigned to next train (14.10) but they both worked the 17.30 in pair as booked, same as the previous day (*Sunday gen by Andy Stoddon and Martin Taylor*).



## **'The Monarch of the Glen' with 37025, 37275 and 37401**

**Review and photo by Mark Grimes**

At the time when British Rail was being privatised, InterCity sector's Special Trains Unit was split up from the franchising process and then sold off to a consortium led by Sir William McAlpine and Pete Waterman, who would take over operations from April 1995. They had already announced that sleeper cars would be discounted and run trips on shorter itineraries. With this in mind, an opportunity was taken to sample the delights of a genuine British Rail InterCity Land Cruise covering entire West Highland Lines in 3-day jaunt, better known as 'The Monarch of the Glen'.

The first day, on 24th Feb 1995, my friends and I travelled north from King's Cross and after a tour of the Scottish capital, we returned to our train to find gleaming 37025 'Inverness TMD' and 37275 'Oor Wullie' waiting to take us to Fort William - very nice! After arrival, second day would consist of dining Mk1's only, with 37401 'Mary Queen of Scots' for Mallaig and Oban trips, the highlight being snow-covered section of WHL between just south of Tulloch and Rannoch, whilst en-route to Crianlarich. Meanwhile '025 and '275 took sleepers and generator van to Oban. On third and final day, 37401 was left behind while no-heat examples took charge of the final leg of trip, from Oban to Edinburgh Waverley. A classic Scottish rail journey with proper traction!

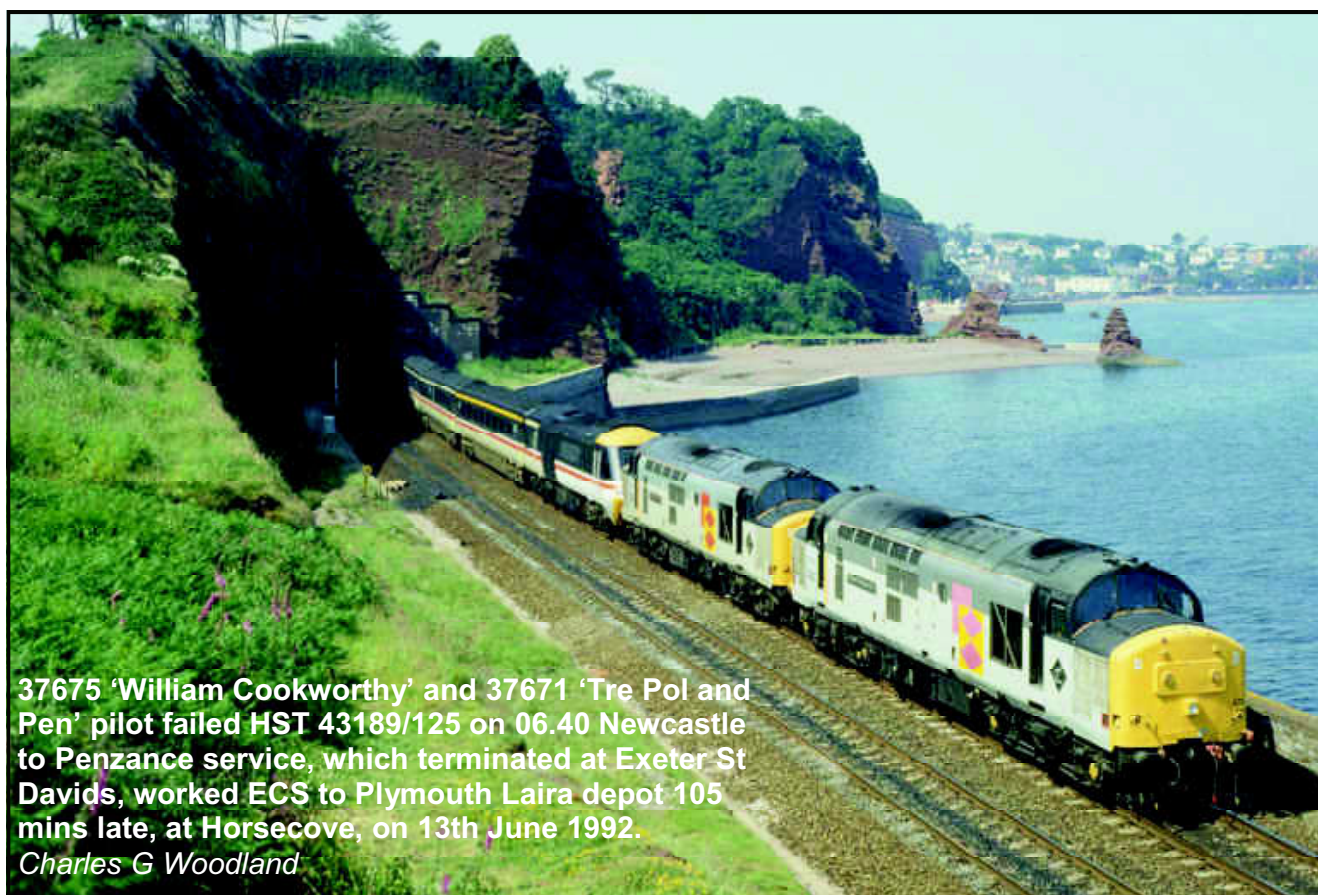


**Left: In Oban, the famous McCaig Tower overlooks the town while Class 37s nos. 37025 'Inverness TMD' & 37275 'Oor Wullie' stretch outside one of the platforms with 13-coach 'The Monarch of the Glen' luxury Land Cruise, before 1H95 10.00 to Kings Cross, where 37s had worked to Edinburgh Waverley. On Sunday 26th Feb, 1995. Mark Grimes**



**Syphon! Pictorial**

HST set on 09.10 Aberdeen - Plymouth (43071 + 43091) called it a day and was terminated at Exeter St Davids. ECS waits to be hauled by 37668 with errant 43071 behind, to Laira depot on 11th August, 1999. *Charles G Woodland*



37675 'William Cookworthy' and 37671 'Tre Pol and Pen' pilot failed HST 43189/125 on 06.40 Newcastle to Penzance service, which terminated at Exeter St Davids, worked ECS to Plymouth Laira depot 105 mins late, at Horsecove, on 13th June 1992. *Charles G Woodland*



## Special pictorial: HST - High Speed Tractor!

*Centre spread:* 37425 hauls failed HST with power car no. 43098 (43153 at rear) as the ensemble passes Aller Junction on the approach to Newton Abbot with Virgin Trains' Summer Saturday service 1M25 14.20 Newquay to Manchester Piccadilly. 37425 was called up from Cardiff Canton depot and ran light engine as 0Z37 all the way to assist the return journey from Plymouth! Note a number of bashers onboard flailing - even the travelling fitter at leading door window! Saturday 4th September, 2004.

*Colin J. Marsden*

*Inset, below right:* The same train, at the well-known location of Cockwood Harbour.

*Charles G. Woodland*



**Syphon! Pictorial**







06.05 Leeds to Newquay service with 43072 and 43048 had expired at Par, fortunately it was right next to St. Blazey depot and then rescue came in form of 37672 'Freight Transport Association' which took the HST to Newquay, with lucky passengers getting decent haulage(!) on Saturday 22nd May 1993.

*Charles G Woodland*

Metals sector liveried 37077 arrives at Plymouth, piloting dead HST power car no. 43085 'City of Bradford' on 06.42 Derby - Plymouth, which the 37 had worked between Dawlish and Plymouth, on Saturday 25th Sept 1993. 37077 then ran round and took ailing HST to Laira Depot for attention.

*Mark Grimes*



It's 37025 again! Scottish veteran 37025 'Inverness TMD' takes holidaymakers and surfers to their destination after HST expired on 1V49 08.14 Edinburgh to Newquay, which 37025 had worked all the way from Exeter St Davids to Newquay! Passing Exeter St Thomas, on Saturday 13th June 1998.

*Charles G Woodland*

## **Design a new logo for C37LG!**

The Committee has decided that our Group logo is in need of updating. The current logo is already out of date due to recent developments with the locomotive fleet and it does not reflect the current set-up. So, we would like to invite you to design a new logo for the Group. The logo should include these factors to be considered:

- 1). It should remain eye-catching, appear striking and up-to-date, even if the Group's circumstances change in short and long term, particularly the locomotive fleet.
- 2). Graphic art appearance is most preferred option, logo to reflect overall appearance of the Group rather than focusing on a photograph (or six!) of a Class 37 locomotive.
- 3). The logo should ideally complement our new-look 'SYPHON!' magazine.

You can submit your design to the Editor, by email attachment (in GIF format) and the C37LG Committee will make final decision on the logo. No further correspondence will be entered into.

Don't worry if you do not have a software to design 'professional looking' logo, as we will accept paper drawings, if winner is chosen from this method, we will arrange for a design to be made on software. Please submit your design by email attachment to Editor, mark@c37lg.co.uk, thanks.

**The deadline for the submission of new Group logo design is 31st December, 2007. It may feature in the next 'SYPHON!' magazine (no. 132) due for release in early/mid January 2008.**

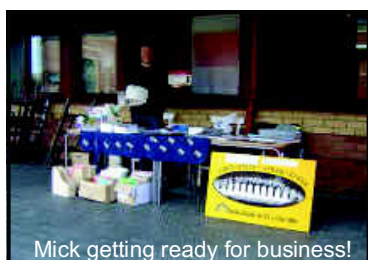
**One full year's free membership will be the prize for winner of the logo design. We would like you to enter. Good luck!**



## **C37LG's Publicity & Sales visit Bo'ness**

### **Review and photos by the 'Syphon!' Editor**

On Sat 29th Sept, my colleague Mick Sasse and I went to 'pitch' the LG Publicity & Sales stand in Bo'ness during their Diesel Gala. The day started early with 6am pickup at Newcastle Central forecourt, car filled up with goodies, then up the A68 and arrived in good time for preparations.



Mick getting ready for business!

We were kept busy through the day with badges and DVDs proving to be the most popular, raising funds for LG, with sounds from EEs and Sulzers passing ('sound vibrations' in my case, some of you know what I mean!). Amusing aspect of the day was 37175 being referred as 'Bo-Bo' and 40145 as 'Co-Co' in loco roster programme leaflet distributed by the railway! As the day went on, we had been reading some old mags, we were intrigued to discover that 37175 was the first of 20 locos (D6875-D6895) trialled in 1968 for 100mph operation between Bristol TM and

London Paddington! At the end of day, Mick and I took our well-deserved ride behind pair 37025+37175 on 17.30 to Birkhill and return by 40145! Special limited edition beer commemorating the return of 37025 (see right) was duly consumed onboard. And witnessed the renaming ceremony, and then another round trip on the line before heading home...it was a very long day!



*(We would like to express our sincere thanks to the SRPS Diesel Group for their co-operation, which allowed the LG's stand to take place at Bo'ness).*



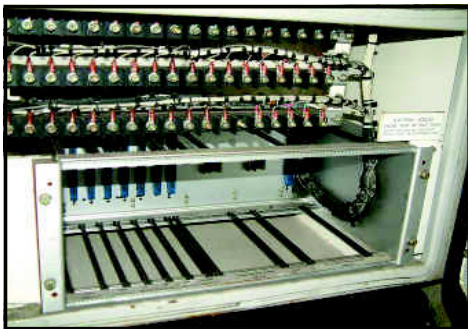
## **Confessions of a C37LG “mule”**

**By Mick Sasse**

Since 37905 suffered the theft of its vital control cards back in April, we in BREL/the C37LG have been working hard to secure replacements, the deadline we'd set ourselves being to have 37905 back in traffic ready to take part in the Dartmoor Railway's mini-gala planned for 23 June 2007.

What's so special about these control cards? Well, they are basically a set of 8 circuit boards, each one about 10" by 12" and of varying thicknesses, which contain electronic components and slot into a holder next to the electrical cubicle of a refurbished 37. They replace a host of the original electro-mechanical control equipment (such as load regulators, voltage regulators and other stuff I won't embarrass myself by pretending to understand) with state-of-the-art (well, as at the mid-1980s!) solid-state equipment.

So far so good – but weren't many 37s refurbished so why is it so difficult to get replacements for 37905's set? The problem is that, as ever, BR couldn't commit itself to one standard specification: while the vast majority of refurbished 37s were fitted with Brush electronics, a small number (37796-803 plus 37905 and 906) were, just for fun, fitted with GEC equipment instead. You'll probably be aware that 37906 was also the victim of an identical theft, so it's easy to see that, at best, there were only eight possible locomotives from which replacements could be obtained. Needless to say, the control cards were tailor-made and have not been in production for around 20 years; therefore, while it would in theory be possible to have new cards made from scratch, such a one-off was estimated to cost up to £50k and so was a non-starter.



**Left: Empty control card bays inside 37905, after theft took place.**

*Phil Lynch*

**Right: Some of replacement GEC control cards.**

*Mick Sasse*



So the only option open to us was to work out where the remaining donor candidate locos were, and see if we could get something from EWS. Given that a number of these candidates are now in Spain, this was not a straightforward task. However, after much perseverance from Phil, at the last possible minute, EWS finally agreed to release seven of the eight required cards to us, thanks to the Spanish contractor GIF having managed to crash 37802 and still containing four, plus another three having, rather ironically, landed in none other than the Rhymney Valley (an industrial estate in Ystrad Mynach to be precise!). That left us only one card down, and very kindly the Ruston 906 Group (owners of 37906 on the SVR) agreed to lend us that.

The only problem was that it was now Tuesday, 37905 had not been started for some three months, and the sum total distance apart of the vital cards was (I make it) some 1,200 miles. However, when the precise location of the cards is just a bit vague (“Err, they’re somewhere in Northern Spain near a railway line at a place called Villafranca” - Mr. Google tells me there are about 18 Villafrancas in Spain), we're still not 100% sure EWS have got the right bits for us, and there may not be anyone on site at Dartmoor to take delivery anyway, even I start to agree that personally couriering them over is the way to go, and, despite my Mr T-like views on aviation (“I ain't goin' in no plane, fool!”), is the right answer.

Now this very definitely had all the makings of a logistical farce going beautifully pear-shaped. However, I managed to get myself to Barcelona first thing next morning, and, after a last-minute hitch as the Axiom Rail guys had to drive 200km in the wrong direction to attend a failure of one of the 37s still being used (yes, 37s do break down – just very, very rarely!), I soon had a call to say they were on their way. And so it was that, only a few hours later than planned, I furtively approached two men loitering slightly suspiciously next to an underpass in one of Barcelona's less salubrious suburbs (well, I've never before been in a pub with a vending automat selling, err, Adult literature) – trying without staring too obviously to get a clue as to whether they were Frasier and Sergei from Axiom, and that box did contain the crucial components, or they were two narcotics dealers with a box of merchandise and I was about to get my head kicked in. Thankfully I then realised one was wearing an "Axiom Rail" shirt, so I was less likely to spend the coming night in prison or hospital – and, to my huge relief, they had the right cards. **Right: Mick and one of cards with the Sagrada Familia in background.**



On my way back, at the airport, there was no way on earth I was going to trust their baggage handlers with my prized cargo, I might not get on the flight at all if security didn't believe my story that the highly suspicious-looking electronic components in the anonymous cardboard box were not bomb parts but what I insisted they were. Deciding that they would be even less likely to believe me if I only volunteered my dubious-sounding explanation *after* they'd scanned the box, I tried to explain [Spanish speakers may prefer to look away at this point] "*Son tarjetas electronicas para una locomotora inglesa*", which, after being repeated 3 or so times, brought a blank look, a shrug, and a gesture towards the X-ray machine, so I chucked the box through and fled towards the rapidly closing gate before they could change their minds.

John Deakins, meanwhile, was bang on time at Bristol airport, had the remaining cards from the Rhymney and Severn valleys, and a fast car move got me and cards to Dartmoor for a night in probably the most remote Mark 3 sleeper anywhere, before the team met up the next day to slot the cards in, switch everything on, cross everything that would cross, and press the button. Which resulted in little more than a weedy whirring noise: 905's long period out of traffic at Meldon had sadly done for the batteries. However, not to be defeated, a set of jump leads from Pedro (sorry, 31465) saved the day, and, lo and behold, 37905's Ruston chugged into life as good as ever, and the job was a good 'un.

Or so we thought: unfortunately, the fitness to run inspector had concerns about some of the settings in 905's brake system, which we couldn't deal with in time (unfortunately there's no pit at Meldon yet), so 37905 would have to be a no-show for the next day's running. A bit of a blow after all the effort we'd put in, but clearly safety must come first – and we know that, once the adjustments have been made, 37905 should be a runner at the next Dartmoor gala on 20/21 October, 2007.

And I thought stripping locos at Booth's was hard work...

*Postscript: thanks to one of our in-house electrical geniuses, we're now working on making, from scratch, our very own copies of the control cards – which, I'd add, are now stored at a secure off-site location whenever 37905 is not in use. Finally, our sincere thanks go to all those from EWS/Axiom Rail and to the 906 lads for their invaluable assistance.*



**Above: Mick Sasse and John Deakins hold the prized GEC control cards before fitting them into 37905 on Friday 22nd June.**



## DRS in the East

A number of Serco test trains have operated in and around the Anglia & South-East regions, as well as in the capital city London. DRS has the contract to provide traction for these workings, which has resulted in Class 37s being seen far and wide, re-visiting places where the earliest Type 3's were first introduced (including D6703 - now owned by C37LG!) such as Cambridge and on the Great Eastern Main Line. These trains run on a cycle of approximately every 6-8 weeks on various routes in these regions, bringing a little bit of variety to most lines that only see multiple-unit passenger trains (how thrilling!).

Train driver Phil Devonport has provided some interesting shots of these workings, being in the privileged position of driving these veteran locos and getting paid for it! A couple of other shots are supplied by other photographers, their names credited where appropriate.



*Top left: Basking in morning low winter sun, and note the frost still clinging on rails as Class 37 no. 37608 waits 'for the road' after it had just crossed the Great River Ouse north of Ely, en route to Kings Lynn with 1Z14 Track Inspection Coach, between ex-Gatwick Express Mk2's, on Thursday 15th Feb 2007. Phil Devonport*

*Bottom right: 37218 leads 37259 (at the rear) working the 1Q14 10.00 Hither Green to Selhurst via Dover Priory, passing the Sevington Loop. Note the new CTRL high speed line alongside the 'classic' third rail line. On Thursday 12th July 2007.*

*Barrie Swann*





*Top left:* After commuters have gone home, London Liverpool Street is quieter as 37612 waits to depart with 4Z10 "Ultrasonic Testing Unit 4" for Southend Victoria, on Tuesday 9th January 2007.

*Phil Devonport*

*Centre right:* 37069 standing just clear of Junction Road Junction (yes, its really called Junction Road Junction!) on the Down Tottenham with 1Q18 "Mentor" on Thursday 21st June 2007. *Phil Devonport*



*Bottom left:* Passing Holme on the East Coast Main Line, 37602 leads the 1Z18 08.58 Peterborough to Doncaster, via Kings Cross & Skipton, on Wednesday 18th April 2007. *Michael Ratledge*



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## **Caption Contest (just for the fun of it!)**

Is Phil looking for something on engine room floor...?  
Send your witty comments to Mark and it will be printed!  
Photo by Michael Ratledge.



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## **Entries to previous Caption Contest**

*From Barry Wetherell:*

"I won't let Wensleydale Railway paint it red."  
"I am a darn sight safer here than you are Rug, standing on the nose."

And what might be said to Andy -

"You're the wrong way up for testing Solvite adhesive, you need to be under the loco."

*From Philip Cole Wallace:*

"OK, what bastard put super glue on my overalls?"  
"Polmont does a suffragette when he finds out 37275's been sold."

*From David Prior:*

"Tractor haulage : the perfect end to a day's helicopter bashing...."

Photo: Michael Ratledge



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## **Special offer to our members!**

**The Committee is offering our current paid-up members the opportunity to save money on their LG membership when yours is due, at a £5 discount you only pay £10 - *that is 1/3 off the annual membership fee!* You won't get better value than like this anywhere else!**

**How does it work?** It's simple. At the time your membership is due for renewal, and if you would like to continue your membership (we hope you do!) all you need to do is introduce a friend (or a relative, like Uncle Bert for example) to join the LG as new member (at normal price of £15) and you shall qualify for your £5 discount!

**What are the conditions?** You have to be a paid-up member at the time and renew immediately in order to continue your membership (within one full calendar month after your renewal date) so don't leave it too late! Bear in mind it will apply to each fully paid-up member this time and not repeated the following year.

Your introduced friend should join at the same time as your renewal (within one month after your renewal date), and all you have to do is put it in writing and submit one for yourself and other for a friend, to our membership secretary.

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## **C37LG items for sale**

The Group still has a range of new DVD's for sale (all proceeds go to the restoration fund for the LG's fleet of Class 37s). If you would like to purchase any of these DVDs, please drop a line to Mick Parker with your request and send a cheque payable to 'The Class 37 Locomotive Group' (address on page 2).

### **Price list:**

#### **DVDs:**

'Diesel Decade the 1980s' ~~£19.95~~ **£19.00**

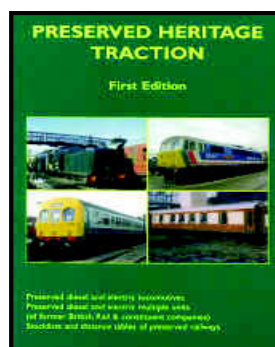
'Class 37 Tribute' Vol 2 ~~£19.95~~ **£19.00**

#### **Books:**

'Preserved Heritage Traction' ~~£14.95~~ **£12.50**

(Now updated with July 2007 insert)

**PRICES REDUCED - perfect for Christmas! While stocks remain.**



**There is no charge for P&P. Thanks for your support.**

## **Volunteering with the C37LG**

Would you like to get involved on the other side of the fence? If you live in the south, there's jobs waiting for you to help look after 37198 and 37905 at the Meldon base on the Dartmoor Railway, and there are many other jobs for C37LG volunteers to do at the railway. At the moment there are still access issues with the Weardale Railway, but we have working parties ongoing with 37505 at Warcop, on the Eden Valley Railway, and we will keep you informed of updates and any progress with future opportunities through the members-only Yahoo egroupp.

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).

**LG work party pose for a picture with a ghostly-looking 37275 at Leeming Bar, during rather a hot day on Saturday 15th July 2006. Michael Ratledge**



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

The first issue for the new year will be out shortly after we've recovered from our New Year celebrations! Set to feature an ongoing report on our loco fleet and plans for the year ahead, and an insight into the story of Class 37s working in France during their spell on construction trains on the new LGV-Med route, along with a variety of photographs. And, 'Syd the Syphon' is making a comeback...





One of the last few BR InterCity Land Cruise trains to run was 'The Monarch of the Glen' tour between 24 and 26 February 1995, which visited Fort William, Mallaig and Oban. In this classic view, 37025 'Inverness TMD' leads 37275 'Oor Wullie' with lengthy rake of dining Mk1s and sleeper Mk3s, at Connel Ferry with 1H95 10.00 Oban to London Kings Cross, which the 37s worked as far as Edinburgh on Sunday 26th Feb, 1995. Note the Connel Ferry bridge in background, which once carried the branch line to Ballachulish (closed 1966). *Bob Avery*

**Syphon!**