

Syphon!

Issue 133
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The official magazine of the
Class 37 Locomotive Group



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Steam news (quite literally...) 37254 Restoration Story
Class 37s at work in Spain Locomotion Diesel Days
Notice of AGM 2008

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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 should also be sent to Mick Parker. He also deals with any enquiries regarding the website and access to the Members Area.



FRONT COVER:

Our loco, 37003, stands on the demonstration line of NRM Locomotion Shildon, adjacent to the NR tracks and signal box, before working its first passenger train with a brake van on the line, during the Diesel Days event on Saturday 12th April 2008. *Mark Grimes*

THE NEW (REFRESHED) 'SYPHON!' LOGO ON FRONT COVER:

The new logo featured on the front cover was created by Owen Hodgson, moderator of the AC Loco Group website (<http://www.aclocogroup.co.uk/>), and donated to C37LG. We are grateful for his kind gesture.

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CONTRIBUTORS TO ISSUE 133 (articles and photographs):

Doug Barrow, Mick Chester, Colin Dunlop, Paul Fuller, Mark Grimes, Chris Guntripp, Peter Holden, Mike Millward, Mick Parker, 'Pogo', John Pinion, Rugby, Mick Sasse and Matt Stoddon.

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! The Editor can't do everything 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 details on page 2). Articles sent via email should ideally be sent in MS Word format and pictures as JPEG attachments, at least 1MB size (the more pixels the better for picture quality!).

EDITORIAL & NEWS

April 2008

Dear members and supporters,

Due to lack of space to do a full editorial, I will make it short and simple - some of the contents in this magazine featuring the recent developments will 'do the talking'!

The working volunteers, who are also Committee members, have been busy lately in the run-up to the "Diesel Days" event at NRM Locomotion Shildon, to ensure 37003 was ready. The event was held on 12/13 April and was a great success, which also raised the profile of our Group.

Next in line is our Annual General Meeting, and details appear on page 21. We hope you will be able to attend and look forward to seeing you there.

We also have a new customised souvenir range - bookmarks, keyrings and mousemats, all exclusively sold from our Group, to raise funds. They can be found in Sales section on page 23.

This issue covers a broad range of Group news and articles, including the acquisition of Clayton steam heating boilers, the restoration story of 37254, Class 37s working in Spain and a review of the Locomotion Diesel Gala. Enjoy the read!

Thank you for your support,

Mark Grimes

'Syphon!' Editor, Publicity Officer and Membership Secretary
Class 37 Locomotive Group

Loco fleet update - 2008



37003: Work continues on the repair of radiator fan bearing. The assembly is ready to lift out and inspect; we've also checked and greased the brake cylinders, fitted a water lift pump, and separated the twin fuel tanks - a number of small items were also purchased from Booths (salvaged from 37708) to ensure the loco continues in operational condition. A major push was made to get the loco presentable for the April 12/13 event, getting No.2 cab prepared for public visits, and bodywork attention. See page 20 for a review of the Locomotion 'Diesel Days' event.



37175: Since the last issue, work has concentrated on dealing with bodywork sections by cutting out parts and renewing. Next tasks include renewal of the headcode box at No.1 end and cabsides at No.2 end, which are yet to be dealt with. Both of its cabs are in the process of being refurbished. The loco was given a quick makeover just in time for the April 26/27 Bo'ness Diesel Gala (a wee review in next issue!), giving it a unique variation of Dutch livery with pre-TOPs number of D6875! Watch out for its new guise later this year...

The Quest for Steam Heat

Article and photos by Matt Stoddon

After the purchase of 37175 in 2006, and through the period of enforced inactivity on the locomotive at Wolsingham, a search was made throughout the remaining available stored and operational class 37s for a Clayton RO2500 Mk2 steam generator – a quest that would take almost 18 months to conclude.

With only a handful of original boilered examples having survived, DRS were contacted as they had previously purchased 37051 and taken it to Brush at Loughborough for storage/overhaul. 37051's boiler had been isolated for over 20 years, but as one of a very small batch that was left with one fitted it was felt better to ask than to stay silent.

Initial reports from DRS gave hope that they may indeed be willing to part with 051's boiler, and an official letter of request was sent in November 2006.

After a couple of months without a reply from DRS the hunt continued elsewhere. The late Russell Coggle at EWS was contacted to see if they would be willing to part with the boiler from 37114 which was stored at Bescot, but after he had asked the question to the relevant parties the answer received was a definite "no". Back to square one!

Several friends who work for DRS were hounded for any updates they might have heard about, but a long period of inactivity ensued. Then, in September 2007 and completely out of the blue, I received a surprise telephone call – an invitation by DRS to inspect the boiler. As it happened I was travelling to Loughborough the following day to assist a friend reinstating brushboxes and checking traction motors on D5401 prior to the Great Central Railway's diesel gala, so a visit to Brush ensued with a complete inspection of 051's boiler (plus a bonus guided tour around the whole works where 37423 was still undergoing its major rebuild!).



Above: Coil from the boiler of 37051, minus the ancillary equipment which was removed and separately packaged by Brush Traction.

The boiler inside 37051 was found to be reasonably complete with only a few parts missing, most of which it was hoped it would be possible to acquire from elsewhere.

After informing Brush & DRS that the boiler would indeed be suitable it was then back to the waiting game. After another two months had passed without any word about the boiler from 051, EWS decided to put 37114 up for tender, eventually won by European Metal Recycling (EMR) at Kingsbury.

An urgent phone call was made to EMR after 37114 had arrived there to see if they would be willing to part with the same boiler I had desperately tried to get from EWS around a year earlier. I was therefore slightly disheartened to be informed that they already had a potential customer lined up for the boiler. However, that customer had bid less than 1/3 of the price I was willing to pay, so we were back to the waiting game and battle of wills whilst EMR came to a decision as to who they would choose as preferred bidder.

With the future of the boiler from 37114 hanging in the balance, and just 2 weeks into 2008, another surprise call came from DRS/Brush – 37051's boiler was ready to collect and needed moving within the next fortnight - the race was now on!

Several frantic phone calls and emails later, to hauliers, EMR and Brush, and with EMR bizarrely pondering over whether to put the boiler on Ebay or not, a deal was finally reached for the boiler from 114. The final cost was not too much higher than my original bid, after the dreaded VAT had been added on, but it was still slightly out of my reach so a call was made to fellow C37LG members who I knew had an interest in ensuring it was saved. A decision to split the costs of 114's boiler between myself and Mick Sasse was made within hours and the deal with EMR was complete. A quick fax & phone call to the bank to get the money transferred to EMR, and 37114's boiler was finally heading towards preservation!

The following day, on 16th January, a haulier collected the boiler from 37051 at Loughborough and just over an hour later called in at Kingsbury to collect 37114's. That evening, and after a long journey to the SRPS Diesel Group's Traction Maintenance Depot at Bo'ness, the boilers safely touched down together, being unloaded late into the night. Initial inspections of the pair,



with 051's having been kindly stripped down by Brush and shrink wrapped onto several pallets, indicate that it should be possible to overhaul both Clayton boilers, assuming the coils & accumulators pass their respective pressure tests. It is hoped to also restore the Clayton RO2500 Mk1 boiler inside 37025 at the same time.

Left: Something you probably have never seen before - a complete Clayton RO2500 Mk2. It came from 37114.

There are a few parts missing from all the boilers, but we fully expect it should be possible to either manufacture or purchase spares in order to get them fully functioning once again. It is hoped that both 37003 & 37175 should be steaming again within a few years, although 37003 will require modifications to get a main steam pipe reinstalled (and to separate those twin fuel tanks - see page 4!). 37175 still has all the original fittings and even a driver's "Auto Steam Valve" panel in both cabs – quite a rarity in itself!

We know that it will require a good deal of time, patience (and more than likely - money!) to get these Clayton steam generators back up to serviceable condition, but at least we now have something to work with – in fact we now have slightly more than first envisaged!

Right: BR Blue era recalled, as 37175 with 2K09 11.35 Inverness to Wick, standing at Brora on the Far North Line, is about to be passed by classmate 37051 working 2N26 12.00 Wick to Inverness, on 18th Feb 1985. 37051 is gone, but its original Clayton steam-heating boiler is set to live on in one of our locos. 'Pogo'



Review of visit to Wansford

The Group visited Wansford on Saturday 1st March 2008, during the Nene Valley Railway's Diesel Gala. We pitched our sales stand and were kept busy through the day (as well as trying to keep items on our stand from being blown away by wind!). As the location was not far from where the Group was originally formed in 1984 (before becoming a fully fledged Group the following year), this resulted in a few of the original members meeting up, and here is a "seminar" of original founders and members past and present in this photograph.



During the gala, Class 37 no. 37518 worked a number of passenger trains - hellfire!

(From l to r): Rugby [a.k.a. Mick Ratledge!], Ken Carr, Mike Millward and current Chairman, Mike Parker. Note Class 40 no. D306 in the background - one of the English Electric's finest! © Rugby

Bedale Railway Engines (BREL) Limited

As some of you may have heard, this company was put into liquidation by the court on 19 March, on a creditor's petition. We reported in Syphon no. 132 that BREL and the Class 37 Locomotive Group had amicably agreed to a parting of the ways, based on the different priorities of the two. BREL was originally set up by a number of Group members and was, even latterly, to a large extent financed by them. The consequence is that a number of us are creditors in the liquidation, and the Group itself is also owed a sum of money, albeit a relatively small amount.

With BREL now being in liquidation, this means that the company's assets have to be sold in order to pay the costs of the winding-up and, if any funds remain, make a part-payment to BREL's creditors in proportion to the debts owed to them. Clearly it is in everyone's interests (including the Group's) for BREL's assets to be sold for the maximum possible value, although we would certainly hope that they will be sold so as to ensure the longer-term survival of as many Class 37s as reasonably possible. You will therefore see in this issue of Syphon (on page 21) an advertisement we have agreed to carry on behalf of Walker Singleton, the agents charged with disposing of BREL's assets on behalf of the liquidator. If you think you may be interested in making an offer for any of the items advertised, please contact Walker Singleton directly.

Finally, and perhaps most importantly of all: we would like to emphasise that, beyond the fact that the Class 37 Locomotive Group is owed money by BREL, the liquidation of BREL has no effect whatsoever on the Group. BREL's ownership and management are quite distinct from that of the Group. Our finances remain entirely sound, and indeed we believe that the clear demarcation of roles, above all ensuring that no Group Committee member was involved in the management of BREL, was a wise decision on the Group's part. There is, of course, absolutely no threat to the assets of the Group.

You will see elsewhere in this issue of Syphon an announcement of our (somewhat delayed!) AGM, where we will of course be presenting the Group's accounts and will be more than happy to answer any questions on the implications of the BREL failure for the Group.

The Committee

INTRODUCING 37254

Readers of “Syphon!” may already be aware that during March 2008 No. 37254 (originally numbered D6954) was moved to the Spa Valley Railway, and that the locomotive took part in the Railway’s April Diesel Gala (when it worked its first passenger trains for 11 years). 37254 is due to be at the Railway for an initial period of 5 years, during which time it will replace 33065 as the latter locomotive is undergoing an extensive overhaul.

D6954 was built at the Vulcan Foundry with the Works Numbers D942 (Vulcan Foundry) and 3511 (English Electric). Entering traffic in January 1965 on the Western Region, where it was still allocated in September 1975, D6954 spent much of its time in South Wales and the West Country but made many forays to other parts of the Region and, indeed, also the Midland Region as part of the Welsh railway network came under the Midland Region’s jurisdiction; from time to time the locomotive also turned up elsewhere on the national network.

The only liveries which 37254 carried during its main line career were BR Green (in which it entered service in 1975), then BR Blue, and following Sectorisation the “Dutch” (yellow and grey).

Although much of 37254’s working life was spent on freight duties, and sometimes banking trains up the Lickey Incline, it also undertook many passenger duties of its own and it was used on several occasions to rescue passenger trains which had failed. The rescue workings included, in August 1991, a failed HST. Notable “non-rescue” passenger workings which 37254 undertook included various Weymouth services, four enthusiasts’ railtours (one of which, in June 1997, took 37254 with 37162 from Cardiff to Carlisle and back), and – well away from its normal operating area! – ‘254 worked the 1L21 07.47 Kings Lynn to Liverpool Street commuter service on 19th August ‘72. 37254’s total known mileage on passenger work in its BR service was 6403½ miles.

An unusual working which 37254 undertook, on 1st September 1994, deserves mention. On that day 37254 and fellow Cardiff-based 37230 collected a new Eurostar train from the works at Washwood Heath (in the West Midlands) and took the train to the newly-opened Eurostar Depot at North Pole near Acton, London.

During its latter days of BR service 37254 was modified, as were some other Class 37 locomotives, to spread Sandite paste on the heads of the rails during the annual leaf-fall season.

After many years of faithful work 37254 was stored unserviceable on 12th November 1998, and was officially withdrawn (with a defective crankshaft) on 31st January 1999. Subsequently placed in storage pending possible sale, 37254 was sold to the Harry Needle Railroad Company in 2001



Above: 37254 arrives at its restoration base in Sellindge, Kent, being unloaded on 20th March 2003. Doug Barrow

and the company moved it to the Barrow Hill premises at Staveley, Chesterfield. HNRC later put a number of Class 37s up for sale, and after a detailed inspection at Barrow Hill in February 2003 37254 – which appeared to be the best of the batch for sale and had been fitted with the power unit from 37153 – was purchased for preservation and was moved to Sellindge, Kent, arriving there on 19th March. It was unloaded the next morning onto a couple of track panels which had been laid beforehand.

The initial tasks were to assess the locomotive’s condition, draw up a general plan for the work required, make a list of items required, and obtain a 40’ shipping container to fit out as a restoration base.

No timescale was specified for the restoration project, but we knew that we were looking realistically at a period of 5 to 6 years. Our first opportunity of obtaining parts came later in 2003, when two members of the Restoration Team had less than 1½ days to get what they could - and naturally pay for them! - from 37054 at Motherwell MPD before it was cut up (the Class 47 loco the scrapman had also bought was already being cut-up on site, and 37054 was next to receive that treatment!). Subsequent parts have been obtained from various sources, particularly Messrs. C.F. Booth at Rotherham. We are grateful for the friendly help we've received from so many sources, including the owner of the farm where we were based, fellow preservationists, and specialists helping us in their spare time, and a lot has been achieved.



Although many parts have been serviced and reconditioned, as the case may be, on site at Sellindge, some have received attention elsewhere – for example Joan, our Restoration Team's lady member, reconditioned all of the air filter trays (the loco needs 58 of them: 34 in the engine room and 12 in each nose end), a few spares, in the back garden at home.

Buying a locomotive, and getting it somewhere, is just the first step along an unending path, as once the locomotive has been acquired and restored there is ongoing maintenance; we're now looking after 37254 at Tunbridge Wells West - and we can now use a pit to work on the loco's underside instead of crawling, along sleepers, underneath the locomotive.

Left: John Waddington supervises the lowering of a Turbocharger into the engine room of 37254 at Sellindge. Doug Barrow

It's taken just under 5 years to get the locomotive operational, and we lost count long ago (in 2003!) of how many hours we've spent on site or on doing things "in the background". And yes, we've enjoyed it! There have been several special moments, and I'll mention just four of them – at Sellindge the initial start-up of the power unit in late May 2003; on 5th February 2006 moving 37254 under its own power for the first time in preservation; at the Spa Valley Railway after the inspections had been completed on 28th March this year (the day after arriving at the Railway) 37254 suddenly finding itself rostered to work a freight train; and finally the three storming climbs and a hill start 37254 (with the equivalent of Load 10 on tow!) made of the gradients from Groombridge to Tunbridge Wells West with the Chippex/Beerex on 26th April.

The Restoration Team has about a dozen members, of various ages, and several of them have railway experience (either in preservation or in a professional capacity, or both); we are lucky to have a Locomotive Fitter (John, whose professional duties have included working on Class 37s!), an Engine Fitter and two Electricians among our membership. We are a happy and friendly group and are enjoying working with our Spa Valley Railway colleagues (and we've been made very welcome).

If you'd like to read about 37254's restoration project please have a look at our website - www.37254-restoration-diary.fotopic.net - with our monthly news of what we've been doing and a large selection of photographs. And please come along and support the Spa Valley Railway's next Diesel Gala, on 1st to 3rd August inclusive.



Above: 37254 outside the Loco Shed at Tunbridge Wells West on 28th March 2008. Chris Barrow

Doug Barrow.

Note from Editor: Turn over to next page for another story with 37254...

37254's Tarka Line Adventure

Story and photos by Mark Grimes

One of the most established railtour promoters, East Anglia-based NENTA Traintours, which specialises in day trips across the UK, ran 'The Devon Rambler' charter train from Norwich to Exeter on Saturday 5th October 1996. To their credit, instead of a long layover in Exeter area during the day, they took the initiative to turn it into a mini-excursion to Barnstaple using a pair of Class 37s in top 'n' tail mode (owing to the lack of run-round facilities at Barnstaple station).

As the Barnstaple branch line in Devon was one of my 'required' lines to be done by a loco-hauled train in the area, off I went all the way to Exeter (via all-night doss at Birmingham New Street, just one of the extreme things I used to do in my youth, in pursuit of decent traction!), and after dossing in one of these (in-)famous waiting rooms, I headed south on the first HST service of the morning and arrived ahead of the NENTA charter train, which turned up with RES Class 47 no. 47746 and InterCity Mk2 stock, which was normally used on the Norwich to London Liverpool Street route. Then a couple of 37s from Exeter depot (adjacent to St Davids station) took over from the 'Duff', and they were 37670 'St.Blazey T&RS Depot' and 37671 'Tre Pol and Pen'. So far, so good (or so I thought...)

Things did not go well at the start when 37670 and DBSO no. 9701 were having problems with air braking, more like 'refusing to communicate with each other', and despite efforts by traincrew to get the brakes working, a decision was taken to swap 37670 for 37254, which had been sitting at the depot. '254 took over and functioned with the DBSO at the first attempt! Whilst '670 was sulking in the depot, train eventually left Exeter St.Davids about 20 mins late with '254 at helm. Another one, 37672 'Freight Transport Association', was seen poking out of the old Goods Shed at Exeter Riverside Yard, as though as it was having a look whilst our train passed it!



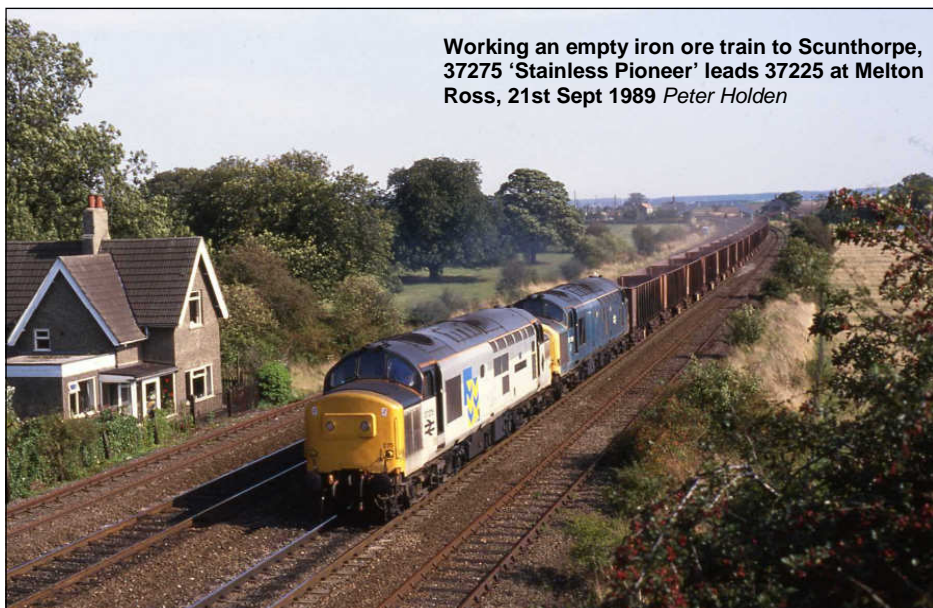
37254 ready to depart Exeter St.Davids, for Barnstaple.



As I settled on the train for the trip on the long branch line to Barnstaple, enjoying the views of the countryside, my thoughts turned to whether we might be allowed out for photographs as train only had a 10-min allowance in order to get back and cross a local unit at Eggesford. But we were still able to alight upon arrival and take photos for posterity before getting back to Exeter St.Davids with 37671 in charge. It was a memorable day out with proper loco-hauled train in deepest rural Devon and well worth the trip all the way for decent haulage! MG

Above: 37254 basks in the glory at Barnstaple upon arrival at the truncated station (it used to be a busy junction for the Bideford and Ilfracombe lines, until their closure in 1970).

Syphon! Pictorial



Syphon! Pictorial

NRM Locomotion Shildon Diesel Days - special feature

Centre spread: 37003 stands on Friday 11th April 2008 alongside DRS's 37038, which had arrived a day before the event. It was the first time 37003 had been seen alongside a DRS Class 37.

Inset photos below (from l to r):

37003 was popular with the public during the cab visits throughout the weekend.

BR Blue era in the North-East relived as 03090 and 37003 stand side by side.

On the demonstration line, 37003 prepares to work its first passenger train with brake van on Saturday.

A night photo shoot took place on Saturday: 37003 in the centre, between 03090 and D1023.

All daytime photos by Mark Grimes, night photo by Mick Chester.



Syphon! Pictorial



Class 37s at work in Spain

Research and report by the 'Syphon!' Editor

There is a railway renaissance underway in Spain, with large investments ploughed into renewals of the domestic national network and the building of dedicated High Speed Lines, notably two large schemes underway since 2001: Corboda to Malaga in the south and Madrid to Barcelona in the north-east, which are extensions of the original and successful Madrid to Sevilla "AVE" HSL. As the national Spanish tracks are broad gauge at 5ft 6in whereas the new HSLs are standard European gauge at 4ft 8½in and the national operator, RENFE, had no diesel locos which could run on that gauge, the contractor GIF (Gestor de Infraestructuras Ferroviarias) responsible for building new lines, had to look abroad for traction to haul ballast and works trains.

EWS had secured a contract with GIF to supply traction for both of these routes at the turn of the century, with Class 37s for the Zaragoza to Barcelona route and Class 58s for Corboda to Malaga route. This article will, however, concentrate of the subject of English Electric Class 37s.

It must be emphasised that the general observations and reporting of Class 37s at work in Spain were few far and between, despite their presence since Summer 2001. This is partly because of the distance from the UK, but also because, due to the nature of ongoing threats from Basque separatists, the Spanish railway authorities and security services tend to be paranoid about members of public viewing railways at any vantage point and at stations – indeed there are security staff manning RENFE stations around the country, and as general rule, anyone casually taking photographs is not tolerated, except on production of an official permit from RENFE.

A total of 14 'heavyweight' 37/7s were prepared at EWS Thornaby and Toton depots, repainted into sky blue livery with a dark blue band across the bodyside, following the EWS style and even with the EWS logo on the secondman's cabsides supplementing the GIF lettering. To cope with the much warmer climate in the country, all locos were fitted with air conditioning pods in their cabs, with a duct leading to a blanked-off smaller cabside window on the secondman's side!

Upon arrival in the country, all the 37s were initially based at the Calatayud and Salillas bases to work the 50-mile section between Calatayud and Alcolea del Pinar, where they commenced their hard work with rails/sleepers and to drop ballast on newly built formations. The work was

Right: Forming a top-n-tail formation, no. L28 (37883) on rear while no. L26 (37714) leading, climb towards tunnel near Ateca on loaded ballast, 22nd January 2002.
Chris Guntripp





Left: Casually dressed train crew walk towards no. L26 (37714) in Calatayud Yard, with a loaded ballast train before departure. 22nd January 2002.

Chris Guntripp

completed on this part of the Madrid to Barcelona HSL in early Summer 2002, and all the locos moved eastwards to embark on another section, where two bases were set up at Perafort and Puigverd de Lleida in 2003, to enable work to start on the route towards Barcelona, where completion was originally due to take place sometime during 2006 (that was another story).

Whilst most of these locos went about their regular duties, at least 5 locos fell victim to accidents, firstly with L21 (37899), L24 (37885) and L32 (37802) suffering derailment/collision damage, which led to their withdrawal from traffic and subsequent scrapping Spanish scrap merchants during July 2003 at Calatayud and Madrid. They were followed by another two, with L30 (37702) suffering alternator failure and deemed uneconomic to repair and L31 (37888) having an altercation with a track machine, which resulted in the loco having a bent frame at No.1 end, rendering it a write-off. Both remain dumped at Puigverd de Lleida complex at time of writing.

Right: Panoramic view of no. L26 (37714) leading with no. L28 (37883) at rear, crossing the long viaduct near Ateca with a loaded ballast train. 22nd January 2002.

Chris Guntripp



The routes were beset with delays and a slow pace of construction, so the responsibility for them was taken over (circa 2005) by ADIF, the infrastructure arm of the national railway operator RENFE. The GIF logos were accordingly removed from all EWS locos operating in the country.

During 2006, a brand new purpose-built depot was established in Vilafranca del Penedes, just 57km west of Barcelona, for the final stage of track laying and ballast trains to take place towards the eventual destination. As the site was not rail connected to the new line that had been in progress from Zaragoza, four Class 37s were transported by road in order for operations to start towards the east immediately. They were L25 (37703), L27 (37799), L28 (37883) and L33 (37800). Other locos remained at Puigverd de Lleida base, and they were known to be outbased at L'Arboc, in order to minimise the long runs to and from worksites as the line had progressed east towards connecting with the Vilafranca del Penedes to Barcelona section. During January 2007, all locos apart from the four at Vilafranca del Penedes had completed their duties, and were moved back to Puigverd de Lleida for storage, where they still remain there.



Above: L33 (37800) stands inside the brand new facility at Vilafranca del Penedes depot on 3rd July 2006. Paul Fuller



The remaining four operational locos in Spain eventually finished their duties when the whole Madrid to Barcelona HSL was eventually linked up at an unknown location between L'Arboc and Vilafranca del Penedes in mid-2007, along with completion of track-work and ballasting into the heart of Barcelona (anyone got any photos of 37s working in centre of Barcelona, by the way?) with the route eventually reaching Barcelona Sants station during late 2007, after numerous further delays, in particular arising out of tunnelling works. (At one point, even the world-famous - but even more late-running! - Sagrada Familia church was believed to be threatened with collapse!) Once the line was complete, the 37s all went into storage pending a decision on their future by EWS.

Bottom left: Triple-headed 37s in Spain! 37884+37718+37716 at the head of a ballast train at L'Arboc, as the route nears completion, on 3rd July 2006. Paul Fuller

The line itself was eventually opened to passengers on 20th February 2008, when the first revenue-earning AVE S-103 high speed train (a version of the Siemens Velaro, closely related to the well-known German ICE3 type) rolled into Barcelona Sants station from Madrid, a few minutes early but some way behind the original aim of a first passenger train in 2007!



Above: 'Velaro' set at Barcelona Sants.

The €7bn Madrid-Barcelona line has had more than its fair share of problems with geological, legal, engineering, plus the infamous ETCS Level 2 signalling (which doesn't work, the only reason the trains are not running at their full-rated 350km/h!). Nonetheless, the railway which EWS's 37s helped to build is itself an impressive feat: 550km in length, with numerous impressive viaducts and tunnels, and a line-speed of 300km/h, it allows a journey time of just over 2 hours 30 mins, enabling rail to compete with what is believed to be the busiest air corridor in the world.

The Spanish government has said that, by 2010, they intend to have more high-speed rail mileage than any other country in the world, and 10,000km of it by 2020 (sickening, isn't it!). Given the number of ongoing projects to extend Spain's AVE network, and given the reliability and popularity of the 37s with the operators (what a surprise!), it may be that we have not seen the last 37-hauled (and indeed Class 58s) construction trains in Spain. We look forward to reporting on more Mediterranean tractor action soon - hopefully!

Spain EWS Class 37 fleet (pool WZKS) list

<u>Spain no:</u>	<u>TOPs no:</u>	<u>Current location/status:</u>
L21	37899	Scrapped (in 2003)
L22	37718	Puigverd de Lleida
L23	37716	Puigverd de Lleida
L24	37885	Scrapped (in 2003)
L25	37703	Vilafranca del Penedes
L26	37714	Puigverd de Lleida
L27	37799	Vilafranca del Penedes
L28	37883	Vilafranca del Penedes
L29	37801	Puigverd de Lleida
L30	37702	Puigverd de Lleida*
L31	37888	Puigverd de Lleida*
L32	37802	Scrapped (in 2003)
L33	37800	Vilafranca del Penedes
L34	37884	Puigverd de Lleida



Above: Dumped at Puigverd de Lleida base after accident damage, L31 (37888) awaits its fate. 3rd July 2006. Paul Fuller

* Understood to have been purchased by Bedale Railway Engines Limited (prior to its liquidation) for spares or repatriation, but to remain in Spain. (See also advertisement on page 21)

With thanks to Colin Dunlop, Chris Guntripp, Paul Fuller (C58LG) & Mick Sasse for assistance.

COMING UP IN NEXT ISSUE: To conclude European series - Class 37s at work in Italy!

Visit to the Old Oak Common depot

Photos by John Pinion

Group member John Pinion had an authorised visit to the Old Oak Common depot, in west London, on 5th January 2008, and was on hand to take few pictures for the 'Syphon!'. 37s on site were 37308 (preserved), 37419 (stored), 37701, 37719 and 37892 (all withdrawn, for scrap).



Top left: Forlorn looking 37892, once upon a time named 'Ripple Lane' after traction depot in east London (now just a memory) awaits its fate at Old Oak. **Top right:** Transrail liveried 37701 just before it was taken to EMR Kingsbury for scrapping, along with 37892.



The Old Oak Common depot was built and opened by the Great Western Railway in 1903 and was one of largest depots in London, continued into BR diesel era, but the long decline began with introduction of HSTs from 1977, followed by Thames Turbo units in 1993. Currently owned and run by EWS, Old Oak remains open despite the loss of the Royal Mail contract, due to its strategic location and continues to provide stabling and storage, especially Class 56s upon completion of the LGV-Est contract in France.

Left: 37419 (stored) is parked alongside 56096 and 08694, around the turntable bays at the Old Oak depot.

**Syd the
Syphon**

By Mike
Millward



NRM Locomotion Shildon “Diesel Days” - the review!

By the ‘Syphon’ Editor

After months of co-ordination and planning by the curator Anthony Coulls, first Diesel event took place at NRM Locomotion Shildon during the weekend of 12/13 April 2008, with the resident fleet comprising diesel shunters 03090 and NS663 (a close relative of BR’s class 08!), the prototype DELTIC and our loco, 37003. NRM had sent York-based D8000 and D1023, the latter being the first ever ‘Western’ to visit Shildon. The line up was supplemented by visiting traction supplied by mainline freight companies, with DRS sending 37038 (which made a fine sight alongside 37003) and EWS sending unique livered 60074 ‘Teenage Spirit’ carrying the ‘sky blue’ colour of charity organisation, the Teenage Cancer Trust. Suffice to say, the Class 60 made rather an interesting comparison to the ‘powder blue’ livery of the prototype DELTIC parked alongside during both days - perhaps it will never be repeated.

For a few weeks in the run-up to the event, our small team were busy preparing 37003 to ensure she was ready to fulfil her role with public visits to the cab, working demonstration movements and passenger trips with a brake van. In order to ensure 37003 looked her best for the weekend, three consecutive days were spent getting the No.2 cab prepared to the best possible standard, wax-polishing and patch-painting the bodywork, the task not actually finished until 9.54am on Saturday before the gates opened at 10am!

Throughout the weekend, Mick Chester and Stu Watson entertained members of the public visiting the cab of 37003 and running out on the demonstration line, meanwhile Mick Parker (on Sat) and I had manned the sales & publicity stand in order to raise funds for the Group, not forgetting Mick Sasse’s effort in the transport department on Sunday!

The event was successful with visitors reported to be more than 6,000 during the weekend, many of them no doubt being members of the public as a large number of families were seen alongside the enthusiast fraternity. Certainly Locomotion were very pleased - and we bagged a couple of new members too!

A number of visitors were complimentary about the appearance of our loco, along with the opportunity for cab visits and seeing 37003 close up. One visitor to our stand just about summed it up with a comment, which we just couldn’t forget:

“I love 37s. They should get one of them on the Weardale...”



The line-up at NRM Locomotion Shildon before the gates opened on Saturday morning (from l to r:) 37038, 37003 (being started up), D8000, DELTIC, D1023 and 60074. Mark Grimes

C37LG Annual General Meeting 2008

The Committee of the Class 37 Locomotive Group hereby give notice to members of the Annual General Meeting 2008 taking place, for nominations for all Committee posts, for up-to-date reports from the Chairman, Treasurer, Membership Secretary and for general business. Please send nominations either by email or in writing to Mick Parker (details on p2).



Start time: 12.00pm

Date: Saturday 21st June 2008

Venue: NRM Locomotion, Shildon, County Durham

We have also made arrangements for members to visit the cabs and tour the engine room of the famous prototype DELTIC with guidance from a Locomotion representative. In addition to the DELTIC, our loco 37003 will be available for cab visits and we are hoping to arrange a few runs on part of the demonstration line. This will be for members only.

This is certainly the most interesting incentive the Group have ever made to members attending the AGM! We hope you may be able to attend and give your support. Refreshments are available at the 'Platform 7' café inside Locomotion main building.

In order to confirm the above arrangements, we need to know exact numbers attending, so please email the Group Chairman, Mick Parker, mick@c37lg.co.uk by 7th June, please.

Advertisement

Walker Singleton

Asset Consultants

Instructed by P Sargent, Begbies Traynor
Liquidator of Bedale Railway Engines Ltd.



TO BE OFFERED FOR SALE

5 class 37 locomotives

Interest is invited in the assets, individually or grouped, of the aforementioned Company which principally comprise the following Class 37 locomotives:

- 37403
- 37409
- 37414
- 37702
- 37888

Information is still being gathered and collated and, at the time of committing to this advert, a method of sale is yet to be set.

Further details, when available, will be posted online.



walkersingleton.co.uk

01422 430040

Caption Contest (just for the fun of it!)



'L' plates on 37003, we wonder what is Mick Chester thinking?

Send your witty comments by email to Mark and they will be printed!

Entry to previous Caption Contest

Why is a canine sitting on the driver's seat of 37175?

From Barry Wetherell:

"This illustration is from Cesar Millan's latest book - How to 'train' a dog to sit nicely!"

Photo: Michael Ratledge



Publicity Exchange

Class 58 Locomotive Group



Above: 58026 at Ampthill with 4C51 10.45 Forders-Cricklewood binliner, on 2nd July 1999.

www.c58lg.co.uk

The Class 58 Locomotive Group (C58LG) was formed in 2001 when it became apparent that the Class 58s would not be lasting much longer on the British railway network. Going about their duties with relatively little fuss was probably the reason that the Class 58s have never had much of a following unlike their sisters, the Class 56s, which were much noisier machines. That said, some enthusiasm existed and it was this that we wish to exploit. Over the years, the Group has grown to encompass over a hundred members all with the same vision: to see a Class 58 locomotive preserved.

Our magazine, *Red Diamond* (which is named after the coupling code of the Class 58s and 56s), is issued to members four times a year in March, June, September and December. Full of information and photos, we aim to make this an interesting and detailed record of the Class 58s past, present and future. Please see the enclosed leaflet with this magazine for further details of our Group.

C37LG items for sale

The Group still have a stock DVD's for sale (all the proceeds go to the restoration fund). 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) and there is **no charge for P&P with any orders**. Thanks for your support.

DVDs - not all are shown: (RRPs reduced!)

NEW! 'Sector 37' RRP £19.95 - see leaflet for full details of the new DVD in our stock

'Thrash' **£19.00**

'Carry on Clagging' **£19.00**

'Carry on Clagging 2' **£19.00**

'Diesel Decade the 1980s' **£19.00**

'Class 37 Tribute' Vol 2 **£19.00**

'Modern Traction Archive' **£12.50**

'Syphon Celebration' **£12.50**

'The Scottish Region Class 37' **£10.00**

'Traction Memories' **£6.50**

Mousemats: LG (24 x 20cm) **£4.00**

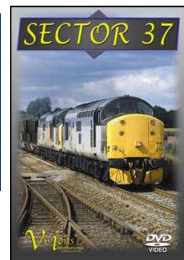
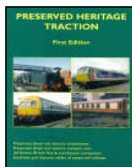
Mugs: Original 'The Last Chance' 37 tour **£1.00**

Books: 'Preserved Heritage Traction' **£12.50**

(Now updated with July 2007 insert)

Badges: BR Blue 37003 (2" width size) **£4.00**

Bookmarks: Customised LG **50p each**



Spares Appeal Fund - Thanks

Roger Parr (member no. 37133) and Stephen Miles (member no. 37151)

Volunteering with the C37LG

Would you like to get involved on the other side of the fence? There are plenty of jobs for you to help the C37LG!

37003 is currently residing at NRM Locomotion Shildon, in County Durham (regular train service from Darlington!), where regular work parties take place, usually most Saturdays.

37175 also needs volunteers to help out at the Bo'ness & Kinneil Railway in Scotland (you need to be a member of SRPS first, for insurance purposes - but it's well worth it!).

Maintaining the locos is an ongoing job and so there is always something to do. Don't worry if you are not technically minded, there's always plenty to do, we'll find one for you!

Please contact any Committee member by email (details on page 2).

Coming up in next issue...

Latest LG news; story of Arriva Trains Northern 37s on the Harrogate Loop and S&C; 37s at work in Italy (to conclude European series), updates in the preservation scene and a pictorial of latest & past Buffer Puffer tours (postponed from issue 133) with some photographs not seen before!

Syphon!

37425 'Pride of the Valleys' in celebrity Large Logo livery pauses in one of the centre roads at Hereford in the night of Wed 18th October 2006, with 7M82 20.10 Newport ADJ - Crewe Basford Hall engineer's ballast train. *Paul Fuller*

