

Syphon!

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The official magazine of the Class 37 Locomotive Group



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If you supplied us with your email address when you joined the group, you will have been invited to join the Members' Forum. Feel free to contact the Committee via the forum. If you are not a member of the forum *IT IS STRONGLY RECOMMENDED THAT YOU JOIN* as forum members receive group news before anyone else. Email Mick Parker directly, giving him your name, address and membership number and he will add you to the forum.

General enquiries and any 'gen' for inclusion on our website www.c37lg.co.uk should also be sent to the Editor or to Mick Parker. Mick also deals with any enquiries regarding the website and access to the Members' Area.

FRONT COVER:

37417 'Richard Trevithick' and 37401 approaches journey's end at Blaenau Ffestiniog, with Railway Touring Company charter, 1237 05.50 from Peterborough on Saturday 31st May 2008, with the famous man-made slate mine mountains abound, a result of the once-thriving Welsh slate mining industry - a sight soon to disappear with the evacuation plans in the pipeline, which are set to bring freight trains back to the location. *Mark Grimes*

Syphon! logo created by Owen Hodgson of the AC Loco Group - thanks!

Magazine editor: Mark Grimes - mark@c37lg.co.uk
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Superb shot of 37411 and 37408 working 1E23 across the Arten Gill viaduct on the scenic Settle & Carlisle line, which complements the Arriva 37s article.

CONTRIBUTORS TO ISSUE 134 (articles and photographs):

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DO YOU HAVE A PHOTOGRAPH OR STORY TO TELL?

'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 write everything himself, 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 MB size (the more pixels the better for picture quality).

EDITORIAL & NEWS

1st July 2008

Dear members and supporters,

Minutes of Annual General Meeting 2008 - and Committee update

To save space in Syphon, the minutes of the Group's AGM on Saturday 21st June 2008 have been uploaded in the Files section of the members' forum egroup. If you haven't got access to the internet, just let us know and we'd be happy to print one out for you and enclose it with your next Syphon - just contact any Committee member (details inside the front cover). Since the AGM, I have decided to take a break from the Committee (though I'm still your editor!), and Mike Millward has been co-opted on as Membership Secretary - welcome back, Mike!

Membership update

Over the past few years, our membership numbers have remained steady, but we'd very much like to see them rise - don't forget we still have our "*introduce a friend*" offer which gets you a one-third discount off your own renewal. And with more opportunities to help the Group out at events and galas, unrestricted access to working parties with 37003 at Shildon and 37175 at Bo'ness, there's never been a better time to join up and get involved - so why not get your friends (including lapsed members and all the "closet tractor cranks" we know are out there!) on board? And of course don't forget to renew your own membership! The more members we have, the more we save on admin and on printing Syphon, so the more goes to support 37 preservation

Sales stands at Bury and Bo'ness - and a plea for volunteers!

Just before we closed for press, we held another sales stand at the East Lancs Railway's ever-enjoyable gala - while our chosen day (Saturday 5 July) was fairly quiet (the dire weather won't have helped!), we still made a useful sum (around £130) - thanks to all who contributed! And 37906's antics certainly helped to make up for it... We're also planning a sales stand at the Bo'ness Diesel Gala on Saturday September 27th - again, this should be a good do.

On this subject, we'd like to make an appeal for more volunteers to help us man the sales stands. We're not asking you to commit a whole day: a few hours would be really welcome. Sales stands are one of our most important sources of funds, and if we had more volunteers we'd be able to attend more events on more days, and the more sales stands, the more we can raise towards the preservation and maintenance of 37003, as the membership fees largely cover printing costs of 'Syphon!' and Group administration costs of running the Group. This is a great opportunity for those of you less keen on getting covered in oil to make a really valuable contribution!

As always, if you think you might be able to help in any way, please contact any Committee member (details on page 2).

And finally... a New Gambling Opportunity!

As you'll see opposite, we've come up with a new fund-raising wheeze, which we hope you'll find enjoyable and will provide us with valuable income for 37003's restoration and upkeep. So choose your tractor and join in!

Thank you for your support,

Mark Grimes

'Syphon!' Editor, Class 37 Locomotive Group

Email: mark@c37lg.co.uk

THE GREAT BUY-YOUR-OWN-TRACTOR LOTTERY!

In an effort to find a more imaginative way to part you from your money, sorry, to raise funds to keep 37003 in the manner to which she's become accustomed, we've come up with a lottery/tote/draw thingy which not only should be a laugh but provides a unique chance to build up your very own personal EE Type 3 fleet for only a pound per loco per month – with no pesky maintenance, fuelling or track access charges to worry about!

How will it work? For a monthly standing order contribution of just £1, you can buy your own 37: that is, you'll get your own unique 37XXX number – you can choose your own machine(s), strictly first-come-first-served of course. Each monthly £1 standing order buys another loco, so for a fiver a month you'll have a fleet of Syphons to put EWS to shame! [That's not difficult. - Ed.]

What's in it for me? Every month, all of the loco numbers sold will be put into a randomly-selected item of headgear, and we'll draw out first and runner-up prizes. So if you've bought 2 or more locos, you could win both every month! (Though that would be fairly jammy). How much you can win depends on how many numbers have been sold: we'll always pay out in prizes 45% of what we get in standing order payments – so for example if we sold 40 locos, then the monthly prizes would be worth a total of £18, paid as a first prize of £12 and a runner-up prize of £6.

Up for it? If you fancy having a flutter, send me an e-mail (micksasse@googlemail.com), and I'll give you all the gen. As Mrs Doyle would say: Aaaah, go on, go on, go on, go on.....!

Small print: Contributions are to be made by standing order (payable at the end of each month) in multiples of £1. They will be paid into a separate bank account from which the prizes will be paid. Prizes will be drawn monthly and winners informed directly by post/e-mail (and in the next *Syphon!*). The amount paid out in prizes will be 45% of the gross income, and the scheme will be registered with the relevant local authority in accordance with the law (registration fees etc. will be paid by the Group).

Loco fleet update - July 2008



37003: Recent work carried out includes: renewal of cab ceiling panel in no.1 end; rad fan work completed with bearings renewed and fitted, fan fitted back on the shaft, all sanders fitted (for the first time since loco was bought by the Group) and tanks split, with water tank blank-off fitted. There is still more to do - we need your help!

37175: Externally, repainting work is nearing completion and the loco is soon to be prepared for rubbing down followed by a repaint into new livery, with a view to completion in time for the Diesel Gala on Sept 27/28. Internally, both cabs are being stripped back and repainted. The loco remains In Service at Bo'ness during these works.



The Welsh Mountaineer

Photo and review by Mike Millward

It makes a nice change for something to start from Peterborough, and so at very early o'clock on May 31st, the participants of the 'Welsh Mountaineer' to Blaenau Ffestiniog were greeted by the pair of 37401 in iffy EWS livery and 37417 looking like a scrapyard refugee nailed to the front of an odd selection of chocolate/cream stock including a Mk2d and a Pullman...

Being in the front seat all the way to Llandudno soon proved 401 and 417 weren't exactly co-operating with each other; not quite a good old West Highland punch-up but they were out of synch quite badly - all the better for thrash really! The route was a strange one, Peterborough to Grantham, Nottingham, wiggle about on freight lines to get to Burton-on-Trent, Tamworth, Stafford (with the bashers' haunt "Stafford Arms" still boarded up...), Crewe and finally Llandudno Junction where the pair ran round for the assault on the Conwy Valley line. This is nice and flat and picturesque to start with, then gets rather steep and thrash-inducing with the 2-mile Blaenau Tunnel at the summit. As usual, once through, the nice sunny weather north of the mountains turned cloudy and cold; at least to start with. The pair decanted the tour participants at Blaenau and ran round, eventually depositing the train in the run-round loop with much thrash and smoke producing. Some of the tour went off on the mini-kettles for a thrash down to somewhere else; they had the best deal of the day as Blaenau on a summer Saturday lunchtime was...dead. Never mind, the sun came out and eventually everyone arrived back at the train for the 1615 departure time, even though the mini-kettle 'Prince' arrived a tad late and looking shagged.

The return was thrash from the off - the run from the station to the tunnel is twisty and steep and the train has to climb almost all the way to the other end - suffice to say the Bert on the handle was up for some serious racket in the tunnel with the train repeatedly being allowed to slow a bit then the pair of 12CSVT's blasting the years of accumulated soot from the roof. Even the run down the valley was a thrash-fest until the run-round at Llandudno.

Left: During run-round at Blaenau Ffestiniog, 37417 poses with double-boilered Fairlie 'Prince' narrow gauge steam loco, which looks as if one wants to go this way and the other that!

Mike Millward



Once nailed to the wrong end for the return trip, the pair were wound up to a fine order with reports of dubiously high speeds coming in all the way to Crewe. The WCML got a sound thrashing, with each station stop being several minutes early on arrival and this continued throughout the return run, until Nottingham where for some reason we weren't...

Network Rail had decided to rip up the ECML between Grantham and Peterborough, so at Grantham we all decanted from the train onto two coaches (it looked like those in the know had driven to Grantham and forfeited the Stoke Bank climb) for the riot back down the A1, arriving at booked time in Peterborough.

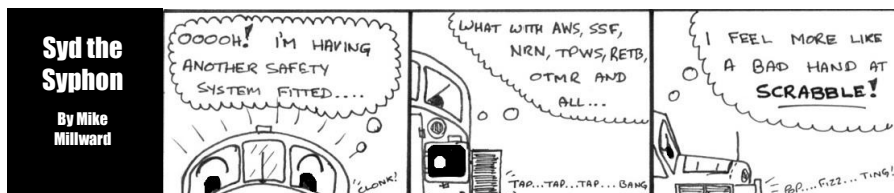


EWS is clearly getting its shilling's worth out of the 37/4's as externally they looked a shambles, but went like rockets. As for the tour, the only real gripes were the weird route (Derby to Crewe had been announced by someone and wasn't an option), the fact NR decided to cock it all up right at the end - I am sure going via Leicester and Stamford to Peterborough wouldn't have been beyond NR's capabilities - and the fact the water ran out on the train: it was a ruddy long day - 0550 to 2238 - to have pongy bogs. Overall though, a nice day with class traction and an interesting destination.

Left: 37401 and 37417 pictured during the run-round process at Blaenau Ffestiniog, with crowds on the platform to see the nowadays rare spectacle of a loco-hauled train on the standard gauge at this Welsh village.

The famous slate mine mountains are prevalent around Blaenau Ffestiniog, as seen in the background.

Mark Grimes



Arriva Trains Northern NB haulage

Research and report by the 'Syphon!' Editor

Much has been written in the railway press about the year-long Arriva Trains Northern's loco-hauled diagrams on the Harrogate loop and the S&C, with EWS Class 37/4s top-n-tailing EWS-owned Mk2 air-conditioned stock, which was repainted into Arriva's house colours of cream and turquoise, and three locos (37405/408/411) dedicated to this contract. However, this article features a number of less well-known aspects of the operation and, in particular, 'no-heat' 37s which saw use on these diagrams when the availability of allocated locos on some occasions fell short of the minimum two required.

Traction and stock for the ATN contract were provided by EWS Healey Mills-based crew, though Arriva's own conductors were on duty. Weekday operations would be formed of: 5C67 06.12 Healey Mills to Knaresborough to form 2C67 07.58 Knaresborough to Leeds, and 2C72 17.43 Leeds to Knaresborough, and then 5C72 18.42 Knaresborough to Healey Mills. Firstly weekday, and subsequently Saturday, S&C diagrams were added later, see text below.

On Monday 29th September 2003, the year-long adventure for Harrogate route commuters began with a 'real train' in form of loco-hauled set, which was booked to form 2C67 07.58 Knaresborough to Leeds, with 37408 'Loch Rannoch' doing the honours on the first day, and the return trip with 2C72 17.43 Leeds to Knaresborough, with 37411 'The Scottish Railway Preservation Society'. One wonders what they made of the difference these superior trains made compared to the bouncy 'Pacer' railbuses which they are accustomed to!

37408 and 37411 worked the commuter diagrams until Friday 10th October, when 37405 finally decided to take part, working 2C72 on Monday 13th October (with 37408), which was also the first day of the add-on S&C diagram during weekdays, with 1M53 09.47 Leeds to Carlisle and 1E23 13.33 Carlisle to Leeds, with a short layover at Leeds station before forming 2C72.

Right: A few weeks into the S&C diagram, 37408 works 1E23 13.33 Carlisle to Leeds, at Bingley, on 23rd October 2003. Peter Holden

The weekday operation continued smoothly towards the end of the year, and then ATN took the initiative to extend the S&C operation on Saturdays for first time during December 2003, to cater for locals travelling to Carlisle, on 3 consecutive occasions between 6th and 20th December. The diagrams were: 1M53 09.47 Leeds to Carlisle and 1E23 15.51 Carlisle to Leeds. 37408 worked both ways (37405 DIT) on first day,



whilst same pair worked the following Saturday (with 405 working this time!), and then 37408 and 37411 worked the final occasion of these Saturday trains on the S&C. (They resumed during the Summer 2004 timetable, starting on 29th May 2004 with trains starting from York as 1M53 09.06 York to Carlisle and 1E23 15.32 Carlisle to York, which continued right up to the final day of 37s on ATN diagrams on Saturday 29th Sept).

Left: Line-up at Carlisle as 37707 (ex-37001) stands in the centre road whilst 37411 waits to depart on 1E23, Tuesday 30th March 2004. Mark Grimes

The New Year 2004 started with usual weekday operations continuing without any dramas, but a few months into 2004 things started to get interesting... on 8th March 2004, 37408 and 37411 had arrived at Knaresborough on 2C72 from Leeds, and then it was extended to York, which was the only known occurrence that it ran to York via Poppleton with passengers: if you were on board this train then count yourself lucky to be one of few who managed to cover the entire Harrogate Loop with 'Tractor' haulage on service trains!

Barely a month later, on 5th April, all 3 locos were coupled to the train that worked the entire set of diagrams on that day, with 37405 DIT whilst 408 and 411 powered the train, all the way.

The ETH Tractors' stronghold was finally broken on 8th June, when due to only one out of three being available for traffic, EWS had to roster a non-ETH replacement for two days on 8-9th June: split box 37042 got its chance to work its 'Class 1' passenger train, partnering 37411 on the full set of diagrams. It was the only 37/0 to have ever worked the Arriva Trains Northern services.

Centre right: 37042 approaches Ribbleshead with 1E23 on 8th June 2004. The famous viaduct is in the background, almost covered in a very low mist, obliterating the view of Wharfedale! Pauline McKenna



Unusual occurrences did not stop there during that month, when 37408 and 37411 worked 1M53 09.06 York to Carlisle on Saturday 19th June (complete with Loadhaul-inspired 'Healey Mills on Tour' headboard), and due to a speedometer fault on the leading loco (37408) the train went off its normal route and was known to have worked into Gascoigne Wood coal sidings (near Selby) where driver simply changed ends and continued its journey with 37411 to the destination, albeit delayed.

Right: 1M53 ended up on coal sidings at Gascoigne Wood, where it turned round, in order to continue its journey to Carlisle. James Covell



Whilst in Carlisle, 37411 ran round and topped 37408 at Kingmoor Yard, for 1E23 15.32 to York. Coincidentally, this was also the day when KWVR held its Diesel Gala (where DRS 37259 and EWS 37670 worked some trains) so diesel traction enthusiasts had a treat that day, with the Gala and double-headed 37s on service train from Keighley to York! This was pure chance, and an one-off.

Left: 37411+37408 at York upon arrival with 1E23 15.32 from Carlisle, on Saturday 19th July 2004. James Covell

Things returned to normal but it didn't last long. 37521 worked all diagrams on 13th July, with 37411, when availability once again fell short of the minimum two locos.



Top left: 37521 'English China Clays' at Leeds station, waiting to form 2C72 17.43 Leeds to Knaresborough commuter service, on 13th July 2004. *John Dawson*



Top right: 37372 at Carlisle, for 1E23 13.33 to Leeds, on 17th August 2004. *Andy Stoddon*

With just two months left of Class 37 operation on ATN diagrams, more non-ETH activity took place with Loadhaul 37698 starring in the role for two days on 4-5th August, with 37408 at other end.

Little more than a week later, it happened yet again when EWS brought out another non-ETH variety when Mainline blue 37372 joined in the fun (the last 37 with a 'domino' style headcode panel on the national network) worked all the diagrams for 3 days, 16-18th August, which probably meant a number of Class 37 bashers changing their plans at rather short notice and disappearing off to another part of country in order to get the haulage in!



Above: Loadhaul 37698 enters Cattal, single line token to be handed over, on 5C72 18.42 Knaresborough to Knottingley ECS, on 4th August 2004. *Pauline McKenna*

All good things must come to an end, and the penultimate month had produced no surprises, but the final day of operation, Saturday 25th September 2004, was marked with a send-off by enthusiastic Healey Mills staff, when 37408 and 37411 were specially cleaned and adorned with silver and white paint on their buffers, horns and wheel rims, complete with headboards for 1M53 and 1E23, which had one additional Mk2 added and loaded to full capacity (not surprisingly!).

With thanks to James Covell & Colin Dunlop for assistance with some information and to everyone else who supplied photographs for this article.

Syphon! Pictorial



Syphon! Pictorial

DRS Naming Specials

Centre spread: DRS 37610 'T.S. (Ted) Cassady' leaves Quorn & Woodhouse with the 15.00 Leicester North to Loughborough Central. Type 2 no. D5185 provided vacuum braking force for the stock. Saturday 26th April 2008. *John Pinion*



37610 'T.S. (Ted) Cassady' visited the GCR and worked some trains - here it approaches Quorn & Woodhouse on the 12.15 Loughborough to Leicester North on Saturday 26th April 2008. *John Pinion*



37087, which visited the KWVR to be named after the railway and work during their diesel gala, reverses into Keighley with D6737, before hauling the 12.00 to Oxenhope on Sunday 8th June 2008. *David Ross*

Syphon! Pictorial



The Italian Job: Class 37s at work in Italy

Research and report by the 'Syphon!' Editor and all photographs by Kim Fullbrook

In this third and final part of our feature on Class 37s at work in mainland Europe, we look at the two members of the class which worked in Italy during 2001/2, where their activities were not widely reported - hopefully this article may put things right! 'Heavyweights' 37893 and 37895 were sent to Italy during July 2001 to work tracklaying and ballast trains on part of the Rome-Naples high speed line.

Construction of the new high speed line linking north and south Italy, between Turin and Naples (where it began) commenced as long ago as 1994. It was built in stages, with contracts awarded to various private companies to undertake work, one of which was CEAAV, made up of partners with experience of building high speed lines in Europe – Consortium Europeo Armamento Alta Velocita (which translates as Consortium of European High Speed Railway Companies). During 2001/2 they were tasked with building the line between Capua (17 miles north of Naples) and Ceprano (roughly 60 miles south of Rome), and this was the section where the consortium hired 2 EWS Class 37/7s to undertake tracklaying and ballast train work, along with at least 3 other diesel locos, an ex-SNCB (Belgian) Class 6100, a German 'MaK' Bo-Bo no. 7044 and a Romanian Co-Co no. 43050 forming the fleet (what an odd line-up!).

37893 and 37895 were allocated to pool WKGR (Special Projects) during April 2001, and on 20th July 2001 they left the UK and were sent to Italy by rail via the Channel Tunnel. 37893 was repainted into EWS livery before departure (37895 was already in EWS colours).

37s embark on their own 'Italian Job'...

Echoing the famous three Minis film, the Class 37s had a mission: After having successfully wound their way through the Alps, they set out to help complete the high speed line from Rome to Naples, in Italy, in concert with Belgian, German and Romanian locos working on the new railway - and finding out who came up trumps!

From July onwards, both locos were put on their own 'The Italian Job' mission to do their part building sections of the Milan to Naples high speed line, and they continued on works trains until mid-2002, working from the Capua base for loading ballast trains, progressively travelling to drop ballast at more northerly sites as the work continued.

Right: 37893 drops ballast on the new spur to the high speed line near Capua, with one of new electrification masts erected, on 5th March 2002. Kim Fullbrook





Above: 37893 loads up with ballast in the new yard north of Capua. Note the ex-Belgian SNCB Class 6100 diesel in the background, cast aside as the Italian crews actually preferred 37s! 5th March 2002. Kim Fullbrook

They were known to have progressed further and been based at Tora e Picilli, then at their final base of Ceprano where they completed their duties without any fuss, and it was a known fact the Italian crews *preferred to use Class 37s whenever possible* – you simply can't beat English Electric traction anytime and anywhere, they certainly lived up to expectations (it was similar a story in France, when they were used on all ballast trains most days whilst assortment of French and Dutch locos were stood idle!)

The normal operations on the construction line would comprise several round trips per day on ballast trains from base to worksites, operating with a single loco at one end, which meant propelling movements back to the ballast loading point, with the driver keeping in touch by radio with a 'lookout' at the other end of the train.

Not content with being 'domiciled' on the new high speed line under construction, rather akin to three Mini cars racing through the Via Roma, Palazzo a Vela and down the steps of the famous Gran Madre di Dio; both 37s were reported to have actually worked under their own power onto the Ferrovie dello Stato (FS) Italian national network, in order to deposit and pick up ballast wagons (anyone got photos by the way?)

Once this section of line was completed, 37893 and 37895 were retained in the country, pending possible further contracts on other sections of the high speed line, but these were not forthcoming and they returned to the UK, arriving on 7th March 2003. Both locos returned to regular freight duties; however by Sept 2004 they were put into the 'tactical reserve fleet' by EWS and subsequently stored at Bescot Yard, where they still remain at time of writing.

With thanks to Colin Dunlop and Kim Fullbrook for assistance with this article.

Summary of 37s in Euroland

The Editor hopes that you enjoyed the 3-part series of Class 37s working in mainland Europe, now concluded with our Italy article, and in order to 'sign off' the European series, here is a pictorial record of each country where the class have worked:

FRANCE: Doing their part to help build the new TGV-Med line in southern France, a pair of SNCF-operated 'Dutch' livered 37s, nos. 37071 and 37046, leads a lengthy ballast train as workmen get ready to drop fresh ballast on the track near Eurre, not far from the major city of Valence, on 14th October 1999. *Mark Grimes*



SPAIN: One of two pairs of GIF-livered 37s (operated by Adif by the time this photo was taken) at the Vilafranca del Penedès base, 57km west of Barcelona, 37800 and 37799 (L33 and L29 respectively) stand with a fully loaded ballast train ready for despatch to a worksite the next day, on 30th January 2007. *Mark Grimes*

ITALY: During a layover, 'heavyweight' EWS livered 37893, operated by CEAAV, is seen at the head of a ballast train being prepared in the Capua old yard, near Naples, as evening sunset draws in during 4th March 2002. *Kim Fullbrook*



au revoir / adios / arrivederci!

Grand Central 37s (the train that never was!)

Photos and review by Mark Grimes

Open Access operator Grand Central, which had started train services between Sunderland and London Kings Cross in December 2007, suffered reliability problems with their HST power cars with two thirds of fleet out of action. This necessitated loco-hauled substitution, initially with 'Skips' and when problems arose second time around they hired the same locos only for them to be prevented from running due to GC's safety case not covering them (the first time around was an oversight!). EWS had to scramble 37401 and 37417 from Warrington Arpley on 14th May, and they undertook test running with EWS maroon stock the same day from Tyne Yard to York and returning to Tyne Yard via the coast, as prelude to commencing shuttle passenger trips between Sunderland and York. But they were also prevented from working as the safety case did not allow for them to be used either, such is the ludicrous nature of red tape on today's railways!



Left: 37401 on the inaugural Grand Central Class 37 test run, 5Z31 15.50 York Holgate-Tyne Yard, at Dawdon on the coast line, 37417 at rear. Wednesday 14th May, 2008.
Mark Grimes

The following day, when GC's only operational HST set, working 1A60 06.41 Sunderland to Kings Cross had failed at Thirsk and terminated at York, an amazing twist took place when 37s sitting at Tyne Yard were called up to take the HST to

Heaton! The 37s then made round trips on the coast and ECML over the next couple of days, run by EWS to enable Tyne Yard drivers to refresh their traction knowledge with the class. Both returned to Warrington Arpley on 20th May.

Right: 37401+37417 haul the dead Grand Central HST over the Durham viaduct, working 5A60 11.50 York Holgate to Heaton, on Thursday 15th May, 2008.

Mark Grimes



Class 37 preservation scene latest

An occasional preservation pictorial update: some locos that have worked their first duties or at new locations since the last such feature was published in 'Syphon!' no.130.

Top right: 37190 (currently as 37314), based at Butterley, is spending the 2008 season on the Great Central Railway, covering for Class 40 no. 212 'Aureol' which couldn't make it. The Large Logo 37 passes Swithland Sidings on its first run on the GCR with 2B40, 17.20 Leicester North to Loughborough Central on Friday 12th April 2008. *John Pinion*



Centre left: Ruston-engined 37906 visited the Swanage Railway for its annual diesel gala. It is pictured crossing the Purbeck stone-built Corfe viaduct, working 2H02 Norden - Harmans Cross shuttle, near Corfe Castle, on Saturday 10th May 2008. *John Pinion*

Centre right: 37275 was once part of the C37LG fleet, privately owned but restored from as-withdrawn condition by the Group volunteers. It has since been sold to another preservationist, based at Barrow Hill, who carried out further work including fitting domino-style centre panels. It made its first passenger trains in preservation at the Swanage Railway during their diesel gala on 10/11 May 2008. 37275 stands at Swanage awaiting its next turn of duty. *John Pinion*



Bottom left: Owned by the Devon Diesel Society and based on the South Devon Railway, superbly restored to its original as-delivered condition, green D6737 visited the KWVR for their June diesel gala (along with 37087, see centre pages). Here it passes the headshunt at Keighley with the 15.00 Keighley to Oxenhope, in sunny weather on Sunday 8th June 2008. *David Ross*

Buffer Puffer Tours - past and latest

All photos by Colin Dunlop

A series of 'Buffer Puffer' excursion trips have run to a number of branch and secondary routes using diesel locomotives and stock in top-n-tail formation (owing to lack of run-round facilities on most branches) to destinations where multiple-unit trains are the only regular trains, and it is not surprising they have proved to be popular with enthusiasts. They have covered a variety of lines in Greater London and Strathclyde. A pictorial record of these trains is featured, including never-before-seen photographs of the first such train, on Saturday 20th March 2004, featuring 37047 and 37203, plus couple of the later tours.



Top left: The one that started it all. The first Buffer Puffer tour to run, 1Z91 from London Marylebone to Fenchurch Street, had two Mainline Blue livered locos, 37047 and 37203, and the latter is pictured snaking its way through the urban suburbs on single track in this rather unusual elevated view whilst approaching Raynes Park, after paying a visit to the Chessington South branch, en route to London Waterloo on Saturday 20th March 2004. *Colin Dunlop*

Bottom right: With a black headcode panel, 37047 crosses the River Thames bridge on the Brentford Loop near Barnes Bridge, after having visited the Windsor & Eton Riverside line, on Saturday 20th March 2004. *Colin Dunlop*





Top left: With the gasworks tower dominating the background scene, this view shows 37416, still in Royal Scotsman maroon livery, approaching Shoeburyness on 1Z37 from London Blackfriars, with the 'Buffer Puffer Volume 3' which had visited the Eastern delights of Hertford East, Chingford and Enfield Town on Saturday 19th February 2005. *Colin Dunlop*

Centre right: 37416 again, this time at London Fenchurch Street, forming the rear of 1Z38 from Shoeburyness (37406 was at other end) bringing a loco-hauled train into this EMU-only terminus station (well, the station needs livening up from time to time!) meanwhile one of newer landmarks of the capital, the Gherkin Tower, is visible in this view, on Saturday 19th February 2005. *Colin Dunlop*



Bottom left: To bring the Buffer Puffer story up to date, 37401 (with 37405 at other end) crosses Oxted viaduct with the most recent trip, working the Uckfield to East Croydon stage of 1Z38, on Saturday 8th March 2008. The 'Buffer Puffer 6.1' ran from London Cannon Street to Kings Cross, via a rather convoluted route taking in Uckfield, East Grinstead, Crystal Palace, Lewisham, Blackfriars, Willesden, to name but a few! *Colin Dunlop*



Caption Contest (just for the fun of it!)

Why is your Editor trying to disguise the actual identity of a certain Class 37 with another class type?

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

Photo: Mick Chester

Entries to previous Caption Contest

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

From Stu Watson: "Everyone stand well back and cover your ears!"

From Peter Holden: " 37003 and Mick learn to like each other"

From Philip Cole-Wallace: "This is one L of a machine"

Photo: Mick Parker



Publicity Exchange:

The Deltic Preservation Society

Formed in 1977 by a small group of enthusiasts from Northamptonshire, the Deltic Preservation Society (DPS) originally intended to preserve & operate one working example of the Class 55 Deltic locomotives. At the outset the Society was told by several senior railwaymen that they had no chance of being able to purchase and maintain a Deltic in operational order. How wrong they were! When the Class was finally withdrawn in early 1982 the Society membership peaked at more than 1500 and they actually bought two - Alycidon (55009) and Royal Highland Fusilier (55019). The DPS' success came from the huge enthusiast following and even greater goodwill from railwaymen that the Deltics had at the time. The Society's third Deltic, Tulyar (55015), then based at the Midland Railway Centre, was purchased from Peter Sanson in 1986.

D9009 and 55019 returned to the main line on May 22nd 1999, which will forever be remembered as 'Deltic Super Saturday', with both on the ECML along with D9000 Royal Scots Grey. After this their two Deltics were used on various VSOE operations and hauled DPS-organised excursions. DPS mainline operations ceased in December 2005 with the retirement of its Engineer.

Thirty-one years after the DPS was formed, the society is still widely regarded as a leading locomotive preservation society. July 2003 saw the DPS granted Charitable Status by the Charities Commission, recognising the society's commitment to educate the public about the achievements of the Deltic locomotive in British Railways' history. The DPS website www.thedps.co.uk can be visited to find out about all aspects of the Society's activities past & present. Within the website there is a members-only section for the very latest news and gen. Our journal, Deltic Deadline, is produced bi-monthly by the Society with news & views on Deltics.

If you would like to join the DPS then please refer to the 'Join' section of the website. Alternatively, contact the Membership Secretary at 36 Melbourne Road, Wakefield, WF1 2RN.

The Deltic Preservation Society Ltd is a Registered Charity, Number 1098733. Registered Office: The DPS Depot, Campbell Drive, Barrow Hill, Staveley, Chesterfield, S43 2PR.

C37LG items for sale

Much of our stock is discounted from RRP, all proceeds go to the restoration fund - and there's **no charge for P&P!** Please drop a line to Mick Parker with your order and a cheque payable to 'The Class 37 Locomotive Group' (address on page 2). **Thanks for your support!**

DVDs (not all are pictured):

NEW! 'Sector 37' - £19.95

'Thrash' ~~£19.95~~ **£19.00**

'Carry on Clagging' ~~£19.95~~ **£19.00**

'Carry on Clagging 2' ~~£19.95~~ **£19.00**

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

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

'Modern Traction Archive' ~~£14.95~~ **£12.50**

'Syphon Celebration' ~~£12.95~~ **£12.50**

'The Scottish Region Class 37' ~~£10.95~~ **£10.00**

'Traction Memories' ~~£6.95~~ **£6.50**

'Loco-hauled memories' ~~£12.95~~ **£12.50**

'Road to the Isles' ~~£12.95~~ **£12.50**

'Farewell in the Valleys' **£14.50**

'Down the Coast' **£9.50**

Mousemats: LG (24 x 20cm) **£4.00**

Books: 'Preserved Heritage Traction' (last few!) ~~£14.95~~ **£10.00**

Keyrings: Exclusive to LG! (both sides shown) **£1.00**

Badges: BR Blue 37003 - exclusive to LG! (1" width) **£3.00**

Also (not pictured) high-quality enamel badges (1½" size) of large logo 37111, large logo 47, Virgin Trains 57/3, maroon Western and Wessex Electric - **£4.00** each

Bookmarks: Exclusive to LG! **50p each**



Spares Appeal Fund - Thanks

Derek Lott (member no. 37056)

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 a job for you! Please contact any Committee member (details on page 2).

Coming up in the next issue...

Something different for next issue of 'Syphon!' - 100% Scottish theme (no compromise!) features the story of Class 37s working the Royal Scotsman luxury train through the years, scenes of the much-lamented Eastfield traction depot, the Kyle of Lochalsh line, Rugby's loco-bashing tales north of the border, and a review of Bo'ness Diesel Gala due to take place on Sept 27/28.

Syphon!

37411 *The Scottish Railway Preservation Society* leads
1E23 (SO) 15.32 Carlisle to Leeds, Arriva Trains Northern
service, with 37408 *Loch Rannoch* at rear, crossing Arten
Gill viaduct on the S&C line. Saturday 7th August 2004.
Peter Robinson

