

# Syphon!

Issue 136  
Jan - Mar 2009

[www.e37lg.co.uk](http://www.e37lg.co.uk)

The official magazine of the Class 37 Locomotive Group

## **37003 to move to Mid-Norfolk - and to go mainline!!**



### **IN THIS ISSUE:**

The future for 37003

37s on Railhead Treatment Trains

Review of Bo'ness Class 37 Day

EE 12CSVT's in Kenya

1970s BR Blue nostalgia

August '85 Bashing Memories



**Issue 136**

**Volume 3**  
**01/09-MG**

**Jan to Mar**  
**2009**



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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](http://www.c37lg.co.uk) can also be sent to the Editor or to Mick Parker. Mick also deals with any enquiries regarding the website.

### **FRONT COVER:**

Direct Rail Services Class 37 no. 37510, the former Thornaby machine, across the Durham viaduct on the ECML whilst leading 3S10 Kingmoor-Nunthorpe-Kingmoor circuit with the Railhead Treatment Train, on Friday 28th November 2008. *Mark Grimes*

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

*Magazine editor: Mark Grimes - [mark@c37lg.co.uk](mailto:mark@c37lg.co.uk)*

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EWS liveried no. 37899 at Darlington, working freight train with aluminium ingots.

**CONTRIBUTORS TO ISSUE 136 (articles and photographs):**

Dave Bramley, Mark Grimes, Steve Hollis, Peter Holden, Mike Millward, Peter Robinson, Peter Rodgers, Dave Ross, Mick Sasse, James Welham & Barry Wetherell.

**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!).



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## **EDITORIAL & NEWS**

January 2009

Dear members and supporters,

We begin the new year on a positive note, with the confirmation of 37003's move to new base on permanent basis, along with plans by the Committee on a grand scale to mark the 50th anniversary of the class in 2010 (see below).

With the emphasis on fundraising drive (see point 4 on next page) a few economy measures have to be taken in order to maximise the funds, which the 'Syphon!' will be limited to 20 pages per issue through the year, to keep the printing costs down. The monthly BYOT draw is going well - if you haven't joined, please consider doing so (it's only a quid each month at least).

Thank you for your support,

Mark Grimes

'Syphon!' Editor, Class 37 Locomotive Group

Email: [mark@c37lg.co.uk](mailto:mark@c37lg.co.uk)

### **37003's bright future**

We hope that all our readers will have heard from the railway press or from the internet back in December about our exciting plans for 37003. Once discussions with our new host railway had been successfully concluded, we felt it right to inform our members, and then the wider public, as quickly as we could, rather than await the next *Syphon!*, but we'd like to take this opportunity of summing up our plans again:

1. *A move to the Mid-Norfolk Railway.* We're absolutely delighted that the MNR have agreed to add 37003 to their home fleet. We suspect that the MNR will need no introduction to any diesel preservation enthusiast, as it is one of the country's premier diesel-oriented heritage lines, with an 11-mile line connected to Network Rail, a passing loop being installed in the next few weeks at Thuxton, and northward extensions under construction. They also have excellent facilities and a highly supportive volunteer-led team. It's very clear that, as excellent hosts as Anthony Coulls and the Locomotion Shildon team have been, 37003 needs a chance to stretch her legs regularly and haul full-length trains. Furthermore, both the C37LG and 37003 herself have their roots in Norfolk: the group was formed in 1984 of East Anglian Syphon bashers, and 003 spent much of her early life at work on the Great Eastern lines!
  2. *Restoring 37003 to mainline standards.* With a target of December 2010, to coincide with the 50th anniversary of her entry into service with British Railways, we intend to prepare '003 for full Network Rail certification. We have costed the work required, and believe it is a realistic commercial proposition for the Group, with '003 working a limited number of railtours. Future work on '003 will be carried out with mainline operation in mind, and our fundraising efforts will be in line with this aim - although it's clear that we need all possible support from our members and supporters in order to achieve this aim.
  3. *Achieving charitable status for the C37LG.* There are strong financial incentives to doing this: the tax advantages are very real. We already have an educational role, and railway preservation has been recognised as a potentially charitable activity under the heading of "public education". We therefore believe that this is eminently achievable, and very much in the interests of our members, and of the preservation of class 37 locomotives.
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4. *Launching a major fund-raising efforts.* We're very much aware that economic times are tough out in the "real world" - but we also know that our plans for 37003 are achievable and affordable, because we know how much support we have from our members! During 2009, we're going to be redoubling our efforts to raise the funds required for the oldest privately-preserved 37 to celebrate the Class's Golden Jubilee in style: on the Big Railway!

### **STOP PRESS!**

*An update on the above:* You will unfortunately have heard that the move to Dereham did not go ahead on 16 December. Sadly a combination of circumstances defeated us at the last minute: flat batteries both on 37003 (after a long period out of use) and on the Shildon 08 mean that we could not charge 37003's air system, and in turn DRS, who were to do the move, could not sign off the loco as able to be towed air-braked on the mainline. A plan to use the DRS engine to test the brakes on the day unfortunately fell through at the last minute. This meant that we sadly missed our slot to take advantage of this rail move to Dereham. However, after this minor setback, we in the Committee have been working hard to get '003 moved to Norfolk. The move may well still be by rail, but the decision will need to be based on getting her to her new home swiftly, safely and without spending too much of our resources that we'd sooner spend on '003 herself. As we closed for press, the Committee were close to agreeing a move, but it hasn't yet been finalised. Of course you, our members, will be the first to know as soon as we're sorted - so make sure you're on the members' Yahoo list to be sure of the latest gen! (Just drop an e-mail to Mick P if you're not yet).

### **Loco fleet update - 2009**



**37003:** The loco had UAT axle and equalising beam test undertaken before end of the previous year, to ensure they are in full working order; tank inspection was done and refitted AWS magnet under the No.1 bogie. Air brake tests were carried out in advance of being towed on the Network Rail tracks to Wymondham (thence Dereham on the Mid Norfolk Railway) but the move fell through at last minute - see the story above. By the time next issue is out, 37003 should hopefully be at its new home, members will be the first to know via members-only egrop email (if you haven't joined, please do so!).

**37175:** Bodywork progress continue to be undertaken by volunteers at Bo'ness shed, which can be seen on right photograph showing the newly applied undercoat patches after remedial bodywork attention had been done. The repaint into new livery was not completed before the Class 37 Day gala on 3rd Jan 2009, and worked some trains in this guise. However, as we went to press, 37175 should be resplendent in a new livery just in time to haul special train for 'Stag Do' of a certain Group member...





## Review of 2008 RHTT's

It was that time of year again when DRS 37's were in action on the annual Railhead Treatment Trains, to clear the lines from build up of greasy effects by falling leaves (no jokes with that expression!) which 2008 has more Class 37 action compared to 2007 from bases of Carlisle Kingmoor, Crewe Gresty Road, Stowmarket and York.



*Top left: The only example of regular solo working of RHTT was the 3J96 Crewe-Holyhead round trip diagram, as 37423 is pictured at Northgate Locks in Chester, on Monday 27th October, 2008. Dave Bramley*

*Top right: On the same day, 37423 at Crewe station after working the stint. Dave Ross*



*Bottom left: 37609 at Holyhead, ready to depart after run-round with the 3J96, on Tuesday 28th October, 2008. Dave Bramley*

*Bottom right: 37229 'Jonty Jarvis' passes Gateshead MetroCentre, on the approach to Blaydon, working the 3S10 during Tuesday 18th November, 2008. (It was the photographer's fourth attempt to nail down the 3S10 in sunny conditions - perseverance finally paid off!)*

*Mark Grimes*



*Right: 37261 and 37087 'Keighley & Worth Valley Railway 40th Anniversary 1968-2008' worked out of Stowmarket base, with the 3S60 at Kelvedon, on the Great Eastern Main Line, on Tuesday 28th October, 2008.  
James Welham*



## **Class 37 Day at Bo'ness**

**Photo and review by Mark Grimes**

On Saturday 3<sup>rd</sup> January, 2009, Class 37 operating day took place at Bo'ness for the second year running, following on from successful last year's event (see Syphon 132 for short review) with haulage using resident pair 37025 'Inverness TMD' and 37175, supplemented by guest appearance of DRS 37611, which had no doubt been influencing factor in the healthy turnout of haulage fans and lineside photographers at the gala. C37LG had their sales stand on board the train all day, which did reasonably well and raised funds, with thanks to SRPS for co-operation.

There were in fact total of *five* 37s at Bo'ness during the gala, immaculate 37025 continuing to perform superbly, 37175 was still in a rubbed-down bodywork condition, its repaint was unable to be completed in time for the gala, but it is hoped that it will be done in time for a private charter on January 31<sup>st</sup>. Appearance of 37611 was made possible by efforts from few SRPS lads who have contacts with DRS, and the company agreed to send 37611 at short notice. Other two were stabled in the sidings, recently acquired 37403 and 37413 from EWS and had arrived only couple of months earlier. 37403 is owned by SRPS and part of the Collection, will be restored to working order in not too distant future whilst 37413 is privately owned by an individual and has an agreement with SRPS to base the loco at Bo'ness.

The event was successful and next one is already booked on Saturday 2<sup>nd</sup> January, 2010!

*Right: DRS 37611 prepares to depart from Birkhill, with 1Y06 12.03 to Bo'ness, on Saturday 3rd Jan, 2009.*



## English Electric 12CSVT's in Kenya

Photos and report by Mark Grimes

You may be wondering what has this Kenya article got to do with Class 37s? In fact, it has got a lot in common. East African Railways & Harbour Corporation (Kenya Railways) had ordered a total of 44 Class 90 diesel locos from English Electric, in four batches between 1960 and 1969, and powered by 12CSVT power units – which are identical to Class 37s, though rated at 1,840hp. The first batch of 10 was built at Robert Stephenson & Hawthorn workshops in Darlington during 1960 and the rest were built at EE's plant in Newton-le-Willows between 1964 and 1969. Originally designated Class 90 (9001-9044) they were later changed to Class 87, with same sequence of running numbers.

During my stay in Nairobi before embarking on a safari trip, I took the liberty to call into the Rift Valley Railways (formerly Kenya Railways) headquarters building and asked for permission to visit depot and workshops, and I was guided to an office, ended up in Director's! The top man himself wasn't in, but very helpful secretary made phone calls and they provided a staff member to guide me around the site all afternoon, whom I had met Jonathan Edwards, the chief engineer, had unrestricted access and took photos. I was given VIP treatment - awesome!



**Above: Stored no. 8723 at Nairobi workshops, on 11th December, 2008. It carries KR livery.**

**Right: No. 8735 receives maintenance inside the workshops in Nairobi, on 11th December, 2008.**

It can be ascertained that Kenya is the last African country where EE's still operate. 12 examples are officially listed as active, though only few are used in traffic and assigned to some passenger trains on Kisumu and Nanyuki branch lines (north of Nairobi). There is thrice-weekly service between Kisumu and Nairobi, which EE 87 works between Kisumu and Nakuru, with General Electric 93 working east. Whereas there is only one service per week to Nanyuki, with 07.30 Saturdays only from Nairobi and 07.30 return next day (with journey time of 10 hours!). Thrice-weekly passenger trains on the RVR's main route, Kampala-Nairobi-Mombasa, are in the hands of the GE's. If you want to get some English Electric action in Kenya, don't hang about and book your plane ticket...

More detailed information on English Electrics abroad can be found on the excellent [www.12csvm.com](http://www.12csvm.com) website.





**Syphon! Pictorial****When blue was the colour...**

Something bit different for 'Syphon! Pictorial' - BR Blue era during the 1970s and 1980s are featured in this issue, with Thornaby locos and the North East region. On 5th July 1987, Darlington Bank Top station celebrated its centenary and Thornaby depot sent their pet loco, 37069, there during the occasion. Other pictures feature some shots during the Seventies - it was the decade when BR Blue reigned supreme.



*Left: Class 37 no. 37069 'Thornaby TMD' with a Ped at the Darlington Bank Top station during centenary event, 5th July 1987. Today, 37069 is still active on the national network with DRS, minus the front end splitboxes!*

*Peter Rodgers*

*Right: Thornaby's boiler-heat 37095 passes through Blaydon, on the Tyne Valley line, with 5G19 Heaton to Hexham ECS to form a return schools excursion to Dronfield (near Chesterfield) after an educational visit to the Roman Wall. 29th June, 1977. 37095 was withdrawn from traffic in 1999, and scrapped at Carnforth in 2005.*

*Peter Robinson*





Recently restored to BR Railfreight grey livery as it was in the 1980s, based at Thornaby depot, 37518 in full glory with Kingfisher logo, reflected in the calm water of the River Nene as it crosses the bridge on approach to Wansford during a private driver experience trip hauling NVR's rake of continental coaches, on Friday 26th September 2008. *James Welham*

**Syphon! Pictorial**





**Syphon! Pictorial****Time Machine: 1970s nostalgia!**

Photos by Peter Robinson

It was the BR Blue decade during 1970s, when just about every loco was in that colour and 37s were a daily sight on freight and passenger trains in most parts of the UK.

*Right: 37077 at Benton, on the East Coast Main Line, working a Newcastle Central to Edinburgh Waverley semi fast service on 29th August, 1979.*



*Left: 37077, this time working a special oil from Grangemouth to Teesport, conveying a 'double load' which comprised 8 empty 100 ton bogie tanks and 18 loaded four wheelers plus one HAA barrier, on 18th September, 1979.*

*Note from photographer: The load was estimated at least 1200 tons. The bogie tanks were detached at Tyne to go to Jarrow terminal.*

**D6777 / 37077 FACTFILE SUMMARY:**

Built by: R Stephenson & Hawthorns at Darlington; Works Number EE/RSH3069/8323, in 1962. First allocated to Thornaby (51L) on 12-10-62. Also allocated to various depots during its career. Renumbered to 37077 under TOPs system in 1974, also repainted into corporate BR Blue livery. Named 'British Steel Shelton' at BSC Lackenby 30-9-85 (name removed July 1987) also named 'Hurricane' unofficially (painted-on name) at Tinsley 01-10-89, removed upon transfer to ML. Last known passenger train working was 2D73 20.22 Bangor-Chester service, on 19-05-99. Worked in France, on the construction of the LGV-Sud High Speed Line during Sept '99-July '00. Stored upon arrival from France, eventually on tender list in Dec '08, sold to CF Booths for scrap.

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## **August '85 Bashing Memories**

Story and all photos by Steve Hollis

### **AUGUST 85 – PART 1**

Living in Ilkeston in between Derby & Nottingham, class 37 haulage on service trains was not exactly plentiful, even though plenty of locos were always about on freight duties, & nearby Toton depot could be relied upon to have quite a few locos around, particularly on a Sunday when you could virtually walk round unchallenged.

Having commenced class 37 haulage in 1983 at the respectable age of 12, money restrictions & school were the biggest hurdles to loco bashing in general.

#### ***'Over protective' parents***

A handful of locos were done whilst on holiday near Scarborough on Sheffield & Newcastle turns, but over protective parents not quite understanding why railways were of far greater interest than the beach or pointless sightseeing were a constant battle.



**Left:** During the family holiday in Scarborough, one of visits to the station had produced this view of 37046 waiting to depart on a train to Newcastle on Tuesday 24th July, 1984.

#### ***Taste of real freedom dawns...***

However 1985 looked a promising year as funds were a little more plentiful, midland railtour weekly rover tickets were still available & cheaper than Wilko's, along with tractors taking over from the rats on the Cambrian turns.

Also, the map on the back of the "Midi" rover tickets as they were known included Cheltenham which meant extra flexibility of the NE-SW route which would ultimately prove an added bonus.

Both myself & my brother were aware of the infamous relief trains along the NE-SW route producing interesting traction, along with the more preferable mark 1 compartment carriages.

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The previous summer of 1984 we had missed 37006 on 17<sup>th</sup> August on a York - Plymouth relief, having passed it at Burton whilst heading North to hopefully intercept it at Derby. (Note: see picture of this working at Derby on 1980's timewarp website).

It would be many years later this loco was finally scored for haulage, albeit in it's far less appealing form of 'heavyweight' 37798.

Anyway, the summer school six week holiday break commenced with a holiday in Devon.

Whilst the parents went out for the day, myself & my brother were let out to play with week long Devon Ranger tickets which whilst thoroughly enjoyable, did not contain much class 37 action.

Indeed, the only tractor haulage was a very rateable Tinsley machine 37024 far from home on the 1V32 10.20 York – Penzance relief on 27<sup>th</sup> July which was had between Exeter St David's & Newton Abbot (photograph below).



**Left: Tinsley allocated no. 37024 calls at Newton Abbot, working 1V32 10.20 York to Penzance relief train. Haulage was had from this rateable machine using Devon Ranger ticket.**

This really made the week, & whilst everyone has their own personal favourite machines, for me the eastern region split box machines allocated to Gateshead, Thornaby & Tinsley always looked more imposing.

### ***Gateshead 37s - the most imposing locos...***

These locos had bags of character with the split boxes, gangway doors still in-situ on most locos, along with crests on the Gateshead locos.

To me these machines were unsung heroes of the time, with their usually grubby BR blue paintwork covered in brake dust, but in my opinion still always looked neat & tidy with their trimmed off buffer skirts, oval buffers & plated over headcode boxes.

Especially with no fancy paintwork additions such as black paint on the headcode boxes, painted up bogies or names etc.

Anyway, with Devon holiday & ranger ticket complete it was back home, with a sense of anticipation at what could be had during the remainder of the six weeks holiday on "Midi" rover tickets.

The only exceptions I suppose being the five Thornaby machines named after steelworks later that year in September. (They were: 37062 British Steel Corby, 37066 British Steel Workington, 37071 British Steel Skinningrove, 37077 British Steel Shelton and 37095 British Steel Teesside, they all were named at BSC Lackenby on Monday 30th September 1985. For a good measure, photo of all five together at Thornaby depot below! - Ed).



**Above:** Line up of all five scruped-up 37s at Thornaby depot, on 29th September 1985, during a photo-call before the multiple naming ceremony took place at BSC Lackenby the following day. *Peter Robinson*

## **AUGUST 85 – PART 2**

The following week after returning from Devon a “Midi” ticket was purchased & armed with loco hauled 1H85 book, myself & my brother along with a couple of other mates set out at Derby station on Monday 5<sup>th</sup> August.

Speaking to fellow bashers, we soon established the times of the relief trains on the NE-SW route which usually passed through Derby & Birmingham around noon or early afternoon.

So after doing the twenties on the Derby & Leicester – Skegness turns most mornings, we were usually camped back at Derby by dinnertime in expectation of what the relief trains would produce.

### ***Optimism diminished...***

Unfortunately our optimism at securing tractor haulage was soon diminished as a Monday, Tuesday & Wednesdays trains all produced NB peaks & duffs.

However not to be disillusioned we tried our luck on the Thursday 8<sup>th</sup> August.....

Standing on platform 4 at Derby station the approaching 1V32 10.20 York to Plymouth relief train was announced & we held our breath again whilst looking for a sign of the train approaching from the north.

Then a yellow front appeared and few seconds later it was obvious a spilt box tractor was up front.

The apprehension soon turned to excitement & anticipation as it approached & finally rolled past... 37008 complete with Gateshead crests under the number ... Perfect.

**Right: Gateshead loco 37008 at Derby, working 1V32 10.20 York to Plymouth relief train on Thursday 8th August 1985.**



A solitary photograph was taken at it stood at the south end of platform 4, with photography being cost prohibitive & selective back in those pre-digital camera days, & how I now wish I had taken lots more photos.

Aboard the train & thankfully near the front looking out a vestibule window, the green light appeared on the signal, the whistle was blown & right away given.

***"...the non-stop passing of Burton on Trent being memorable as flailing arms & shouting prevailed no doubt creating quite an impression to the normal's on the station platforms..."***

The loco eased forward slowly at first then erupted as a show of power & aggression, followed by brisk acceleration & we were on our way. The journey to Birmingham New Street was quite superb as 37008 provided possibly one of the fastest runs between these two points that I have ever experienced.

Window hanging all the way, every aperture was taken by bashers with the non-stop passing of Burton on Trent being memorable as flailing arms & shouting prevailed no doubt creating quite an impression to the normal's on the station platforms.

Whilst enjoying the journey a dilemma arose, as the next stop after Birmingham New Street was Bristol Temple Meads, & our "Midi" rover ticket only covered the route to Cheltenham Spa.

Therefore we would have to bail at Birmingham New Street unless we could find enough ching to cover a supplementary fare to Bristol.

At this point, plenty of discussion was being made by the bashing fraternity on the train.

Apparently 37036 a Tinley based vacuum braked (isolated) boilered loco was following 37008 on the 1V46 12.55 York – Cardiff relief.

The day was about to get even better...

Checking the times, it was bit risky trying to get back to Derby for this, & as the train called at Cheltenham Spa, it was decided to play safe & have a ride up to Bescot instead to kill some time before 37036 arrived.

**Right: During the quick visit to Bescot, one of 37s that evaded passenger haulage during the Summer, Thornaby's 37078 'Teesside Steelmaster' runs light engine through the station, on Thursday 8th August 1985. Note unusual small numbers applied above centre cab window.**



Back in position at Birmingham New Street, 37036 duly rolled in complete with mark 1 stock.

On board the train was packed mostly with the same bashers off 37008's earlier train. Window hanging for most of the journey we slowed for Cheltenham Spa, & were held for sometime outside the station.

***The pair that got away - pair of Lickey bankers!***

A burst Peak at the head of a stock of mark 1 carriages, was being shunted into the loop ahead in the distance. Shortly afterwards we rolled into the station & waited on the northbound platform for the next train back.

Most of the discussion was about the failed Peak & it's train as we had passed the Lickey bankers on our way south. Sure enough, 37165+37210 were sent to rescue the Peak & it's stranded train.

Frustratingly we could do nothing as we boarded 50049 & headed back to Birmingham New Street following the bankers & its rescued train up the Lickey incline.

We were not that far behind this train & could actually see it in the distance with the exhaust thrash as they hauled the dead Peak & it's stock up the bank.

Back at Birmingham New Street we legged it over the platform to see 37165+37210 still attached to the train.

Predictably though the tractors & peak came off to be replaced by something far less interesting.

The Peak was no doubt dumped at Saltley depot, before the bankers returned to Bromsgrove.

To this day, I still keep thinking *what if* we had made the Peak's train at Cheltenham Spa. Surely this would have made an excellent day!





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

Bo'ness lads roll hay bale from the railway line, and just what may the Group member Neil McDonald be thinking?

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

*Photo: Dave Ross*

## Entry to previous Caption Contest

Is Mick Chester 'surfing' on top of 37003, and why?

"Mr Chester's suggestion of raising much-needed funds for 37003 by making low budget "adult-oriented" DVD was rejected after censors refused to grant it a certificate."

*Caption submission and photo: Mick Sasse*



## Publicity Exchange

### **RRRG**

**Renown Repulse Restoration Group** was founded in 2002 when it became clear that the engineering charity Operation Collingwood had failed, and the two locos in best condition, 50029 Renown and 50030 Repulse, were in danger of being scrapped. Once we had bought the locos we set up a base in the yards at Rowsley South station on Peak Rail in Derbyshire. Our first task was to make them presentable as almost ten years' open storage had not been kind and the Network South East paintwork had deteriorated badly. The results were very impressive and received much praise when unveiled at a Peak Rail diesel gala, with Renown disguised as long-scrapped 50003 Temeraire as a publicity stunt.



Photo by Dominic Jaskson, RRRG

We estimated Repulse to be 85% intact when we bought the locos with the missing parts being mainly engine components, e.g. fuel injectors, brake frame & electrical cubicle parts and cab fittings. Renown, although less complete, is still considered worthy of restoration but is a long-term project as efforts are concentrated on 50030 for now. We've been fortunate to acquire the vast majority of the critically important spare items as our project has progressed.

The rebuild of the electrical cubicle in Repulse is progressing extremely well, as is the power unit rebuild, and the Auxiliary and ETH generators are away being professionally overhauled. Other plans for 2009 include rebuilding the brake frame plus rebuilding one cab to use as a "show home" for our project. We currently estimate Repulse could start up in 2013 or earlier, following which we start with Renown! We actively welcome new members, skilled or keen to learn – for more details visit the Group website at [www.renownrepulse.com](http://www.renownrepulse.com) or e-mail [membership@renownrepulse.com](mailto:membership@renownrepulse.com) to get the latest information.

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### **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 (applies to members only)**. Thanks for your support.

#### **DVDs:**

'The Ultimate Collection' Class 37 Triple DVD set **(4h35m!) £29.99**  
'Cl 37 Tribute' v1/v2 set **£22.50 (pair)**  
'Sector 37' **£19.95**  
'Carry on Clagging v2' **£19.95**  
'Class 37 Tribute' v2 **£19.00**  
'37 Fade Away' **£19.00**  
'Carry on Clagging v1' **£19.00**  
'Carry on Clagging v2' **£19.00**  
'Syphon Celebration' **£12.50**  
'The Cardiff-Pwllheli 37' **£10.50**  
'The North Wales 37' **£10.50**  
'The North West 37' **£10.50**  
**Mousemats:** (24 x 20cm) **£4.00**  
**Books:** 'Preserved Heritage Traction' **£12.50**



**NEW! Exclusive high quality china bone mugs with 37003 and the logo £6.00 each**

**MORE STOCK ALSO AVAILABLE, CAN BE VIEWED IN SALES PAGE OF OUR WEBSITE**

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### **BYOT draw winners (Oct-Dec 2008):**

| <b>October:</b>             | <b>November:</b>          | <b>December:</b>            |
|-----------------------------|---------------------------|-----------------------------|
| 1st - 37115 (Mike Millward) | 1st - 37140 (Ian Simpson) | 1st - 37009 (Ian Simpson)   |
| 2nd - 37411 (Ian Dobson)    | 2nd - 37422 (Mick Parker) | 2nd- 37128 (P Cole-Wallace) |

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### **Volunteering with the C37LG**

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

37003 is set for move to permanent home on the Mid Norfolk Railway, and further information on how to get involved to help out at Dereham, will appear in next issue.

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).

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

Review of 37003's move to the Mid Norfolk Railway; latest on the Group news; continuation of member Steve Hollis's August 1985 Bashing Memories (parts 3 and 4) with emphasis on the classic Cambrian NB haulage moves. Along with the usual Syphon Pictorials and stories.

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With EWS becoming part of railway history (now named DB Schenker), we look back almost 10 years ago, when smart EWS liveried 37899 paused at Darlington during crew change, working aluminium ingots originating from Lynemouth, on 12th April 1999. This loco was one of the GIF batch sent to Spain in 2001 and was scrapped there after an accident in 2003. *Barry Wetherell*



**Syphon!**