

# Syphon!

**Issue 145**

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The official magazine of the Class 37 Locomotive Group

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**STOP PRESS!**  
*Bachmann 37003 on  
its way - at last!!!*

**NOW 28 PAGES!**

**37360 back in service**

**Learning the new EE Type 3 in 1967**

**Just how far would you go for 37218?**

**So how does this thing work anyway?**

class **37**  
loco group

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## **Syphon! Magazine**

**Editor:** ([editor@c37lg.co.uk](mailto:editor@c37lg.co.uk))

Mick Sasse  
[micksasse@googlegmail.com](mailto:micksasse@googlegmail.com)

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## **The Class 37 Locomotive Group**

*Registered as a charity in England, no. 1137787*

**Correspondence address:**

60 Babylon Lane  
Anderton  
Nr Chorley  
Lancs, PR6 9NW  
[www.c37lg.co.uk](http://www.c37lg.co.uk)

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**The Committee:** (T) denotes registered trustees

Mick Parker (T)	Chairman, Treasurer, Website Manager Email: <a href="mailto:mick@c37lg.co.uk">mick@c37lg.co.uk</a>
Mick Sasse (T)	Vice-chair, BYOT Lottery Co-ordinator, Magazine Editor Email: <a href="mailto:micksasse@googlegmail.com">micksasse@googlegmail.com</a>
Mike Millward (T)	Technical Officer Email: <a href="mailto:michael.millward@virgin.net">michael.millward@virgin.net</a>
Philip Cole Wallace	Officer Without Portfolio, Railtour Bookings Co-ordinator Email: <a href="mailto:colewallace@btinternet.com">colewallace@btinternet.com</a>
Ian Simpson (T)	Sales & Fundraising Officer and Archivist Email: <a href="mailto:ian9006@hotmail.co.uk">ian9006@hotmail.co.uk</a>
Martin Ranson	Membership Secretary Email: <a href="mailto:members@c37lg.co.uk">members@c37lg.co.uk</a>

If you supply an email address when joining the Group, you will be invited to join the Members' Forum. Feel free to contact the Committee - and other members! - via the forum. We recommend joining, as forum members receive news first. There's also a separate forum for general discussion. Just e-mail Mick Parker with your name, address and membership number.

Mick P also deals with general enquiries and coordinates our website (including the Fleet History). Philip handles members' Spitfire Railtours bookings. Mick Sasse is your contact for any queries about *Syphon!* and the *Buy Your Own Tractor* lottery.

But the committee members are all there for you - don't hesitate to contact any one of us!



**FRONT COVER: Spring at last! The Mid-Norfolk Railway's Mixed Traffic Gala event of 18-20 May 2011 saw the return to revenue-earning service of our very own 37003 (still in the guise of 37360). Here she is seen departing from the run-round loop at Wymondham Abbey, about to form the 16:00 to Dereham on Saturday 19 May.** *Mick Sasse*

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

This issue, our grateful thanks go to: Colin Burgess, Ian Dobson, John Grey Turner, Neil MacDonald, Jamie McEwan, Mike Millward, Mick Parker, Steve Potter, Martin Ranson, Michael Ratledge, Phil Sherringham, Fred Wagstaff, and Bill Wright.

### **SYPHON! - YOUR MAGAZINE!**

We hope you enjoy the new 28-page *Syphon!*. With extra pages we can fit in more features, and we've had some superb articles and pictures submitted. But we can only keep it up if you *please keep them coming!* All sorts of articles are welcome - just look at the variety this issue! And photos from all eras are ALWAYS in demand. Just get in touch! *Thanks!*

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## Editorial & News

Dear members and supporters,

First of all, some house-keeping things: you'll notice that we've now gone back up to 28 pages! We initially thought that this was something we could only afford to do as a one-off special for the 50th anniversary, unless we sacrifice our popular full-colour format - but I'm pleased to say that the tactic of asking the printer at the end of my road in Altrincham has given us a much lower quotation. This enables us to include more of the excellent material that has been coming our way lately - thanks to all those responsible! But because we're using a new printer, I'm particularly keen to hear your feedback: do please let me know of any issues with reproduction quality (no, I don't mean your children!). But as ever the typos and any gross factual inaccuracies in *Syphon!* are my personal special ingredient....!

Speaking of such things, I think I ought (again!) to apologise for the none-too-great quality of the cover photos on the last issue (144). As the photographer, I think I can fairly say that we were a little overoptimistic in hoping that pictures taken in such poor light would stand enlargement and printing sufficiently well for use on the covers. So sorry about that misjudgement - I think this issue's cover photos are sharp and bright. But of course if you'd like to see better photos in *Syphon!*... send us them!!!

It's been an interesting couple of months on the class 37 front - I suspect many of us will have mixed feelings over DBS finally disposing of its remaining class 37/4 fleet: while these much-loved locos will be missed (and I think we even got used to the EWS livery if not the DB one!), they had of course been out of use for some time. While it seems highly unlikely that all will survive, the purchase of the lion's share by Direct Rail Services seems positive, not only because it is clear that at least some will be returned to service, but also as it seems to underline that company's commitment to using class 37s on passenger work. Remember it was only a few years ago that it was very difficult to get DRS locos for use on a railtour!

But of course the big news from our own Group point of view is that we have now been able to return 37003/37360 (you are forgiven if you can't quite get used to the latter number!) to regular, revenue-earning passenger train working on the Mid-Norfolk Railway. The initial run back last September at the 50th Anniversary gala threw up, as reported in the last issue, a number of problems which needed addressing. So the winter was spent - despite some dire weather! - addressing these, and this has borne fruit. All of this helped to make the MNR's



**Paired up, then... Looking filthy and faded, as a proper summer Saturday engine should, our own 37003 was a very rare partner to 37426 on the 15:30 Pwllheli - Euston on 15 August 1987, viewed here at Barmouth. As far as we know, this was the only time she worked up the Cambrian Coast.**

*Colin Burgess*

early spring gala a great success and a thoroughly enjoyable event - and we hope that all those who attended enjoyed 37003, but also of course her "partner in crime" 37219 and the other interesting traction on offer.

However, 37003 is of course far from being a finished product, and you may have noticed that she certainly wasn't being thrashed to death over the gala weekend! That's very much the way we wanted it (and we're grateful to the drivers for their sympathetic handling of the loco) - the result was a reliable performance on all of the jobs diagrammed for her - plus some extra work! Indeed, she was back out again the very next weekend, again working a full day's diagram. Full technical details are, as ever, in our loco update (*see overleaf*), including the further work which will be done over the coming weeks ahead of the May *Drags & Rescues* Gala. However, we can certainly be very satisfied that we now have a working, revenue-earning loco on our hands. And once again congratulations are due to our tireless Dereham volunteer team.

Meanwhile, we have been chasing Bachmann for a date for our much-anticipated exclusive model of 37003 to be finally delivered. We hope to be able to update you all on this very soon, but in the meantime we thank all of you who have already placed orders for your patience, and promise that as soon as we do have that date, we will let you all know. We really are sure it will be worth the wait! **\*\*\*STOP PRESS! - MODEL NOW EN ROUTE: SHOULD BE WITH US BY MID-MAY - SEE PAGE 24!!!\*\*\***

Finally, many of you are, we know, subscribers to our Yahoo members' list, which as you will know we use for gen and group announcements. In response to suggestions from members, we've now set up a second group, for all those members who enjoy more of a discussion of matters tractory - we'd encourage all members who would like to join in just to let us know, and we'll add you to the discussion group. Now we've got both groups, we'd encourage replies to announcements, or general discussions to use this new group. But if you have something you think would be of interest to the other members (e.g. a loco working or railtour), please do feel free still to use the main members' list. Hope that all makes sense!

Sincere thanks to you all for your support,  
*Mick Sasse*      micksasse@googlemail.com

**Paired up, now...  
Fast forward just  
under 24 years,  
change the paintwork  
and running number,  
move east a bit...  
and this time it's 37219  
that 37360 (a.k.a.  
37003) is pooling her  
resources with - the  
duo are viewed at  
Wymondham Abbey  
prior to departure for  
Dereham with the  
12:20 service.**

*Steve Potter*



## Loco update - Winter - Spring 2011

By Mike Millward. Pictures by Steve Potter

The run-up to the Mid-Norfolk Railway Spring Gala on 18-20 March was busy for all concerned with 37003 (still alias 37360 for the moment). We finally changed the engine oil, draining all parts of the system and filling with correct spec. oil, and once fully primed the oil pressure doubled! The fuel system needed attention as the separator had drained back, but once filled 37003 fired up readily.



Out with the old... the old oil is removed on 6 February 2011, for recycling...

We ran tests on the auxiliary generator connections; the newly repaired one was fine but using a laser thermometer we found the original connection was running warm, so Chris Cheney dismantled it and found a lump of original solder was causing a hotspot. Once cleaned and refitted, it has not been a problem.

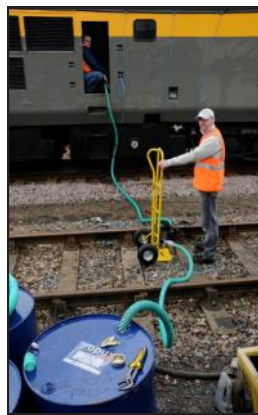
One thing did drive us to distraction: we lost all 110v charging and power system voltage.

Chris and Mike spent an afternoon head-scratching and testing all circuits – suddenly the fault cleared and would not repeat, which was frustrating! Chris later found one of the connections on the Aux Gen field circuit had snapped off but was sat in position, thus giving a dodgy connection. All three were re-terminated.

During the fitness to run (FTR) exam, Mike finally managed to free off the rusted-solid traction motor covers and made an inspection of the brushgear; all was OK but the motors will get a good clean-out soon. Steve spent the afternoon hunting down all the grease nipples on the brake rigging and pumping a lot of grease in.

Chris took 003 out for some test runs - the engine pulled well but the first and second field diverts [more about these on pages 17 and 23!] both came in together; not recommended! As time was running short, we decided to disconnect the second-stage diverts; given that the second divert should not come in until 44 mph (or 47mph on original bogies) the second set are a bit redundant for normal running on the MNR, but nevertheless they are something we will look at reinstalling as soon as feasible. There was also an issue with the fuel control gear and the governor, as she didn't seem to be making full power. Anyway, after another couple of test runs we decided she was good to go and the Gala would be a good test for her.

Friday morning saw 37003 fired up and running, along with 37219, ready for the Gala. The pair were soon tied together to operate vacuum brakes and were soon bolted to the front of the maroon vac set, ready for the first run of the day. The locos were in tandem, not multiple, as we needed to give 37003 a good run, and with Chris on the handle the first run to Wymondham passed without any real problems. 37003 hadn't worked a train since September, and that was restricted to a single out-and-back test run because of electrical issues, so in a way this was the first real run since 2006. The pair ran round, and with '003 inside 37219 we headed back to Dereham. This is where the only real fault of the weekend reared its head: the radiator fan electrical clutch stuck off, meaning we had no



... and in with the new: Mike and Gary oversee the pumping in of the fresh oil later that day.

cooling ability on '003. A quick run-round at Dereham and we retired to the sidings where application of a screwdriver, lump hammer and spray grease soon had the clutch working again.

**37360 fires up on 13 March, in readiness to shunt 31438, before "assuming the position" over the pit for her FTR exam.**



The second run of the day saw 37003 lead alone, with 37219 tailing the load; once again Chris took her down to Wymondham to make sure all was well. The other reason was the controller at No. 2 end of the loco is a bit.... violent to use - it needs further attention to enable the fine control it should have. We had Mick Doyle along as well, and after running round, he leapt into the saddle and gave 37003 some real usage. Coming up Danemoor Bank, just north of Kimberley Park station, was fun: the DSD

(driver's safety device, a.k.a. the "dead man's pedal") dropped out and after an emergency brake application we had a standing start on the steepest part of the line; this certainly blew the soot out!

Apart from another DSD drop-out on Saturday, 37003 completed all booked diagrams - and a couple of additional workings - without any further problems, a testament to the work put in over the last year or so. While the DSD on a 37 can be on something of a "hair-trigger" sometimes, we've put it on the list to look at further.

So there is still more to do and now the warmer weather is upon us, work to improve the overall condition of 37003 should continue apace - why not come and help us out?

Finally, in light of the progress we've now made, we're very pleased to present over the page the first of what will now be a regular feature whenever our loco is in traffic...

Probably the furthest north she's been so far on the MNR... 37360 waits north of Dereham level crossing before returning to the stabling sidings. With the MNR's northward extension making good progress, with any luck service trains will be passing this point before long!





## 37003(37360) Traffic Update - 1 January to 31 March 2011

Now that our loco is working trains again, we'll be publishing in every issue of *Syphon!* a summary of what trains she has been working in the previous quarter. So here goes:

18 March 2011	09:30 Dereham - Wymondham R/R (run-round loop), with 37219 10:20 Wymondham R/R - Dereham, with 37219 15:30 Dereham - Wymondham R/R 16:20 Wymondham R/R - Dereham, with 37219
19 March 2011	08:00 Dereham - Wymondham Abbey, piloting 37219 + 20069 to Thuxton 10:00 Dereham - Wymondham R/R 10:50 Wymondham R/R - Dereham 15:00 Dereham - Wymondham R/R 15:56 Wymondham R/R - Dereham
20 March 2011	08:30 Dereham - Wymondham Abbey, piloting 50019 to Thuxton 11:30 Dereham - Wymondham R/R With 37219 12:20 Wymondham R/R - Dereham With 37219 15:30 Dereham - Wymondham R/R 16:20 Wymondham R/R - Dereham
27 March 2011	10:15 Dereham - Wymondham R/R 11:10 Wymondham R/R - Dereham 13:55 Wymondham Abbey - Dereham (37219 on tail) 16:15 Wymondham Abbey - Dereham (37219 on tail)

Total mileage in revenue-earning service this quarter: 181.9 miles.



Looks impressive from down here, doesn't she! 37360 awaits (with 37219) the 'tip' to leave Wymondham Abbey run-round loop before working the 12:30 from the Abbey's station through to Dereham.  
Steve Potter



## Down the Road for the Up Sleepers

*Neil MacDonald reminds us that even now you can still, very, very occasionally, drop onto a class 37 on a timetabled passenger train, but tells how a cheeky leap from his doorstep ended up as slightly more than he bargained for...*

As some of you know, I was well known, for a period of time, for being a regular figure on 37-hauled trains - especially on occasions when they rescued Virgin services which ran into trouble. This has led to my car being abandoned in strange cities on several occasions, waiting for its owner to collect it.

Since the DB Schenker fleet has been run down, and with Virgin/Arriva now running multiple units, rescue of passenger trains by 37s is relatively rare, so I was a bit miffed when 37667 rescued the *Highland Chieftain* whilst I was in Russia in January 2010 [See Syphon! 140.-Ed.]. Never mind!

So on the evening of the 8th April last year I was sat in my flat near Edinburgh and I got a message telling me that 1M16, the 2030 Inverness - Euston sleeper, had got into trouble shortly after departure from Inverness and 37218 was to be the rescue engine. This was one of the rarer members of the DRS fleet to work a passenger train at the time.

After a few minutes, I had got changed and was now heading towards my car, forwarding the gen to several other interested parties. At the same time, I was receiving incoming phone calls and text messages, all first with the gen that 37218 was doing 1M16. It was quickly established that I had to make one other pick-up at Polmont before heading north to catch up with the train. After collecting my friend, we aimed to board '218 at Blair Atholl.

As it was after 10pm, rapid progress was made up the A9. My friend took care of my constantly beeping phone and we were both amused at receiving many identical text messages. Luckily, we knew someone who was on the train. He gave us updates on how the rescue was progressing. Indeed, our progress up the A9 was going so well that we now aimed to make the train at Dalwhinnie. Blair Atholl had been reached in well under 90 minutes, and 1M16 was still at a stand. Indeed 1M16 only got moving as we were going up Drumuachdar and we decided, based on information received, that we would head for Aviemore.

Kingussie was the point at which our planned move started to come apart. We were told by our contact on the train that it would now call at Blair Atholl and Perth only. Regardless, we decided to go to Aviemore in the hope that the train would actually come to a stand, or the driver would spot the dafties on the platform and whack the brakes on. As 1M16 came towards the platform, it quickly became apparent that neither of these scenarios was about to occur. 37218 went into full power so it was back to the car for us. We gave chase to Blair Atholl, overtaking 1M16 before Kingussie. We even gave the driver a wave as we passed.

We got to Blair Atholl in plenty of time before our train's arrival and the station was in complete darkness. Eventually the train came in and we boarded right in front of the sleeping car attendant who kindly informed us that there was room on board and that a sleeper single to Preston was a princely sum of £153.50 – each! For reasons I really couldn't understand, they would be unable to process the full payment until after departure from Edinburgh. Yikes! I actually wanted to sneak off at Edinburgh - bang goes that plan.

However, we were able to enjoy 37218 on a scheduled passenger train in Scotland in 2010 with one of DBS's Inverness thrash merchants at the helm. After Perth, we were treated to a rather tame driving performance and with the train now being diverted via Ladybank, the Scotrail nightshift man was conducting. Unfortunately for us, it wasn't one of the many staff members we knew, so when we got to Edinburgh around three hours late, the doors were not released and it was heads down for the journey to Preston.

In the early hours, we got off 1M16 at Preston with the train now running two hours late and there must've been a God looking down on us, as I had by then been made aware that if any



Neil's prize... 37218, atop a very dead 67009, awaits departure from Perth with the heavily delayed 1M16, the 20:46 Inverness to Euston Scotrail Sleeper. *Jamie McEwan*

Scotrail service was over sixty minutes late, passengers are entitled to a full refund. So, my £153.50 I was most certainly going to be claiming back! We met another 37 basher at Preston. He was rather amused to hear of our sorry tale about how we ended up in Preston at stupid-o'clock in the morning and he kept us company for the journey north after getting over the shock of seeing us on the platform.

God struck again at Penrith with the news that 37607 was on the Workington to Maryport 'floodex's because 47501 had a sticking cab door. So we decided that because we were already in the area, it would be daft not to do it. This was a rather enjoyable bash as all the staff were friendly - indeed a few other bashers on these shuttles were also amused at how I managed to end up in Workington.

So, after several trips on 37607, it was time to head back north to Edinburgh, but not before travelling all the way to Blair Atholl to collect my car. Unlike the hectic drive north along the A9 the previous evening, my drive back to Edinburgh was taken at a rather more leisurely pace!



**Certificate of desperation...** Neil's slightly pricey excess 'piece' - note the remarkable "British Rail" form still in use, a mere 13 years and 7 days after the last BR train ran in Scotland!

## Fundraising and railtour update



Since we launched our *Sponsor A Chain* appeal to restore 37003 to operational status and ultimately mainline standard, progress has been steady, especially since we gained charitable status. No doubt our loco's higher profile, now that she is running again, won't have done any harm! So far, SAC has raised almost £5,000, or 25 miles, 61 chains, which gets us just beyond Norwich! Our sincere thanks to all who have supported us so far. However, it's still another 105 miles to Liverpool Street, so please keep your support coming!

You'll remember that we are inviting our supporters to sponsor a chain for £2.75. We will send you a certificate showing your contribution. For those with a little more money to spare, you can buy a mile for £200, for which we will give you a certificate and a specially produced badge to commemorate the first run of 37003 on the mainline. For those who buy 5 miles for £1,000, you will also get a free standard class ticket for the first railtour, and for buying 10 miles for £2,000 you will get either a first class ticket or two standard class tickets. Visit our website, or ask Mick P, for any more details, including how to set up a standing order, and how you can use Gift Aid to increase the value of your support at no extra cost.

Meanwhile, on 19 February the sales and fundraising team was out again - this time on Spitfire Railtours' *Cumbrian Crusader IV*. This was a multi-traction "spin and win" affair in the traditional style, this time featuring an all-DRS fleet (other than the ubiquitous 57601 in an "Ethel" capacity!) but the preponderance of EE haulage was sufficient pretext for us to accept Spitfire's generous offer once again to hold our raffle and sales stand on their train.

The tour left Birmingham International with 20309+37409 topping and 57601+57004 on the tail, but beyond New Street, where Martin joined, the 'Bodysnatchers' were leading. Philip and Mick P joined at Derby, whereas your editor pretended that on principle he would only join at Sheffield, where the train reversed again (having entered from Chesterfield via the 'Old Road' and Nunnery Junction), in order to avoid the second-rate GM traction - whereas really it was another hour in bed that swung it! Poetic justice had its revenge, though, as just after Mick S had joined the train in the increasing sleet, the stock had to set back slightly for signalling reasons - meaning an unwanted 'scratch' of 57004 after all, now 'cleared' for over 10 yards!

The wardrobe-plus-tractor combo made steady and fairly punctual, if circuitous, progress, bypassing Leeds before the ever-popular trip up the Aire valley and then over a perhaps disappointingly snow-free, but still rather scenic in the low winter sunshine, Long Drag from Settle up to Blea Moor summit, and a coast down to Carlisle. Meanwhile, we were hard at work giving it the hard sell... though at least Mick P could enjoy finally scratching 37409!

After the Carlisle pub-stop there was a double change of traction: the two 'Ronnies' gave way to two sheds (stop muttering "frying pan to fire" at the back of the class!) - but on the credit side the 20 was swapped for 37667, with only 37409 staying on the train - plus 57601 which may possibly have had an accident with some Superglue and the West Coast railtour set...!

Let us draw a veil over the fact that we descended the Tyne Valley with two '66s at the helm (Oscar Wilde would have had something to say here) - so Mr Sasse had now failed at last to avoid these uninspiring devices. At least the Northumberland scenery can be relied on to enliven the mood - as did the faintly bizarre image of five locos on one passenger train!

Finally, at Newcastle, a further reversal (necessary since Network Rail decided to bar the High Level Bridge to locos!) put the right locos at the front - this time with 37409 leading, proudly sporting new *Lord Hinton* nameplates in the traditional wrong place. (Photo above:

Mick Sasse. In case you're wondering, said peer wasn't the man behind the obscure early '80s Northern supermarket chain, but the engineer behind Calder Hall power station!) Once again a top move saw Mick S leave the train at this point for reasons we shall not go into - but the pair of Syphons provided a good, solid and fairly farce-free return back to South Yorkshire and the West Midlands - so a job well done. The day raised the group a most respectable £780 - so many thanks to all those who supported us on a very enjoyable day.



## Dropping in on the neighbours...

Yet another reason to visit our own loco on the Mid-Norfolk Railway is the fact that it's only a very short hop from the excellent North Norfolk Railway. This winter, 6737 has been representing the EE Type 3 on our neighbouring railway, ample excuse for Steve Potter to hop over to sample the loco. Here the immaculate sister to our own beast (also equipped with original buffer-beam skirts, of course) is seen entering Sheringham with the 11:45 from Holt, on a slightly less-than-immaculate 19 February 2011. 6737 should be out again on the NNR soon - as we went to press the next date should be 16 April, when our beastie should be out to play too! (See diary on p. 25 - do check before making the journey, won't you!).





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## **How It Works - Part 1: Overview**

*Not all of us are engineering experts, and we think many people would like to know more about what actually goes on inside that steel bodyshell. So, starting this issue, Mick Parker tells us, in words and pictures, how exactly it does all work. But this month he starts us off with a general "what's what" overview...*

While looking back through the group's magazines, I found that over the last 25 years the group has published a number of technical articles in both *Splitbox* and then *Syphon!*, covering many systems / parts of a class 37. I felt that now was the time to resurrect some of the articles, dust them down and re-print them. However, it is not intended just to re-print them, but to re-edit, update and re-draw all the drawings - and also to try to bring them all together to explain how the loco works as a whole.

While I hope the articles will be informative, they are not intended to be used in place of technical manuals. I also appreciate that not everyone is an engineer and understands the innermost workings of a class 37, so I will try not to use too many technical terms.

I hope you find them informative and useful. Below is a list of the subjects I have put together so far (in no particular order), but if you would like anything added to the list, please let me know [An e-mail to Mick or to the Editor will be fine.-Ed.].

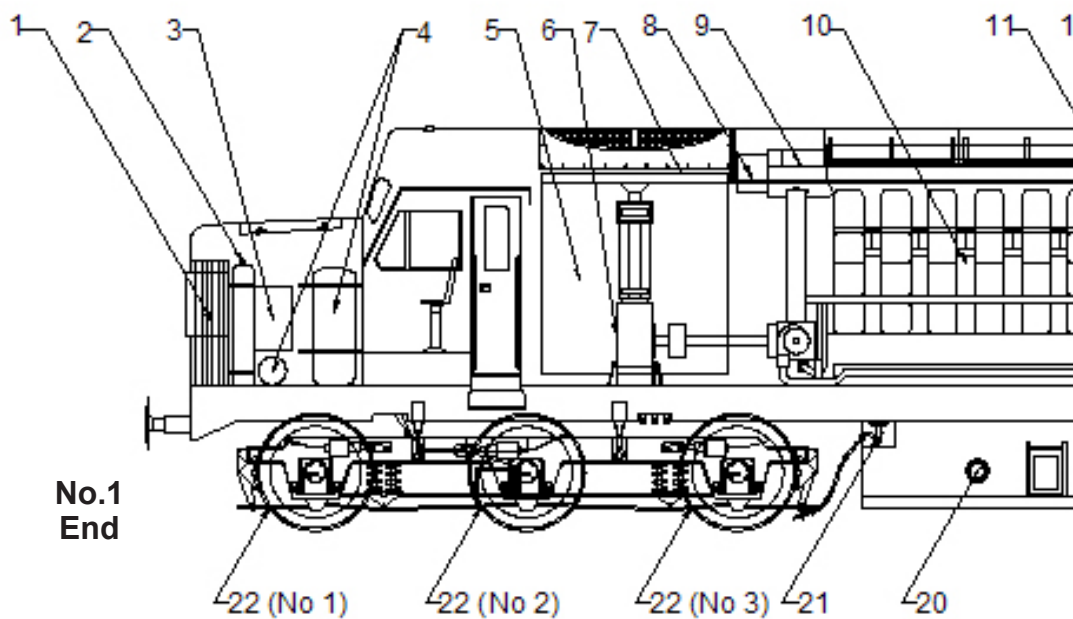
- Equipment Location Chart - what's where, and what it does
- The Diesel Engine - how we convert diesel fuel to power
- Power Generation - getting the diesel engine's power to the wheels, including mysterious things like load regulation, back EMF and field diverts...
- Power Control - what actually happens when you move the "thrash handle"!
- Fuel System - injectors, the governor and so on
- Cooling System - how we keep the fire bells from going off!
- Lubrication System - nothing works without oil, but it's more complicated than that...
- Loco Preparation - it's not quite "fire her up and off we go"!
- Dual Brake System - air, vacuum and the loco's independent brake
- The Front Ends - what all the connectors are for
- Cab Layout - the controls explained

The information will be based on 37/0s, but if time permits I may extend the articles to cover the other variants. In particular, in this article we're focussing on a loco of the original build (up to D6818), so has the original nose-end connecting doors, split headcode boxes, a steam heating boiler - and also has dual braking equipment. When first delivered, class 37s were only fitted with vacuum braking, but almost all were retro-fitted with air train brakes sooner or later.

Our own 37003 is very similar to this configuration, though had her boiler removed when she was fitted with air brakes, and later, like many non-boilered 37s, had the redundant boiler water tank put to use as a secondary fuel tank, greatly increasing the locos' range. (Note: Even within the D6700 - D6818 first batch of the 37/0 sub-class there are some minor detail differences - but none of these is really significant in the context of this overview.)

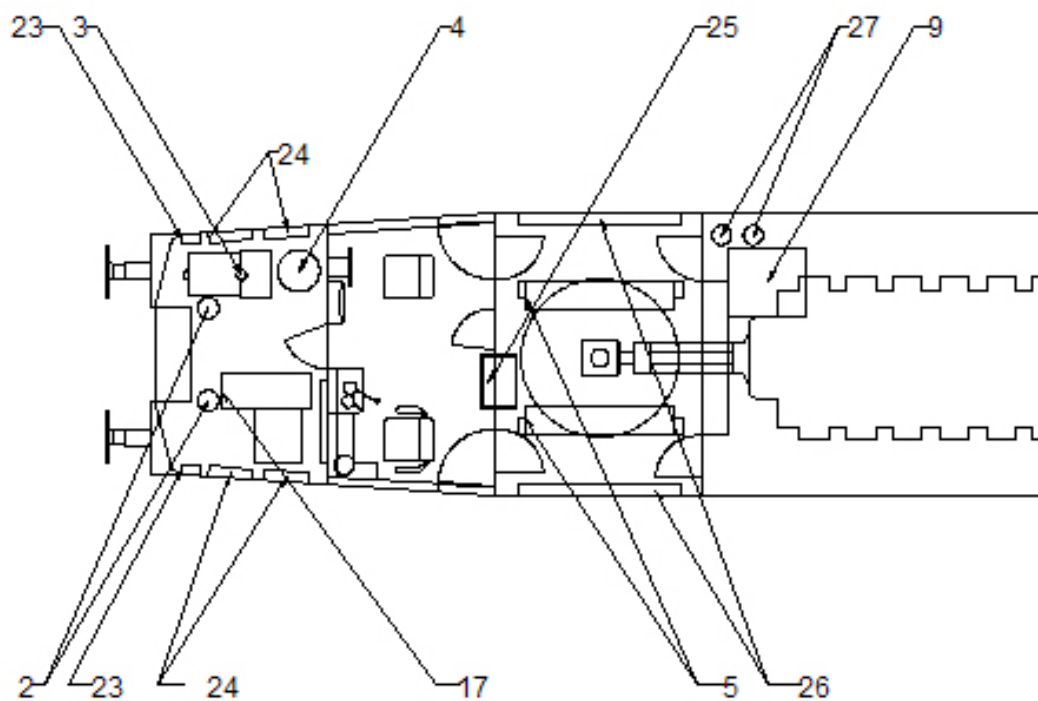
So to kick things off I'll start with the equipment location chart which gives you an overview of the main components of a class 37, where they are fitted and what they do. In future issues I may refer to the drawing, so it might be a good idea to keep your copy somewhere handy!

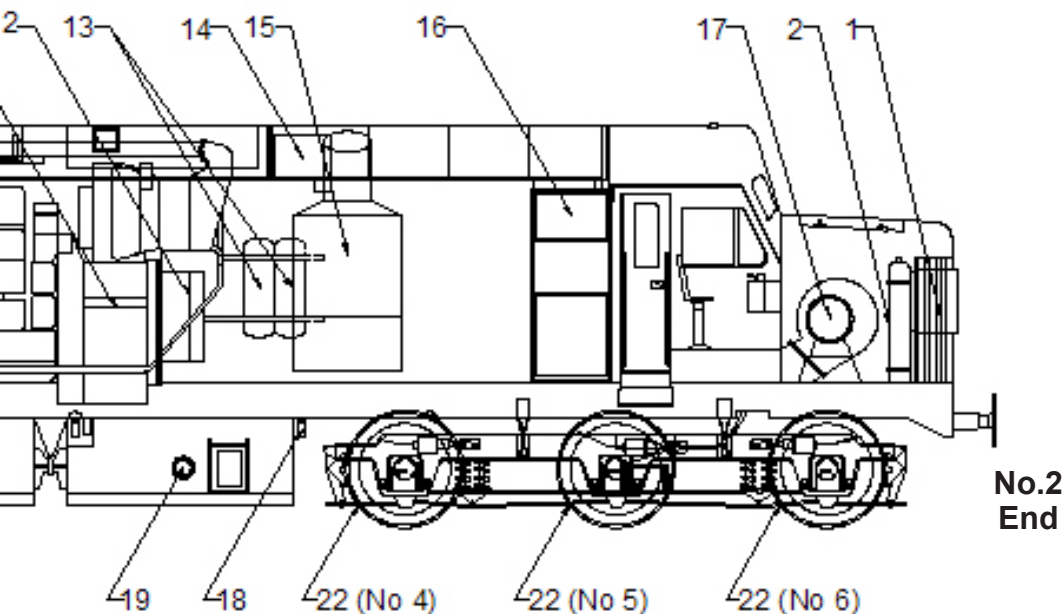
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**Syphon!**

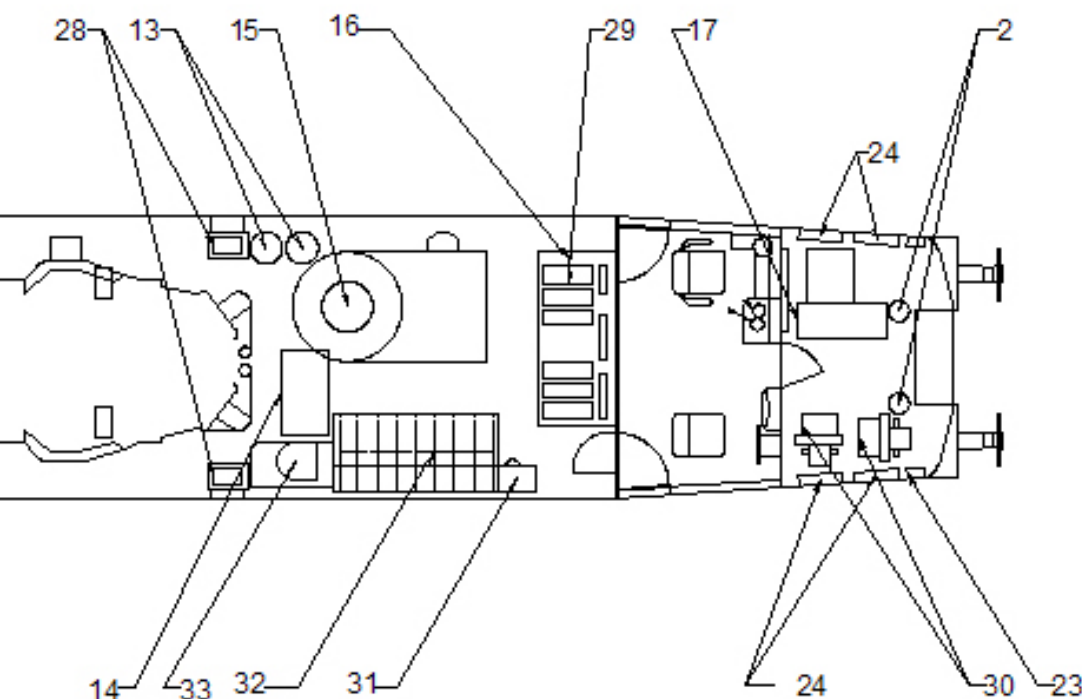
The English Electric





## Type 3 (Class 37/0) - General layout

Mick Parker



1. *Flexible Gangway* - Used by the train crew to move from one loco to another, although not used very often and removed from the design from D6819 onwards.
  2. *CO<sub>2</sub> Bottles* - One pair of cylinders in each nose compartment containing liquid carbon dioxide under pressure. In the event of a fire these are operated by breaking one of the glass panels on each corner of the loco and pulling the handle. This fills the nose and engine room with carbon dioxide gas which smothers the fire.
  3. *Compressors (2)* - These work like an engine in reverse. An electric motor drives a crankshaft and the pistons attached compress air, which is stored in large tanks (see 4 below). This air then supplies, among other things, the brake system, the horns and some heavy duty electrical contactors.
  4. *Main Reservoirs* - Store compressed air at approximately 120psi, for operation of all the air-driven equipment on the locomotive plus the loco brakes (and train if air-braked).
  5. *Radiators* - Used to cool the engine coolant as it is pumped around the engine, and therefore the engine.
  6. *Radiator Fan Gearbox* - Drives the radiator fan using power taken mechanically directly from the engine. Above the gearbox (directly below the fan) is a clutch which is activated when the coolant reaches a certain temperature, causing the gearbox to connect with the fan itself, so the fan turns only when needed.
  7. *Radiator Fan* - A big eight-blade fan which forces air in through the radiator in order to cool the coolant and regulate the temperature of the engine. Operates only when required (see 6 above).
  8. *Radiator Header Tank* - A tank to allow expansion space for the coolant system.
  9. *Emergency Fuel Tank* - Provides extra fuel capacity in the event that all the fuel in the main tank is used.
  10. *Diesel Engine* - A 12-cylinder vee-arrangement power unit. More on this next issue!
  11. *Main Generator* - An electrical generator which supplies direct current to the 6 traction motors. Again, more specifics in a future article.
  12. *Auxiliary Generator* - A second electrical generator, supplying power to the loco's electrical equipment (other than traction power) and to charge up the loco batteries.
  13. *Supply Reservoirs* - A set of additional reservoirs used to store the compressed air for the loco and train brakes. More on braking systems in a future item.
  14. *Lavatory Header Tank* - Water used to flush the lavatory.
  15. *Boiler* - A Clayton steam generator, to heat the coaching stock. Burns diesel fuel from the main tank.
  16. *Control Cubicle* - This contains most of the circuit breakers and electrical contactors which operate the principal electrical equipment on the loco.
  17. *Traction Motor Blowers* - One in each nose compartment. These supply a large amount of air via ducting to cool the six traction motors.
  18. *Water Tank Filler* - Used to put water into the water tank for the steam generator.
  19. *Water Tank Contents Gauge* - Displays the amount of water (for the boiler, not coolant) in the tanks.
  20. *Fuel Tank Contents Gauge* - Displays the amount of diesel fuel in the tanks. The original tanks held 890 gallons of diesel (non-boilered twin-tank 37s swallow 1,670 gallons!).
  21. *Fuel Tank Filler* - Similar to the filler pipe on your car, it's just a tube used to get the fuel into the tank(s).
-



22. *Traction Motors* - These are six traction motors, three on each bogie. These are heavy duty direct current motors, taking over a thousand amps of current at times, connected by gearing to the axles and wheels. They are "nose-suspended" - that is, half of the motors' weight rests on the axle and half on the bogie. These motors together can provide over 50,000 pounds of pulling power to haul heavy trains.
23. *Sandbox Filler* - Sand is poured into this tube in order to fill the sandbox; the sand is applied to the railhead, using compressed air, to increase adhesion on slippery rails.
24. *Air Filters* - Four sets of air filters are fitted to the side of each nose to remove any dirt and dust from the air being sucked in by the compressors and traction motor blowers.
25. *Breakfast Cooker* - An electrically operated breakfast cooker is provided in No 1 end driving cab. It can only be operated when the engine is running.
26. *Radiator Shutters* - These control the air flow through the radiators to keep the water warmer on cold days.
27. *Engine Fuel Supply Unit* - Controls the amount of fuel entering the engine. Again, more detail in a future article.
28. *Water Filling Chute* - Allowed the boiler water tank to be refilled from high-level steam loco water columns (back in the day).
29. *Field Resistors* - Situated on top of the control cubicle, these control the amount of power supplied to the traction motors to prevent overloads. More in a coming article.
30. *Exhausters (2)* - These work in the same way as the compressors, but in reverse, creating a vacuum. This is used by the loco to operate the train vacuum brakes.
31. *Load Regulator (In Auxiliary Equipment Frame)* - This is driven by oil from the engine governor, and changes the field excitation in the main generator to maximise output without overloading the engine (except 1st Divert which it why 37s lurch and erupt!). More about this complex piece of kit in a future item.
32. *Batteries* - Consist of 48 lead-acid cells similar to, but much larger than, a car battery, with an output of 105 volts. The batteries' main purpose is to start the diesel engine via two starter motors (by turning the main generator into a motor on un-refurbished locos). They also it supplies power to equipment (e.g. lighting) when the engine is shut down.
33. *Lavatory* - When you need to go, you need to go!

*Next issue Mick will take a closer look at the heart of the class 37, the inimitable EE 12 CSVT engine itself.*



In the bright sunshine of 9 August 1984, train heating is unlikely to be a concern for 37093 on the 1V31 relief to Plymouth (no. 2 end leading) - but the cooling system at no. 1 end may have a fair bit to do! This loco had a layout roughly as set out in the article.

*Ian Dobson*

*We continue this occasional feature, in which a reader regales us with a tale about their favourite Class 37. To start us off in this issue, Michael Ratledge gets all nostalgic about his 'machine', 37176 - a loco special enough that he's made us rename "My Machine"...*

## BEAST!

When it comes to talking about 37s, some people I know tell me that all I ever go on about is Summer Saturdays on the Cambrian Coast in 1988. I even wrote an article about the subject for *Syphon!* Well, you'll get no apologies from me. I met a lot of people that Summer that I still call my friends now. It was the year that I found the class I would settle on. I'd had 37s before and followed Class 50s around when 37s were out of my reach, but most of my 50 bashing mates will tell you I'm really more of a Tractor man.

In 1988, three pairs of 37s were diagrammed to work Saturday trains on the Cambrian. The 06:20 Birmingham - Aberystwyth was booked 2x37/6 from Tinsley. From Shrewsbury, a pair of 37/0s worked the 07:40 Euston - Pwllheli, and the 09:40 Euston - Aberystwyth was taken forward by two of Cardiff's 37/4s. One of these came off the early morning train from Aberystwyth and the other from Pwllheli. From late July, Cardiff had been short of 37/4s. In fact, 37084 had done the late Euston - Aberystwyth on 29th July.

On 6th August, I made my way to Shrewsbury to join the usual suspects. The Pwllheli engines were 37185 and 37278, the same pair as the previous Saturday. Dud! I did these to Welshpool for a quick breakfast and joined the Tinsley pair on their return from Aber'. 37682 and 37684, again, dud! Going back to Shrewsbury for the ETH pair was a regular move when you felt like a more relaxing bash as most followers opted to go to Pwllheli with the standards. I don't recall what had worked the early trains in from the coast that morning but I remember my complete surprise when I saw 37176 coupled to 37428 in the station sidings. The first time I had seen '176, it looked like any other BR Blue 37 in the mid-80s. In early '88 it had received attention at Stratford works and gained a few embellishments. Now it sported black headcode boxes, red bufferbeams, ploughs and a Cockney Sparrow motif. It was also a little battle-scarred, with a few dents around the ends.

Once we had got the teas in from the Travellers Fare, we joined the train and it headed west, on the dot, at 1300. What followed was an unrivalled run up Talerddig bank with 37176 doing the majority of the work. At one point in the trip I went down to the back coach and when I looked out the window, '176 was smoking so much that you could barely see the first half of the train. At Aber', the pair ran round and 37428 led the train back towards Shrewsbury. Word must've filtered through to those on the Pwllheli as many had leapt for the unit back to Machynlleth to join us on the return. Again, 37176 out-thrashed the 37/4 over Talerddig. At Shrewsbury, my short but memorable time with 37176 came to an end

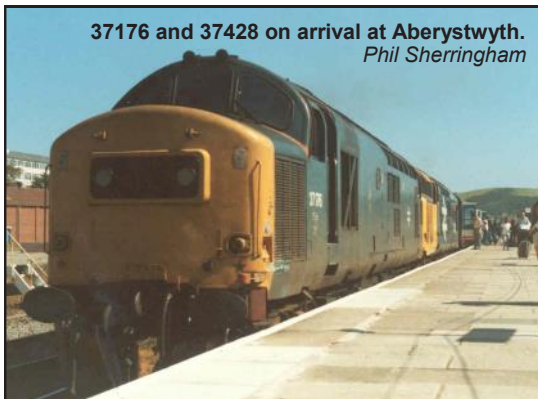
and it went into Crewe works only days later for conversion into heavyweight 37883.

The loco is now in Spain and was recently offered for sale by DB Schenker. I even managed to see it on a recent trip to Barcelona but doubt I will see it again.

*[Bizarrely, rumours from Spain are emerging that 37883 may yet survive after all - as an exhibit in a local railway museum! -Ed.]*

37176 and 37428 on arrival at Aberystwyth.

Phil Sherringham



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## **Martin's Membership Musings (Mmm)**

### **Shock Horror! Renumbering rife within the Membership!**

### **Will you be next?**

Hello from me, and busy times to report from the membership cubicle this quarter, with the group continuing to go from strength to strength. The recent return to service of 37003 has been a great boost to our profile and the membership continues to grow.

Firstly to the very important business of welcoming our latest recruits to the cause:

*Lee Scott (37296), Ian Johnson (37303), Julian Whitby (37304), Michael Pullen (37305), Karl Smith (37306), Alex Ayre (37307) and Bob Howe (37308)*

Your support is greatly appreciated. I hope you enjoy your time with us, and I get to meet you at the business end some time.

And as always, a wholehearted thanks to our long-standing members for their renewals this quarter:

*David Harrison (37013), Nathan Rennie (37040), Ray Manka (37127), Mike Wedgewood (37164), Nigel Holden (37199), Tony Nuttall (37203), Kevin Jarvis (37252), Simon Cresswell (37254), Adam Kerrigan (37272), Andrew Lacey (37273), Gary Brzeczek (37276), David Roe (37277), Brian Rees (37279)*

For those of you who have received renewals with this issue, I look forward to processing them in the near future.

A new feature, for this and hopefully future editions, is to thank those members who have participated in the first wave of renumberings. The response to this fundraiser has been fantastic and I'm so glad it didn't fall flat on its face! We're not going to print here a full list of all of the numbers that are available, first because it will change all the time, and secondly because in theory, as detailed in the last edition, all the numbers are available if the current owner is agreeable to a "hostile" bid! But we'll frequently publish the full list of vacant numbers on the members' forum list. So please take your pick and join in the fun... For the small sum of a £5 donation to the preservation fund, your favourite loco can be yours. Don't forget that the list covers the whole class - so that's all the refurb, including Slugs, and the NR 97/3s - we're just not yet doing pre-TOPS: well, you have to draw the line somewhere, don't you - for now...! All enquiries and further details to me at: [members@c37lq.co.uk](mailto:members@c37lq.co.uk)

So, once again, thanks to those that have renumbered. Bronze members should have received their new cards in the post, and silver members should find their new cards with this edition of *Syphon!*

*Philip Cole Wallace (37052 to 37062), Derek Lott (37056 to 37100), Steve Hollis (37057 to 37008), Mick Parker (37129 to 37409), Jon Folwell (37237 to 37401), Nathan Rennie (37253 to 37040), Phil Roberts (37259 to 37427), Nick Chadha (37264 to 37025), Míceál Tyre (37285 to 37027)*

Two names are missing from this list, for the very good reason that they require special thanks for the first "hostile" renumbering. So it gives me great pleasure to toast Richard Robinson (ex 37208) for securing 37260 from a very accommodating Gary Carter who now holds 37707.

All the best, and I hope that I can count on your support in the coming elections at the AGM.

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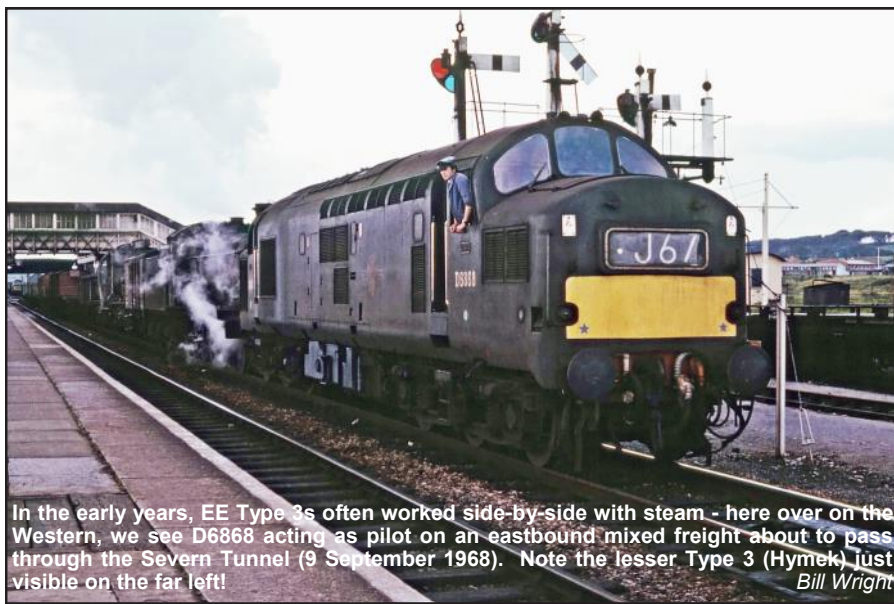
## Fireman Fred Remembers... Part 1

*We're very pleased to bring you the start of a new mini-series of extracts from the fascinating reminiscences of Fred Wagstaff, a career railwayman who worked on both steam and diesel in the North-East. He's very kindly agreed to share with us his memories of the very early days of working on the then brand-new English Electric Type 3s which would revolutionise train working. When we wrote to Fred asking his permission to re-print these gems, he was happy to help, adding "It was very pleasurable to receive your e-mail and learn that an old pal was being restored and polished up. What a great machine the thirty-seven was, or should I say, thanks to your efforts, is. A bit elementary in the control department but one good thing about that was that there was less to cause trouble for you. Most of us found sneaky ways around the built in failsafe systems, that would enable you to keep going, safely, I might add. Better than sitting for hours waiting for someone to come and get you out. By the way, most of the men would refer to the loco as 'him' not 'her' or 'she', strangely, as nearly all steam locos were also."*

*So without further ado it's over to Fred...*

The English Electric Company gave us an excellent product in the Type 3 Co-Co, or TOPS Class 37 Diesel-Electric Locomotive, the best general-purpose machine ever manufactured by anybody anywhere. It was a proper 'drive it yourself' machine; one that a driver had some control of. Then they started to take it away... I'm going to cry in a minute!

When North Blyth shed closed in 1967, everybody at 52F moved to Cambois Depot about a mile and a half up the road. The one good thing about moving to Cambois was that I kept my old mate, and we could sing and yodel as much as we wanted, so long as the windows were shut. I'm sure the racket we made is what damaged my hearing. With steam on its way out, the senior firemen were required to attend the Motive Power School at Gosforth Car sheds to learn about Rudolf Diesel's invention, including Electricity and Magnetism and how electric motors worked - or sometimes didn't, as the case might be. But it suited me fine - I had been



In the early years, EE Type 3s often worked side-by-side with steam - here over on the Western, we see D6868 acting as pilot on an eastbound mixed freight about to pass through the Severn Tunnel (9 September 1968). Note the lesser Type 3 (Hymek) just visible on the far left!

Bill Wright



Fresh out of the packet! Only four days old, this priceless period piece captures D6603 passing through Burton on her (his?) delivery run to Landore (Swansea) on 20 September 1965. Later 37303, the loco remained a South Wales machine right through to 1987, before spells as 37271 and 37333, in which last guise sadly she met her end in 1997. *Bill Wright*



interested in electronics and radio since I was about ten years old. After the principles had been learned we moved on to the practical, where we came up against one of the most brilliantly practical men it has been my privilege to meet. Billy Welch would ask a question and if the answer was incorrect he would take us out to the loco and challenge us, one by one, to explain what he wanted to know. The man was a genius; he had a way of explaining things in such a lucid way, that the workings of the Westinghouse and Davies and Metcalfe brake systems are still engraved in my skull even to this day.

And so, for better or worse, after passing the exam I eventually became a Relief Driver.

*We next meet Fred starting his shift after an unexpected extra two weeks' leave...*

Having turned up for my shift, I ascertained which locomotive my mate and I had been entrusted with from the running foreman, and went over to No 2 road where it was stabled. This was a totally new procedure now, because after the train crew had finished their shift, they left the loco either in the Daily Maintenance shed or outside on the fuelling road. It was the fitters' remit to fuel the loco, fill the header tank with coolant for the radiators and check the repair book, and then he would phone the running foreman and inform him that the loco was ready to be moved. The foreman then had to decide where the loco was to be stabled - either in 1 or 2 road, and whether it should be left running or shut down. He then rang the mess room to inform the relief men of his plan of action, and they would carry out his instructions to the letter, before returning to the mess room for another well-earned rest and a hot brew. What a way to earn a living!

My mate eventually turned in, and found me ferreting about the loco, trying to make sense of what I was looking at. After a bit of banter about extended holidays and getting fat and idle, he began to show me around, but to my dismay started talking in a new language called 'Abbreviations'. Instead of saying the full word he just used the first letter, which was a bit confusing at first, until I eventually got the hang of it, and was able to compose letters to the management using nothing but abbreviations. On one occasion the duty clerk came to me



**“Can I have all of them, please?” It’s a Sunday in 1967, the exact date lost to posterity, and Hull Dairycoates shed boasts no fewer than *nine* EE Type 3s resting through the Sabbath... we are in the days of the move to full yellow ends, but the loco on the right is clearly having something of an identity crisis!**  
*John Grey Turner*

waving a letter I had written and complaining that I may just as well have written it in Mandarin - to which I replied: 'I'm sorry, but I didn't have any orange ink, just blue...'

Of course, we can't stand in the way of progress, so long as it's forward progress, but when it's backward progress then that's barmy... Suddenly, Signal Boxes became I.E.C.s and we had A.W.S. and OPS1 and OPS2 and B.I.S. and instead of switching things off, you isolated them and instead of switching things on you de-isolated them. This was completely new to me, and I was amazed at how quickly all my mates had suddenly become on a par with nuclear scientists - I was beginning to regret having an extra fortnight's holiday...I had so much catching up to do!

After a few weeks reading the '*Diesel Locomotiveman's Handbook*' and working on the English Electric Type Three, I began to appreciate the design of this machine with its brilliant

**Fred's workplace - now in 1982, but the traction order hasn't changed: 28 May 1982 sees 37083 (right) and 37065 enjoying the late-afternoon sun at Blyth Cambois shed.**

*John Grey Turner*



twelve-barrel, V-formation engine, fork and blade big ends (it always sounded rude to me somehow) along with the huge Dynamo hung on the crankshaft end. The handbook called it a generator but I always understood that a machine producing direct current energy was a Dynamo, and so it remained as far as I was concerned. The Power control circuits were also impressive with the motor contactors, equipped with their blowout coils to draw the arc away, and therefore cool the arc, before the contactors actually closed and the 'toe and heel' action of the actual contacts, so that it was the toe that closed first, to take the initial surge of power, before the heel closed to form a low resistance connection to carry the eight hundred or so Amperes of traction current.

The thing I could never understand was how the loco was able to go faster and faster. I knew about reluctance and impedance from my ham radio studies, and figured that there must be a self-induced current in the motor windings as the motor rotated, which would oppose the applied current, until eventually the motor was unable to take any more current and saturation took place, resulting in loss of power.

The answer was quite simple and absolutely brilliant: to prevent the motor field windings generating an opposing voltage, the field is weakened by connecting resistors across the winding. This reduces its capability of doing so, but enables the motor to take more current, and therefore its ability to rotate faster. These resistors were known as Field Diverts, and actually did the same sort of job as reducing the valve cut-off on a steam loco - the main difference being that it was done automatically, by an ingenious little circuit that monitored the voltage developed by the speedometer and compared that with a preset voltage, and when both voltages matched, another circuit was activated to switch the field diverts. This occurred three times on the Type 3, enabling the loco to reach ninety miles per hour.

And so my learning curve, instead of abating, looked like it would continue for a good while longer. Learning to drive these grand machines was an absolute pleasure, but it got very boring when riding as secondman, and on the early turns and the night turns it was a constant battle to stay awake. It never seemed to matter how much sleep you got through the day, at night all my systems wanted to do was close down and sleep, but as soon as the sun came over the eastern hill, I'd be wide awake, and raring to go...

***In the next instalment Fred does battle with some serious North-Eastern weather - armed only with a trusty pair of EE Type 3s...!***



37083 again, and again May 1982. Here the loco is seen at Freeman's Crossing, probably with a trip working from Blyth to Butterwell colliery (note the brake vans at both ends to ease run-round moves)

*John Grey Turner*

## **LATEST UPDATE!**

### **C37LG/Bachmann 37003 OO-Scale model arriving**

***Just before we went to press, it was finally confirmed that our exclusive model of 37003 has finally been manufactured and is now "on the water" - expected to arrive by early May and be ready for delivery from 9 May 2011... So time for a reminder!***

While Bachmann are releasing a split-box '37 shortly, ours will be the *only* "skirted" BR Blue

The model features:

- New DCC-ready chassis
- Brand-new tooling
- Switchable headcode, tail and cab lighting  
- working under DCC or analogue
- Convertible headcodes: black dominoes, yellow plated, or two alpha-numerics
- Etched rooftop radiator fan grilles
- Separately mounted wire handrails on cabs and nose-ends



split-headcode model from Bachmann for some time, and models are going fast.

The loco is only available from us, at a price of £86.95, plus £4.00 postage & packing - including a numbered certificate of authenticity. To order either visit our website and follow the links - or just contact Ian Simpson or Mick

Parker (see page 2).

Only 512 of these will be produced - and sales have already been heavy, so if you'd like to own your own 37003 in authentic '70s-to-'80s condition, get in touch soon!

*(Photos are of the livery prototype - final version may not be identical but will not be significantly different.)*

Meanwhile for modellers: you can now order all Bachmann Group, Hornby (including Scalextric!) and Shawplan products through us.

Visit our online shop to find out more about how to buy everything from Woodlands Scenics ballast through etched nameplates to Basset-Lowke live steam models - at very reasonable prices, and of course with all profits going straight to 37003 in 1:1 scale!





## Diary

This quarter's events *scheduled or believed* to feature 37 action. All usual disclaimers apply - *always check before travelling*. We'll always try to confirm 37003's workings in advance via the Yahoo group and website - there may well be more than those listed below! But this may not always be possible e.g. in emergency after a failure; we'll do our best, though. Don't forget to book Spitfire Railtours through us! (See p. 2)

16 April	North Norfolk Railway: running day (D6737)
<b>16-17 April</b>	<b>Mid-Norfolk Railway: running day (37003 and/or 37219)</b>
23 April	Spa Valley Railway: running day (37254)
22-25 April	Pathfinder ' <i>Easter Highlander</i> ': Salisbury-Wick (2 x DRS 37 north of Carlisle)
30 April	Spitfire ' <i>The Welshman</i> ': Preston-Tenby (2 x DRS 37)
1-2 May	Pontypool & Blaenavon Railway: Mixed Traffic Gala (37216 & 37421)
6-8 May	Swanage Railway: Diesel Gala (37503)
14 May	East Lancs. Railway: running day (37109)
<b>14-15 May</b>	<b>Mid Norfolk Railway: <i>Drags &amp; Rescues</i> Gala (37003 &amp; 37219)</b>
14-15 May	Great Central Railway (North): Diesel Gala (37198)
14-15 May	Peak Rail: Steam & Diesel Gala (37152)
20-22 May	Keighley & Worth Valley Railway: Diesel Gala (37264 + poss. mainline 37?)
28 May	Pathfinder ' <i>Curnow Irrupter</i> ': Tame Bridge Pkwy-Carne Point/Par Harbour (2 x DRS 37 & 66)
28 May	Statesman Rail ' <i>Welsh Mountain Statesman</i> ': Hull-Aberystwyth (NR 97/3 ex Shrewsbury)
4 June	East Lancs. Railway: Running day (37518)
25 June	Spitfire ' <i>Kernow Explorer III</i> ': Birmingham Int-Penzance (37s TBC)
15 July	Spitfire ' <i>Routes &amp; Branches</i> ': London-Lymington Pier/Thames Valley branches/St Albans Abbey (2 x WCRC 37)
16 July	Peak Rail: Running day (37152)

## Spot the Syphon!

Well, well! It looks as though the last *Spot* seems to have finally defeated you all: Mr Ratledge's inbox and mine were filled with tumbleweed and the sound of distant church bells... Yes, it was a bit of a b\*\*\*\*r, wasn't it! OK, time for the solution, then: 37275 was pictured by Rugby in the P-Way sidings at, err... **RUGBY** itself! As the overhead picture last issue showed, the sidings are where the former Rugby - Leicester line (not the better-known Great Central route but the LNWR one!) used to diverge from the WCML just north of Rugby station. The sidings are still in use to this day.



Spot the Syphon! *may return... consider yourself warned...!*

## Buy Your Own Tractor update (February - March 2011)

By Mick Sasse

Only 2 months' winners to report this time, as we've brought *Syphon!*'s press date forward...

	<b>February:</b>	<b>March:</b>
1st prize -	<b>37516:</b> Edward Colver	<b>37905:</b> Nigel Holden
2nd prize -	<b>37324:</b> Mick Parker	<b>37021:</b> Richard Robinson

I seemed to strike a chord by sending to our Yahoo group (you've joined, haven't you?!) a list of all the locos still available: the flurry of interest it spurred has taken the active fleet up to an all-time high of 125. This benefits not only the Group, but everybody in BYOT, as the prize fund goes up too! A really pleasing jump in our support - but with 501 numbers available, that's still only 25% fleet utilisation, so please keep coming... You know the drill: just a pound a month per loco by standing order, 45% of the fund goes out again in prizes, and zero overheads means all the rest goes directly to 37003.

Once again, several winners generously donated their winnings back to Group funds - and remembered to Gift-Aid it! Our sincere thanks to them - as to all of those who support BYOT.

Finally, I just had to share the most eloquent BYOT loco request I've yet to receive...

*It's Shedmaster at Darnall here, err I mean Míceál Tyre...*

*Seeing as I am in charge of 41A and walking into the shed this morning I was shocked to find that all my EE Type 3s had vanished and there's umpteen freight jobs to cover so I thought I'd better try and get some of my flock back. I see there are plenty still to be re-transferred back to Sheffield but bearing in mind I have March Shed's dual identity 37027 skulking about at the fuel point (can you believe one side says 37027 and other side is in some weird grey colours and says 37519 and has a Thornaby shed sticker on it of all places!!!) I'll need to watch my budget otherwise the bean counters in the offices down at Victoria station will be on my back.*

*Consequently please find enclosed a BR A/0014 loco transfer requisition form completed and hopefully I can get back some of my Type 3s. I have added a handful of reserve locos too in case any of my first choice steeds are hidden in some insalubrious hole such as the old rat infested shed outside Glasgow St. Enoch, heaven forbid!*

BR A/0014 loco transfer requisition form

*Locos requested in the first instance. [8 loco numbers listed]*

*These eight locos will bring my monthly budget up to £10. However I realise some of them may have been transferred to other places, maybe even places NOT ON THE ex-GC Lines!!!! in which case please refer to the second page of the requisition form as per below:*

BR A/0014 loco transfer requisition form

*Locos requested in the second instance in case of unavailability of locomotives as per above. [8 alternative locos listed]*

*So if any in the first are missing then please just substitute one from the second list, preferably in numerical order of remaining availability.*

*I will email you again to confirm that my budget amendment paperwork has been altered and re-submitted to Sheffield Victoria station, a.k.a. my Standing Order has been increased from £2 to £10.*

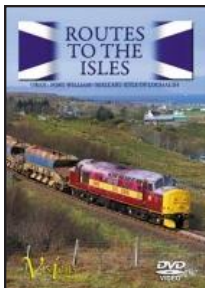
*Best regards,*

*Míceál Tyre, Shedmaster, Darnall, Sheffield GC Lines District*

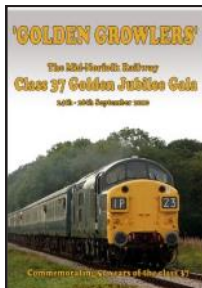
*Top stuff, Míceál - but BYOT requests not on official BR forms will continue to be accepted...!*

## Sales Stand

Where to begin?! Plenty to cover this time - good thing I've got somewhere else to talk about the model news! (See page 24) For everything else, here goes...!



First of all, the latest from the audio-visual department - that's DVDs to you and me. And our newest offering is something likely to bring back a lot of memories of hard-working locos, stunning landscape, and particularly vicious biting insects! Yes, **Routes to the Isles** is all about diesel traction (not just 37s) on the Oban, Fort William, Mallaig and Kyle Of Lochalsh lines, on all sorts of working (our price £19.00). Also we haven't yet featured **Golden Growlers** - nope, not the latest Bernard Matthews mechanically recovered meat product, but the DVD of record for the unforgettable Mid-Norfolk Railway Golden Jubilee Syphon-fest last September. And yes, 37360 is



on it. Filmed by MNR volunteers, this one is a bit of a snip at only £10.00 - and no David Maxey commentary to switch off either!



And now for something completely different - and rather unique! We have commissioned from Buckingham Covers a completely exclusive **First Day Postal Cover** commemorating the Golden Jubilee of D6703 / 37003. With high-quality artwork and detailed explanatory text on the reverse, the covers were all franked on 28 December 2010, the 50th anniversary of D6703's entry into British Railways service. First-day covers are (we gather!) popular with philatelists as well as railwayana collectors, so your £9.95 could amount to an investment!

But what, we hear you ask, about raising money for 37003 without spending any extra money? Well, the excellent **Buy.At/c37lg** is going from strength to strength - and every week new big-name retailers are added, enabling you simply to click-through to do the online shopping you would be doing anyway, but make us some commission at no cost at all to you.



Buy.At is however about to be reborn as **Spend And**

**Raise e-Store** - but will still be just as worthwhile, and just as free! But what about raising money without spending anything at all, anywhere? Well, thanks to member Roy Mylchreest, we've now got our very own EE 12CSVT-powered **internet search engine** where every time you search it raises a small amount of money for us - about 1p or so, but it really does add up - check it out at <http://www.everyclick.com/the-class-37-locomotive-group/1137787/0> where you'll see we've already started to make it work for us!



*Happy Shopping!*

**Next issue, Syphon! 146, due out in mid-July 2011! Deadline: 15 June 2011 - thanks!**

**BACK COVER: 37360(37003) and 37219 seem to have become firm friends in recent weeks... 20 March 2011 sees the pair enjoying the late afternoon sun on their contrasting nose-ends as they await their next duties at Dereham station. Steve Potter**

Syphon!

