

Syphon!

Issue 146

July - September 2011
£3.00 (free to members)

The official magazine of the Class 37 Locomotive Group

www.c37lg.co.uk



What makes a 12CSVT growl?

Bachmann 37003 - here at last!

Heritage and mainline action

Fire in the engine room!



Syphon! Magazine

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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: Time to give our loco's partner-in-crime a share of the limelight! 37219 awaits her next working during the Mid-Norfolk Railway's successful *Drags and Rescues* gala on 14 May 2011. Note the East Midlands Trains HST in the background, just leaving Dereham on the return of its special journey from St Pancras. *Chris Watford*

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CONTRIBUTORS TO THIS ISSUE (articles and photographs):

This issue, our grateful thanks go to: Ian Dobson, Robert Gadsdon, Steve Hollis, John Grey Turner, Steve Jones, Mike Millward, Mick Parker, Steve Potter, Martin Ranson, Michael Ratledge, Fred Wagstaff, R W Windsor-Bell, Mike Wedgewood, Julian Whitby

Editorial & News

Dear members and supporters,

First of all, apologies for the delay in this issue getting to you. I was all set to get it to the printer in good time before leaving on holiday in June - then my hard drive decided to flash over. While it fortunately did not completely fail, and the data was backed up, the computer was running so slowly that it made using Publisher an extremely time-consuming process!

As I mentioned last issue, we've started using a new printer for *Syphon!*. While we've been quite pleased with the results, we noticed that we could potentially reduce the contrast of the photographs a little (lights not so light, darks a little less dark). Also, despite our checks, we became aware that a few copies had the pages in the wrong order! I do apologise for that. Rest assured, we'll be double-checking all these things, so touch wood this issue should not only have better picture reproduction but also, to paraphrase Eric Morecambe, all the right pages and in the right order! But do let me know of any ongoing problems with your copy.

There's quite a photographic feel to this issue - that reflects the pleasingly healthy level of submission of pictures from you, our members. So we're pleased to bring you two photographic surveys of recent Type Three action - on the mainline (with a strangely blue and yellow theme!) and around our heritage railways.

In the last couple of months, our sales stand has had a number of outings again - sadly just *before* our Bachmann models finally arrived! Nonetheless, we were extremely pleased with our takings at Dereham on the Saturday of their successful *Drags & Rescues* gala, taking over £400 during the course of the day. Our t-shirts, polo-shirts and sweatshirts seem to be a particular winner, we're glad to report!

So, yes, they're here at last: it hasn't been easy, but at long, long last we do now have a our shipment of rather excellent OO-gauge models of 37003 in 1970s-style BR blue livery, with an impressive array of accessories. With all those already sold the stock in Mick's living room is rapidly diminishing... there are still a few left but don't hang around to secure yours!

Finally, we have now arranged our Annual General Meeting to take place at Dereham, on the railway, on Saturday 10 September. This is slightly later than we had originally planned - the delay was in order to find a date when as much of the Committee as possible can be present and hopefully members with families are less likely to be involved with school holidays and things, but also one when we can secure 37003 to be running too! So that is the cunning plan: in order to induce you all (as though you needed it...!) to attend the AGM, 37003 will indeed be in use on the Mid-Norfolk Railway that day - so what more incentive could one ask for! We look forward to seeing lots of you there.

You will see the formal notice of the AGM on page 12, and enclosed with this *Syphon!* is the voting form for any of you unable to attend in September (available for download for those of you who receive *Syphon!* in electronic form). As well as three members of the existing committee falling due to re-election this year, it has been proposed that long-standing member Steve Potter should join the committee. Steve will need no introduction to many of you, no doubt: he's been involved with the Group since its very earliest days in the 1980s, and as a native of East Anglia he's very closely involved with 37003 now that she is resident on the MNR, helping regularly in working parties and in helping Mike to liaise with the railway. We on the committee strongly support Steve's nomination; he would be a further member without specific portfolio (i.e. Ordinary Post) using his experience and local presence to assist the committee with its work and aid decision-making. We hope therefore that you will vote overwhelmingly in favour of his election to the committee.

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

Loco update - Spring 2011

By Mike Millward and Mick Sasse. Pictures by Steve Potter

37003 (still running as 37360 for now) has been in fairly frequent use on passenger services on the Mid-Norfolk Railway since our last update (see traffic report overleaf) - most notably at the railway's *Drags & Rescues* gala on 14/15 May. She has performed well, with no major problems affecting her availability.

The issue identified previously with the load regulator/governor/field diversion system does remain. However, further examination, testing and experimentation are increasingly leading us to the conclusion that there is, in fact, no major problem with the critical components themselves - but rather only with way in which the rack stops have been set up, that is, the fuel racks which, linked to the load regulator and engine governor, control how much fuel goes to the engine. The result has been that the engine would get full revs when demanded - but not full power. This would not show up at low speed, i.e. much before the first divert, because a diesel loco gives full tractive effort at low speed without the engine delivering full power - it is only as speed builds up that the discrepancy begins to show, especially after the first field divert kicks in. We adjusted the rack stop a little prior to the *Drags & Rescues* weekend, which did give an improvement in her performance in first divert (i.e. above mid-20s mph), but there is room for some further adjustment yet. We hope to be able finally to clear this fault once we have sorted out the other electrical issues.

A recent working party, on 9 July, found '003 in good overall condition, although it appears that the AVR (automatic voltage regulator - see previous reports), which had given trouble previously and which we had been considering replacing, has failed again. Mike spent the afternoon with Gary Brzeczek and James Powley fault-finding and cleaning various relays and contactors, but the Battery Charge Contactor resolutely refused to play, only having 10V in the system instead of the required 110V. We are therefore seriously considering purchasing a brand-new electronic AVR - a significant cost, but this modern piece of solid-state (i.e. no moving parts) kit should be a once-and-for-all solution and so a very worthwhile investment. So please keep those donations, sales orders and BYOT loco fees rolling in!!!

Finally, the new horns we obtained for 37003 are still to be fitted - though Mike tested them successfully at home (upsetting both cat and next-door neighbours....). However, this won't be until after the electrical problems are sorted out.



37003(37360) waits in the yard at Wymondham Abbey, with two DMU sets in tow, to prior to working the 16:30 back to Dereham on 14 May 2011, during the MNR's *Drags & Rescues* gala. Note also, just visible in the distance, the two class 73 electro-diesels skulking in the background.

37003(37360) Traffic Update - 1 April to 30 June 2011

Once again, we're pleased to bring you the low-down on what exactly our loco has been doing in terms of gainful employment...:

16 April 2011	10:15 Dereham - Wymondham R/R (run-round loop) 11:10 Wymondham R/R - Dereham 15:30 Dereham - Wymondham R/R 16:20 Wymondham R/R - Dereham, with 37219
14 May 2011	08:00 Dereham - Wymondham Abbey, with 50019 and 73210 10:15 Wymondham Abbey - Dereham 12:30 Dereham - Wymondham Abbey, with 31438 16:30 Wymondham Abbey - Dereham
15 May 2011	10:05 Dereham - Wymondham Abbey 13:15 Wymondham Abbey - Dereham, with D8069 15:15 Dereham - Wymondham Abbey, with 37219 17:30 Wymondham Abbey - Dereham, with D8069 and 31438

Total mileage in revenue-earning service this quarter: 106.56 miles.



Not a spate of DMU unreliability on the Mid-Norfolk Railway, but our loco playing her part on the railway's *Drags & Rescues* themed gala weekend: here she's seen hauling the railway's two Metro-Cammell class 101 sets, forming the 10:15 Wymondham Abbey - Dereham on 14 May 2011, just south of Hardingham.

Steve Potter

Mmm (Martin's Membership Musings)

Well, it's that time again, so hello to you all, especially those that I have met in person during the recent Mid-Norfolk and Great Central galas. It's really great to be able to put names to faces, so if you are around when we are on location, please come and say hello.

I would like to start with a big welcome to our recent newcomers, *Darren Leeson (37310)* and *Sarah Wetherell (37095)*. Your support is really appreciated, and I hope you enjoy your time with us.

And as always, a huge round of thanks to our long-standing members for their recent renewals:

Micéal Tyre (37027), James Powley (37099), Darren Jennings (37140), Neil Ruffles (37232), Mr B M Thompson (37280), Andrew Pix (37281), and Phil Roberts (37427)

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

The renumbering scheme continues to attract a good level of interest, and I am endeavouring to keep the list of available numbers updated on the forum on a monthly basis. For the benefit of the newcomers, a £5 donation to the preservation fund can secure your favourite loco as your own membership number. All enquiries and further details to me at: members@c37lg.co.uk. Thanks to those that have renumbered recently:

James Powley (37256 to 37099), Mark Clamp (37270 to 37208), Chris Watford (37298 to 37416)

Bronze members should have received their new cards in the post, and silver members should find their new cards with this edition of *Syphon!*.

Cheers for now

Martin

Fundraising update

In May we received our very first cheque from our dear Revenue 'n Customs for our **Gift Aid** scheme: it amounted to £1,357.58. This underlines that the hard work we put into our application for charitable status last year was time well spent - but the Gift Aid itself depends on all of you supporters who have not only made donations to us, but have signed Gift Aid declarations. Thanks to you all!



Meanwhile, we've had another couple of successful outings of the **sales stand** - especially on 14 May at the MNR's gala event, where East Midlands Trains most thoughtfully deposited an HST full of punters right in front of us! As a result, our efforts to prevent the violently gusting Norfolk wind from despatching our sales stock into the four-foot were rewarded with takings of no less than £443 - our best one-day total yet!

Thanks again for your support - more sales stand and railtour raffle dates coming soon!

Messrs. Sasse and Ranson hard at work at Dereham separating the Great British Public from their money. *Steve Potter*

Out on the Big Railway with the Blue and Yellow Teams...

We've received a fine collection of pictures of recent action from the DRS and Network Rail Type 3 fleets around the mainline recently. It would be rude not to share them...



22-25 April saw the ever-busy DRS Type 3 fleet out on Pathfinder's Easter Highlander weekend tour: here 37607 and 37218 are seen at Nairn on 24th with the Inverness to Aberdeen leg, waiting to cross a ScotRail 158.

Mike Wedgewood



Meanwhile on 8 June, your editor found himself at Stockport for an evening Pendo to London, and chanced (sadly without a decent camera!) on 37601 Class 37 - Fifty (named at autumn's MNR gala) and 37610 T S (Ted) Cassidy in the down loop, topping-and-tailing an overhead line testing coach.



8 June was evidently a busy day for DRS class 37s on test train duties - just a few hours before Mick Sasse found himself hanging around in Stockport, 37423 *Spirit of the Lakes* was caught (with a proper camera!) propelling test coach 'Caroline' westwards out of Leeds station.

Ian Dobson

(Left:) Since the Cambrian ERTMS trial system "went live", all hauled trains beyond Shrewsbury must use Network Rail's "class 97/3s". 28 May saw 97303 (the former 37178) and 97304 *John Tilley* (ex-37217) atop the ubiquitous 57601 on Statesman Railtours' trip from Hull, captured having just shunted their train, which "boasted" 47826 on the other end, into the loop at Aberystwyth. With 11 coaches plus two dead Brushes in tow, the return up Talerddig was reportedly "loud but slow"! Mike Wedgewood

(Right:) Meanwhile, on 13 June *Julian Whitby* caught up with 97304, this time storming through Water Orton light engine en route for Derby.



Syphon! Pictorial**Heritage Round-up**

Spring has seen the preserved railways' fleets awaken from their winter slumbers - or rather seen the volunteers' hard winter work come to fruition! First up in our overview of recent action, the Great Central Railway held a fine gala on 14/15 May, on *Steve Hollis* was on hand with his camera... First we see 37198 at Loughborough Central on the Sunday. Though owned by Network Rail, it has been returned to service by volunteers from the Type 1 Loco Company; in keeping with its colourful past, the loco couldn't be accused of drabness!



The same day Steve captured 37198's former Bedale Railway Engines sister, 37275, sporting tidy early-1980s blue as she runs around her train at the south end of Loughborough Central, making a fine contrast with the colourful selection in the background: visible are the golden ochre class 31/4 D5830 (31463, previously 31279) and confusingly-named, Brunswick green-liveried class 45/1 D123 (45125 if you prefer) *Leicestershire and Derbyshire Yeomanry*. Note also the not entirely successful attempt to conceal the Met-Camm DMU in the background! Fittingly, 37198 and 37275 ran several workings together top & tail.



Meanwhile down in the yard at Quorn & Woodhouse, the GCR's third class 37 is seen stabled for the weekend. Although awaiting tidying-up of the bodywork, 37255 is in working order, having been used recently on permanent way maintenance trains as well as being allowed the odd run-out on passenger workings now and again.



A week later, a fine 21 May 2011 sees the NRM's D6700, still looking fresh from a recent overhaul, about to leave the KWVR's Haworth loop to attach to 20031 and the 14:30 Keighley to Oxenhope.

Mike Wedgewood

Syphon! Pictorial

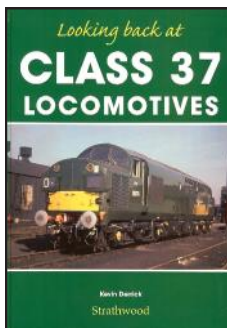


Further south, the Swanage Railway has also seen its fair share of Type 3 action: here 37503, owned by Harry Needle, enters Corfe Castle on a very pleasant 6 May 2011.

.....Ian Dobson

Book Review: Looking back at Class 37 Locomotives

Mike Millward reviews the recent release from Strathwood Publishing.



I've been looking forward to this book's release since it broke cover last year and now it's here I'm reasonably happy with it. It is the usual Strathwood fare: a photographic journey through the life and times of the Class from the early years into the preservation era, and it covers much of the country.

There are some cracking shots that would happily grace any 'high-end' book, as well as some that are a bit bland in both colour tone and subject, but then again in this day and age, with digital photography at the fore, we have probably become a bit blasé about 'perfect' renditions - and overall the content is good. The part on wrecked locos is amazing: to see 6854 at Doncaster with both ends smashed off shows the lengths BR were willing to go to keep its fleet running. There are a couple of typos - 37003 is definitely NOT at Newport on one photo (welded end doors...), and a lovely pic of 37027 being rescued at Glenfinnan by 37081 has no credit at all.

Our loco appears at Shrewsbury on the Aberystwyth turn, and a certain Mr Sasse's pops up a few times as well....

Recommended for sheer variety and content!

Looking back at Class 37 Locomotives, Strathwood Publishing (2011), hardback, 96 pages full colour, is available from our own shop for £19.95. As ever just visit www.c37lg.co.uk and follow the link to *Shop*.

Announcement

CLASS 37 LOCOMOTIVE GROUP: ANNUAL GENERAL MEETING

This Year's Annual General Meeting will be held on Saturday 10 September 2011, starting at 13:00hrs, at Dereham Station, Mid-Norfolk Railway, Station Road, Dereham, Norfolk NR19 1DF.

In accordance with the Constitution, the Chairman seeks nominations for the committee posts of Chairman; Technical Officer; and Sales & Fundraising Officer - as listed on page 2 of this magazine. The existing holders of these posts will all be standing for re-election. In addition, the Chairman has received a nomination that Steve Potter should join the Committee as an additional Ordinary Member (member without specific portfolio). (As explained on page 4, the Committee strongly endorses Steve's nomination and hopes our members will support his election.)

Nominations must be in writing and must reach the Chairman, at the address given on page 2, by 14 August 2011. An email to mick@c37lg.co.uk will suffice.

Please Note : Enclosed with this copy of Syphon is your proxy/postal voting form, for you to vote with, should you not be able to attend the AGM.

MODEL BEHAVIOUR



Martin Ranson writes: A new joy of parenthood has emerged, and that is reliving the good old days, but in miniature! Here is a picture of my great surprise following a family visit to one of the Rugby Model Engineering Society's running days: 37043 in Large Logo, droooooooooo!

Syphon!



Palling up with Pedro... 37003(37360) is seen passing through Yaxham's nicely-restored station (which also boasts some interesting narrow-gauge railway relics) with the 12:30 Dereham - Wymondham on 14 May 2011, working in tandem with 31438.

Steve Potter



YAXMAN

GENTLEMEN

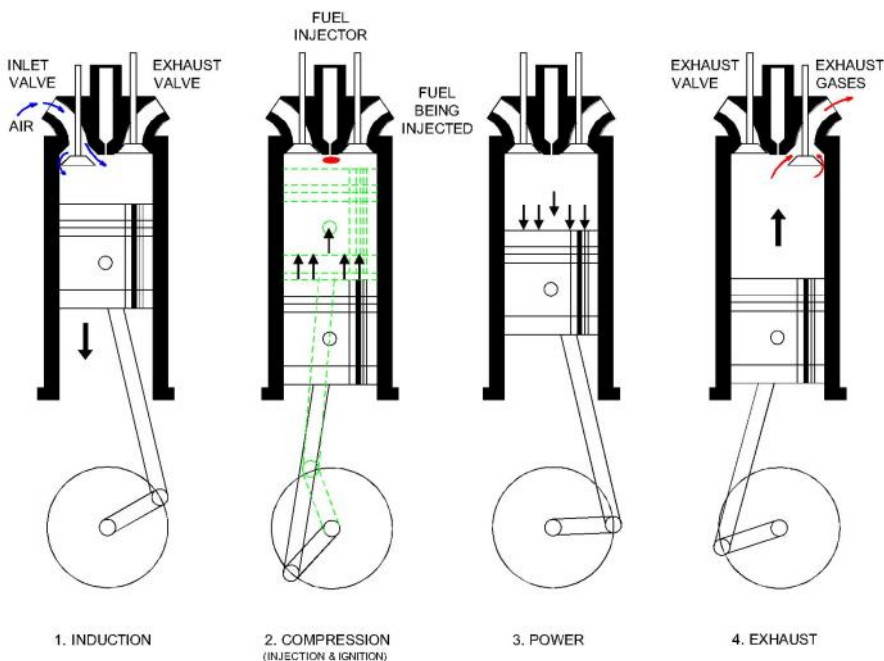
How It Works - Part 2: The Diesel Engine

This issue, we continue our series by turning to the true "heart" of the Class 37 locomotive, the diesel engine which has served them so well for half a century... The text of this article was originally written by Mark Rigby and printed in Syphon! 55 back in 1993; the article's been updated with new images by Mick Parker.

The engine fitted to class 37s is of the 12CSVT type, built by English Electric. It is a direct descendent of that fitted to the class 20 (8SVT) and class 40 (16SVT). The 12CSVT was originally rated at 2,025hp, but was derated to produce 1,750hp at 850 revolutions per minute (rpm). The engine was derated to increase reliability.

The 12CSVT engine is what is known as a 'four-stroke' engine. This means that each piston completes four strokes in the cylinder to produce a complete cycle, these strokes being Induction, Compression, Power and Exhaust.

1. Induction: As the piston moves on its downward stroke, air is drawn into the cylinder.



The inlet valve is open and the exhaust valve closed.

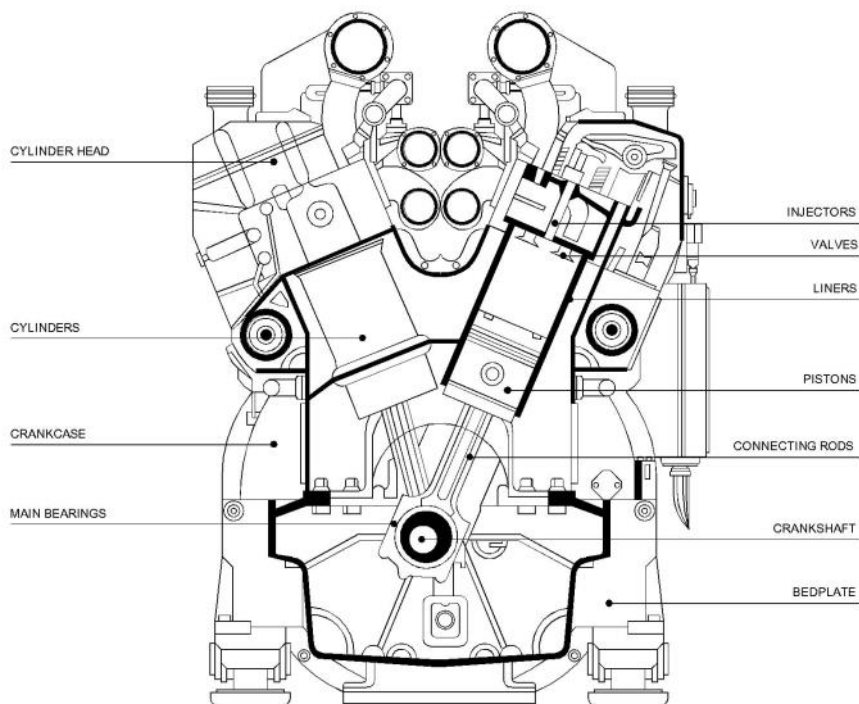
2. Compression: When the piston has reached the bottom of its stroke, the inlet valve is closed, and the piston moves upwards, compressing the trapped air. The air will be compressed to about 900lb/inch² (over 6.2MPa) and will reach approximately 900°F (480°C). As the piston reaches the top of its stroke, diesel fuel is injected into the cylinder. At this point both inlet and exhaust valves are closed.

3. Power: Because of the heat generated by the compressed air, the fuel ignites as soon as it is injected, and the trapped air expands rapidly, forcing the piston downwards. The downward motion of the piston rotates the crankshaft via the connection rods.

4. Exhaust: As the piston reaches the bottom of its stroke, the exhaust valve opens and the spent gases are forced out by the rising piston.

The actual engine consists of 3 main parts, these being the Bedplate, Crankcase and Cylinder head.

Bedplate: The bedplate is a large casting which houses the main bearings. The crankshaft



rotates in these bearings.

Crankcase: The crankcase is a cast iron alloy which contains the cylinder Jackets, the top half of the main bearings, inspection openings, etc.

Cylinder Head: The cylinder head fastens onto the crankcase with long studs. It consists of the inlet and exhaust valves, the injectors, and the rocker brackets. The rocker brackets open and close the valves.

The bedplate forms the bottom of the engine. It also acts as an oil sump to hold the lubricating oil. The main bearings house the crankshaft, which transforms the up-and-down movement of the piston into rotary movement. The crankshaft is connected to the pistons via the connecting rods.

The crankcase sits on top of the bedplate. In the crankcase are the cylinder jackets. This is where the piston slides up and down. Instead of the pistons sliding directly against the

cylinder, liners are fitted. These liners are made of a high-wearing material and can be replaced when worn. The pistons form a seal against the side of the liners by using piston rings. There are two types of piston rings: compression rings and scrapers. Compression rings form a tight seal against the cylinder walls on the downward stroke due to their shape; scraper rings, as the name suggests, scrape excess oil off the liners to reduce carbon forming.

On top of the crankcase fits the cylinder head, which houses the inlet and exhaust valves, the injectors which inject fuel into the cylinders, and the mechanism for opening and closing the valves – the rocker bracket. The rocker bracket is driven off the camshaft, which itself is directly driven by the crankshaft. Therefore, the faster the crankshaft rotates the faster the valves open and close.

The name "12CSVT" stands for:

- 12 = Number of cylinders
- C = Charge Air Cooled
- S = Supercharged
- V = 'V' type engine
- T = Traction.

Incidentally, the name also gives a clue as to the difference the from 12SVT engine fitted to the class 31: this model was not fitted with charge air cooling, hence the lower power output. The cylinders are arranged in two banks of 6 (Bank A and Bank B), offset at 45 degrees to each other, hence the reference to "V" formation - this can be seen the in diagram. Bank A is on the left looking from number 1 end (number 1 end recognised by the large bodyside grilles of the radiator fan area - see the layout diagram in *Syphon!* 145).

The cylinders fire in the following order:

B1-A6-B5-A2-B3-A4-B6-A1-B2-A5-B4-A3

The spent exhaust gases from the cylinders pass though the turbochargers (one each side of the engine). Here, the escaping gases force their way past a turbine causing it to rotate. The turbine is connected via a shaft to a compressor impeller. As the shaft rotates the impeller draws air from the atmosphere into the air line of the engine. This compressed air will have become hotter and will have expanded, so has to be cooled so more air can be forced into the cylinder. The air is cooled by the intercoolers, which work in the opposite way to a car radiator, i.e. air is cooled by water rather than the water cooled by air - so the air contracts again. As more air can be forced into the cylinder, more fuel can now be burnt, therefore more power is produced.

Since more fuel is burnt, there are more exhaust gases to escape past the turbine in the turbocharger, causing it to rotate faster. This increase in speed increases the volume of air in the cylinder, which again increases the amount of fuel burnt, resulting in more power. Eventually, the back-pressure from the cylinders will stop this acceleration so the engine has reached its maximum output. The whistling noise heard from a class 37 working hard is the turbocharger. There is also a lag between the speed of the engine and the turbo catching up. This is why a class 37 'clags' when it slips or is opened up fully: until the turbocharger is up to speed, the engine won't be efficiently burning all of its fuel, and the 'clag' is actually unburnt fuel. A 37 which clags all the time, as 37427 or 37140 used to, is often suffering from a cracked turbocharger - though injector or timing faults can produce a similar effect.

Next time we'll be looking at what we do with the power the diesel engine produces - the role of the generator in taking us from a turning crankshaft to electrical energy to move the train.

This issue it's member Julian Whitby who tells how it was 37203 that won his heart and became "My Machine" - because first love never dies...

BEAST!

It's autumn 2004, and this novice enthusiast is still truly to understand the joy of bashing properly (that is, moves books, red pen, writing down the loco number, etc). My Mum saw an advert in the *Hereford Times* about a railtour to Aberystwyth using steam, and asked if I wanted to go on it. At the time, I still hadn't decided what my favourite motive power was - and I still didn't know for some months yet - but I liked steam and was well up for it. As I write this over 6 years later, I wonder what was going on in my head at the time!

Anyway, 23rd October 2004 is the date in question, and I'm driven to Hereford to join the Past Time Rail tour to Aberystwyth. Of course, this was back when not everything had to have a 66 or a 67 on it, when 37s could show up without having to be specially booked months ahead. 37203 soon rolls



Pure blue nostalgia: the working isn't known, but this is Julian's beast, then a Bristol Bath Road loco, on 3 January 1985 at Bath Spa. Note the nose-end number and period HTV advert! R S Windsor-Bell

in and I find my seat in coach C. It's my first ever 37 and my first railtour, so I'm at the droplight all the way to Shrewsbury. At Salop, we have to alight with an hour's break for the steamer to be added to the train. The weather's unsurprisingly poor - who on Earth plans a tour to the seaside in October?! - and I can't get to a window all the way. When we get there, the rain's taking the mick, and after some mandatory photos and video'ing, I end up getting some rancid curry and pop off to the arcade.

Eventually, we're back off to Salop and, I must say, the journey home was better. I did start out with my CD player on, but the batteries gave up so I resorted to the quarterlight. Back at Salop, and another hour's break. Eventually 37203 returns with the stock and we head home. Being near the front, I get to hear 37203 this time, and phwoar!, what a beast! We had a run that I always remember fondly - the thrash along the North and West really made an impression on this enthusiast who grew up on 'bog carts' and the odd tram - although sadly the 50 or so miles from Salop to Hereford were soon over.

37203 began my obsession with tractors, and for nearly 6 years it was my only non-ETH 37 on the mainline, but that's another story. Sadly, 37203 is no longer with us although I'll never forget her.

It's great to see more members submitting their candidates for Beast! (formerly "My Machine"). Every tractor crank has their own, of course: maybe your first, maybe your loudest, maybe just your most outrageous or downright jammies! So why not share yours?



Fast forward to 24 March 2004, and Michael Ratledge caught '203 crossing Ely West River with the 6M77 Ely - Wembley freight.

Fireman Fred Remembers... **Part 2: 'F-F-F-Fire in t' Engine Room!'**

Retired North-Eastern railwayman Fred Wagstaff continues his fascinating reminiscences of the early days working on the English Electric Type 3. This summer-time issue, he relates how one of the less comforting quirks of "these grand machines" in fine weather led to an interesting day on the northern East Coast Mainline...

One of the annoying habits of the EE Co. Type Three was their tendency to get very hot in the engine room when working hard in warm weather; as a consequence it activated the Fire Alarm, which started clanging away just behind your starboard ear'ole. This isn't as bad as it sounds, unless the driver happened to be of a nervous disposition. First the power would shut off suddenly, along with a tremendous bang and flash from the contactor cubicle, then eight hundred amps suddenly dropped to no amps at all... and the ears would be going tinglewingle!

This happened one glorious summer morning while working the Shillbottle Colliery to Blue Circle Cement Factory at Dunbar. The trip entailed propelling the train of twenty-two hoppers and the guard's van out of the colliery on to the main, and then away, like the Devil was chasing us, to get a good start up Longhoughton Bank, roaring through Alnmouth platform, over the River Aln and on to the bank proper.

In the days of the steam loco it would have been big valve and full gear, a bent back, and the best part of a ton of coal into his belly, but this was child's play by comparison. With the Type Three's deep roar echoing around the countryside, it was just effortless on the second man's part and I began to feel totally redundant, carrying out only the most mundane of tasks like switching on the cooker to make a cup of tea...

The driver that morning was an ex-Alnmouth man nicknamed 'Cappy', who was the most laid-back driver I've ever met; absolutely nothing got him excited, and he seemed to find it mildly amusing if anyone lost their temper or got het up over anything. He had a very keen sense



17 February 1967 sees EE Type 3 no. D6776 caught by the low winter sunshine as she passes Thornaby station heading towards the yard. Note the diesel brake tender visible immediately behind the locomotive.

John Grey Turner



Fred's train today was conveying coal to the Blue Circle cement factory - the end product would generally have been carried to its customers in these Presflo wagons. It is most likely that in this undated but atmospheric late-1970s shot, 37006 is seen conveying empties up to Dunbar for this purpose, as she passes behind Newcastle Central station on the avoiding lines.
John Grey Turner

of humour, but you very rarely heard him laugh, just a big broad grin that said it all.

Anyway, we were enjoying our brew when the fire bell started to clamour away, and though instinct told us that it wasn't a fire, we both knew I had to go in the engine room to check it out - which I did, and found nothing. However, being at Number One end, this meant squeezing through the passage between the air intakes and the radiator, opening the door into the engine room, squeezing alongside the roaring leviathan, and opening the door into the clean air compartment where the Dynamo was making lots of Amperes for hungry traction motors, and then making my way back to the driving end again.

As we approached the run down Christon Bank, Cappy eased the controller, and the fire bell decided to stop ringing. Cappy had to brake a little to keep us inside the unofficial train speed of forty miles an hour as we coasted down as far as Chathill, and then put power on to lift us along to Crag Mill, where another coast downhill awaited.

I was in the middle of rolling a cigarette when the fire bell started up again, but I was convinced it was another false alarm. Cappy drawled - "Well, are ye gann in tae see if that fire's gettin' a good hold yet, Wag?" I replied that I best had...

"Then ye'll not want your ciggy with ye," Cappy said - "So just leave it here..."

I put my fag down on the top of the instrument panel and stepped through the radiator door, thinking all along that it was a wild goose chase, but as I opened the door into the engine room there was a huge explosion and a fireball shot along the top of the engine and swirled around at head height, singeing my moustache. I dropped to the floor, struggling to crawl out



No doubt Fred's errant Type 3 will have been despatched here post-haste after its little incident: this is Gateshead depot, the major motive power depot serving the North-East, and home shed to the Blyth Cambois fleet. For almost all of the post-Modernisation Plan era, GD had a substantial allocation of class 37s. This view from John Grey Turner's brilliant collection shows 37073 (rightmost), 37068 and a further unidentified class-mate at repose between duties on 29 May 1982.

backwards on all fours, and then slammed the engine room door shut behind me. I fell into the cab in a state of shock - "It's full of flames in there, Cap!" I jabbered, "It nearly burnt my 'tash off! It's got a good hold! Shut him down. I'll pull the extinguishers..."

But Cappy remained perfectly calm - "It looks like we're going inside at Belford. The last signal was two yellows, so we'll see how we go. If we do get inside, then all well and good. But if we get the main, we can stop clear of the loop. The signaller can then use it for getting stuff past us..."

No sooner had Cappy spoke, than the engine faltered, then stopped - and we were now rolling along with hardly a sound. However, as Lady Luck would have it, the signalman at Belford did have us routed for the loop and now it depended on how long the brake would hold off - without power the vacuum exhausters had stopped. Yet Cappy seemed pretty confident that we would still clear the main, and as we rolled past Belford signal box at fifteen miles per hour, I saw the signalman's quizzical looks from the open window.

"We are a failure!" I hollered at him - "Fire in the engine room!"

He gave a thumbs-up signal and disappeared inside the cabin.

Slowly, as our speed dropped further, Cappy said quietly - "I don't think we're going to clear the main, Wag, the vacuum's going."

Sure enough, the brake started grinding on and we slowly came to a stand. I jumped off, ran back to see if we were foul of the main. We had cleared it by a whisker, but as we were still on the track circuit the signalman couldn't clear his signals. I spoke with the guard and acquainted him with our predicament. He told me that he had seen white smoke from the loco suddenly turning black, and then white again... I replied that it was most likely when my 'tash caught fire...

I headed for the signal box to see what the next move would be, and the signalman told me there was a light engine from Tyne Yard coming behind us, and he would push us clear. The

signalman had also alerted the Fire Brigade and they would be along directly. Returning to the loco I found Cappy sitting nonchalantly on the fence. He said that the assisting loco would have to skid us forward as the brake was hard on, and since he had already shot the fire bottles off in the engine room, we couldn't access the vacuum release valves in there because the engine room was now choc-a-bloc with CO2 and it was out of bounds to us - according to the manual.

Eventually, a Class 40 came up behind us and pushed the train clear of the main, but instead of taking the train on, the crew just begged off to Haymarket and left us sitting on the fence like a couple of gormless garden gnomes.

While waiting for the Fire Brigade, I wanted to get back into the cab and get my fag and sandwiches. Cappy shrugged, then replied in that Northumbrian drawl of his - "Ye can gan up noo and get yer sarnies but ye'll be wastin' yer time lyukin' fer yer fag..."

"Why d'ya say that?" I asked.

"Cos ah smoked it for ye..."

"What y'do that for?"

"Cos I thought ye wouldn't wanna risk settin' yah tash afire agen..."

And he never cracked a grin.



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A very nasty-looking incident... but actually not what it appears to be: in fact this is not an incident like the one Fred's Type 3 suffered (they're rather rare!). This infernal-looking scene in Aberdare in November 1982 was in fact a fire in an adjacent building, and neither 37213 nor 37229 was harmed in the making of this photograph!

It's here at last - and worth the wait!

C37LG/Bachmann 37003 OO-Scale model arrives

It's been a very, very long time coming, but our exclusive OO-scale model of 37003, produced for us by Bachmann, has finally arrived. And rather good it is!

If you'd already ordered yours, by the time you're reading this, it should already be gracing your mantelpiece or layout. If you haven't yet, there are still some available.

The model, which features all the accessories you can see in the picture and the latest DCC-ready chassis, plus switchable exterior and cab lighting,

is of course only available through us - and the 512 we have had made are the only ones which will be produced! While Bachmann have just brought out a new '37, we are told ours will be the only skirted split-headcode one they will be producing in blue for some time. So given the different headcode variants available straight out of the box, why not buy two: one as 37003 and one for renumbering!?

The feedback we've had from those who have already received their models has been overwhelmingly positive, with reactions including "awesome", "fantastic", "very pleased" (twice!) and "What an improvement on Bachmann's first attempt!" We're particularly glad with that the exchangeable headcode boxes have been so well received.

If you would like to order one, just visit our main website (www.c37lg.co.uk) and click on "37003 model" on the left-hand side - or simply get in touch with Mick Parker. Despite Bachmann's recent price increases we have managed to hold the price of our models to £86.95 plus £4.00 for P&P (we send by Royal Mail Special Delivery). Alternatively, we will be taking models with us whenever we our sales stand attends galas or railtours - while we still have any left to sell!

Finally, as previously announced, we are happy to confirm that you can now order **any** Bachmann (or Farish N-gauge) catalogued product through us. This also applies to the Hornby and Shawplan - just get in touch (or visit our website and click on "Model Sales"), and we're sure you'll find the prices very reasonable. And needless to say, as with the 37003 model, all proceeds from sales go into the fund for maintaining 37003.

We now have all our models of 37003 ready for despatch - and this is what she looks like, with the impressive array of included accessories!



Diary

Your quarterly look ahead at where you can expect to hear that EE 12CSVT growl around the country... The 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! While this may not always be possible e.g. in emergency after a failure, we'll do our best. Don't forget to book Spitfire Railtours through us! (See p. 2)

23 July Llangollen Railway: Running day (37240)
23 July Bo'ness & Kinneil Railway: Running day (37175 - evening)
30-31 July Llangollen Railway: 1960s Gala (37240)
5-7 August Spa Valley Railway: Diesel Gala (37254)
13-14 August East Lancashire Railway: Running day (37109)
18 August Cheshire Cat Railtours: Aberystwyth - Durham (NR 97/3, 2 x DRS 37)
21 August Northern Belle: Edinburgh - Oban (2 x DRS 37)
3 September SRPS: Berwick - Oban (2 x WCRC 37)
9 September Northern Belle: Dundee - Dunrobin (2 x DRS 37)
10 September C37LG AGM and 37003 running day - Mid-Norfolk Railway
10 September Statesman Railtours: Peterborough - Aberystwyth (2 x NR 97/3 ex Crewe)
10-11 Sep. East Lancashire Railway: Running day (37518)
16-18 Sep. North Yorkshire Moors Railway: Diesel Gala (37264)
17 September Pathfinder: Crewe - Fenchurch Street (2 x DRS 37)
23-25 Sep. Mid-Norfolk Railway: Autumn Diesel Gala (37003, others TBA)**
24 September SRPS: Carlisle - Oban (2 x WCRC 37)
30 Sep-2 Oct Nene Valley Railway: Diesel Gala (37521)
1 October Pathfinder: Crewe - South Wales (2 x DRS 37)
1-2 October Bo'ness & Kinneil Railway: Diesel Gala (37175)
1-2 October Nene Valley Railway: Diesel Gala (37521)**
15 October Pathfinder: Bristol - Goole (incl. 2 x DRS 37)
15-16 Oct. Pontypool & Blaenavon Railway: Diesel Gala (37216 and 37421)

** Denotes events our sales stand expects to attend.

(Thanks also to Steve Jones for compiling and sharing his gen lists!)

Syphon - Your magazine!

As ever, I hope you enjoy your 28-page *Syphon!*. Next issue, we've got more of Mick Parker's highly detailed "How it works" series, more fascinating reminiscences of working with Class 37s from Fred Wagstaff, plus of course the latest updates on our very own 37003.

However, the larger *Syphon!* needs more material to maintain its quality, so I'm very keen to receive photographs and text to use. Reports of recent galas/railtours are very welcome, but also memories from "back in the day" - classic railtours or "man-of-steel" bashing moves from the '80s. And what was *your* "Beast!" - oddly, all those we've had so far have been centre-panel class 37/0s: 37201, 37128, 37176, 37203... I wonder why! High time for split-box army defended its position, I feel! And what about all you fans of the orange-box heat-chuckers?!

Your humble editor looks forward to hearing from you - thanks in advance! (Details on p. 2)

Buy Your Own Tractor update (April - July 2011)

By Mick Sasse

In contrast to last issue, given the slight delay in *Syphon!* going to press, this time we have four months' winners to congratulate!

	April:	May:
1st prize -	37263: Steve Potter	37512: Alex Ayre
2nd prize -	37073: Barry Wetherell	37409: Nick Chadha
	June:	July:
1st prize -	37140: Ian Simpson	37017: Richard Robinson
2nd prize -	37176: Michael Ratledge	37261: Philip Cole Wallace

Since my last upbeat report of progress in the Buy-Your-Own-Tractor fleet continuing to expand, I have further progress to report: the BYOT stable now contains no fewer than 137 locos allocated and in active service - meaning a monthly prize fund of over £60 to be shared between the two winners.

In this spirit, I'd like to welcome new joiners Alex Ayre, Phil Roberts and Julian Whitby, plus also to thank Jon Folwell, Michael Ratledge, Richard Robinson and Barry Wetherell for expanding their fleets.

And thanks are due as always to all of you who do support us regularly every month in this extremely helpful way. Beyond that, yet again we've had winners who went still further and donated their winnings straight back into the pot: you are top people and we are sincerely grateful!

For any of you who have yet to discover the delights of owning your very own Class 37 for only one pound per month, and having a chance of it earning you over £40 every month, there are still of course plenty of beasts still available in my virtual TMD: as ever, just drop me a line (contact details on page 2) for the full gen on what's available, how to do it and what's in it for you!

Why not help out? **Volunteering with the Class 37 Locomotive Group**

As you'll know, your Group is totally dependent on volunteers for everything that it does.



That includes everything from getting grubby in the depths of 37003 herself (as demonstrated ably by Al Pulford, *left*, as Mike Millward caught him in the act painting an out-of-the-way corner of the engine room) through to manning the sales stand, through to contributing words or pictures to this very magazine!

There's no need for any previous experience for any of these roles, and it's (almost always!) really good craic. If you don't live near the Mid-Norfolk Railway, there are still plenty of other things you can do to make a real difference to your Group: every time we hold a sales stand at a diesel gala or on a railtour, that's several hundred pounds we would not

otherwise have - and the number one constraint on this is availability of bodies to staff them!

So if you think you could help, just give any of us on the committee a shout - gen on page 2.

Sales Stand

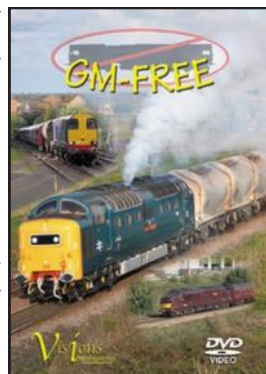
Alongside the latest hardback photographic survey of the Class 37 from Strathwood (see page 12), and the long-awaited [*That's a bleedin' understatement*.-Ed.] arrival of the Bachmann limited-edition OO-scale model of 37003 (see page 24), this issue we've got a further crop of new items to tempt you with...



First up, something truly practical for keeping hot things warm in winter, cold things cool in summer, and, err, presumably miscellaneous things at various temperatures during spring and autumn... We present our *Thermally Insulated Travel Mug* with a classy brushed aluminium finish and, of course, our own branding. A secure lid is provided - should be ideal for railtours or all those festers at random shacks like Clarbeston Road, Tulloch or Horní Planá zastávka... We're supposed to sell these for £6.99 but we have them at an introductory price of only **£6.00**.

Meanwhile back in the television entertainments department, we're pleased to bring you a further DVD for the "real traction generalist":

Visions International's new *GM-Free* goes on the hunt for classic British diesel and electric locomotives from the 1950s and '60s - not on heritage railways but out earning their keep on the mainline. Featuring classes 08, 20, 31, 33, 37, 40, 47, 55, 73 and 86 (but most definitely not 66 or 67), as you would expect '37s are especially well represented - both alone, in pairs or working together with everything from spoons to a Pannier tank via a '33 and a Hall. The DVD is bang up-to-date, including Deltic 22's jaunt from Fort William to Mossend on the alumina. And yes, you can turn Mr Maxey off if you should so wish... This 80-minute DVD is available from our shop at **£19.00** (rather than the £19.95 RRP).



These items, and huge amounts more, are all available from our online shop in the usual place: www.c37lg.co.uk and then just select "Shop".

Meanwhile, don't forget to visit **Buy.At/c37lg** for a quick click-through for all sorts of purchases from E-Bay, Amazon, Asda, LateRooms and Expedia to Carphone Warehouse and T-Mobile. At no cost to you, any purchase you then make from those (and many, many more) retailers gains the Group a very useful commission at no cost whatsoever to you. And finally I mustn't end without my usual plug for our very own "affinity" search engine, <http://www.everyclick.com/the-class-37-locomotive-group/1137787/0> - every time you do an online search from here, we get a little something back!



Happy Shopping!

Next issue, Syphon! 147, due out in mid-October! Deadline: 15 Sept. 2011 - thanks!

BACK COVER: A flashback to 1990, as we see large-logo 37428 David Lloyd George on standby at Cardiff Canton with the breakdown train. The date is 28 June.

Ian Dobson

Syphon!

