

# Syphon!

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Mainline and heritage panorama

Beasts *can* be EH!

Runaway Type 3 at Manors

Those dangly bits hanging off the end...

class **37**  
loco group

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## **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:** But a short leap west of our home railway is of course the Nene Valley, whose diesel gala this year proved very popular. Here 37503 (partnering 'whistling wardrobe' 20167) prepares to leave Wansford with the 15:40 Wansford to Peterborough on 1 October 2011.  
*Martin Ranson*

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

This issue, our grateful thanks go to: Gordon Brown, Lewis Brzeczczek, George Dent (and *Model Rail* magazine), Keith Franshaw, Steve Hollis, Steve Jones, Derek Lott, Mike Millward, Mick Parker, Steve Pizzey, Steve Potter, James Powley, Martin Ranson, Michael Ratledge, Fred Wagstaff, Mike Wedgewood, Julian Whitby, Bill Wright

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## Editorial & News

Dear members and supporters,

37003 has, as I write this, completed her first running season in preservation - and done so with aplomb! In September, as you will know, we held our annual general meeting. In itself nothing very momentous - but with significant symbolic value: the 13:15 train from Dereham to Wymondham Abbey on 10 September marked the first time since the Group was formed way back in 1984 that we have been about to hold our AGM on a train hauled by our very own loco. It



**AGM day in Dereham: 10 September sees 37003 alongside 50019 Ramillies, about to work the 13:15 to Wymondham, complete with historic "Class 37 Group" headboard to mark the occasion - and the very classy "Dereham deer" plaques applied to the cabsides by Mike, Steve and Gary(!)**  
*Mick Sasse/Lewis Brzeczek*

underlines just how far we've come.

Certainly we're not in resting-on-laurels territory: as the *Loco Update* opposite discusses, 37003 is not yet in 100% perfect mechanical condition, and there's plenty more to do before we would want to let her stray far from Dereham. But we have clearly made massive progress, and all of those who've worked on the loco, worked behind the scenes, raised money or made donations can justifiably take pride in how far we've already got.

As you'll remember from the last *Syphon!*, our long-standing member Steve Potter stood for election to the committee, and I'm very pleased to say that, with unanimous support from all of you who voted at the AGM, he was indeed elected. All of us on the committee would like to bid Steve a very warm welcome - and we look forward to piling more of our work onto him - sorry, I mean to his continued assistance to your ever-diligent committee colleagues!

And finally, may I be the very first person outside the retail industry to wish you a very splendid festive season - and every success in 2012!

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





## **Loco update - Summer 2011**

**By Mike Millward and Mick Sasse**

The good news is that our automatic voltage regulator (AVR), about which we've had cause to write so much in previous updates, has been behaving itself lately. We believe that this reflects the more frequent use our loco is seeing - the old electro-mechanical equipment never liked to be left idle for long periods. However, given the nature of preservation, periods of idleness are unavoidable, and we remain of the view that acquiring the new, solid-state electronic equivalent is the long-term solution.

While our loco has been reliable in traffic, our Dereham volunteer team have been looking further at the vexed question of 37003's still not-quite-right performance: she still doesn't seem to be giving full power. This shows especially after the first field divert kicks in (mid-20s mph), when by our reckoning the engine isn't going much above 600 r.p.m. - as opposed to the 850 r.p.m. at which the EE 12CSVT delivers its full rated power output. The issue has only becoming apparent since the move to the MNR: here we have heavier trains and - at least when under test - higher speeds than in Wensleydale or Weardale. We've therefore been giving her load test-runs and keeping her under close observation when in service.

We know that the problem *isn't* with timing or the fuel racks; equally the engine burns cleanly (for an EE!). However, one thing noted during a recent test-run is it is likely that the intercoolers (the devices which cool the combustion air before it is drawn into the engine, so increasing the efficiency of combustion) are partially blocked up - so we intend to remove and clean these thoroughly. Another avenue we shall investigate is the inlet valves: given the long periods that the loco has seen out of use, and prior to arrival at the MNR rarely being properly opened up, these can get "gunged up" - so again a thorough clean is on the agenda.

Other tasks we will be addressing in coming working parties include the power controller at No.2 end, which is rather unresponsive, plus a seized handbrake. In addition, the vacuum brake exhaustor isn't speeding up when it should, and some of the battery cells are beginning to get rather tired - it's a good thing 37003 is a good cold-starter!

Alongside our trusty regular volunteer team, our thanks once again are due to fellow 37-owner Tony Middleton for his ongoing support and advice.

In other news which will be of our interest, 37219 has now (as of 9 October) left the railway - *Shirley Ann* is now visiting the Pontypool & Blaenavon Railway, where at the time of writing she is about to take part in that railway's diesel gala (15/16 October). That leaves our beast the sole EE type 3 on our host railway, at least for now...



**37003 is seen after run-round at Wymondham Abbey, during a loaded test-run on 3 September with seven Mark 2 coaches plus 50019 in tow as "ballast".**

**Mike Millward**

## 37003 Traffic Update - 1 July to 30 September 2011

For the record: since 3 September 2011 our loco has been officially once again 37003, rather than 37360, giving rise to much less confusion amongst the unenlightened...!

37003 has seen use on two occasions over the last quarter, namely on the AGM day, 10 September, and on the three days of the Mid-Norfolk Railway's Autumn Diesel Gala two weeks later. So now to those all-important stats:

10 September 2011	10:15 Dereham - Wymondham R/R (run-round loop) 11:15 Wymondham Abbey - Dereham 13:15 Dereham - Wymondham Abbey R/R 14:15 Wymondham Abbey - Dereham 15:15 Dereham - Wymondham Abbey R/R 16:15 Wymondham Abbey - Dereham
23 September 2011	09:00 Dereham - Wymondham Abbey, with 37219 (219 removed at Thuxton) 12:05 Wymondham Abbey - Dereham, with 37219 13:00 Dereham - Wymondham Abbey, with 37219
24 September 2011	12:30 Dereham - Wymondham Abbey, with 37219 15:35 Wymondham Abbey - Dereham, with 37219 16:30 Dereham - Wymondham Abbey, with 37219 19:35 Wymondham Abbey - Dereham, with 37219
25 September 2011	11:05 Wymondham Abbey - Dereham, with 37219 13:05 Wymondham Abbey - Dereham, with 37219 17:05 Wymondham Abbey - Dereham

Total mileage in revenue-earning service this quarter: 171.14 miles.



37003 was out and about again with 37219 again on the railway's diesel gala weekend, and James Powley's worm's-eye view catches the duo leaving Dereham on 24 September with the 12:30 departure for Wymondham Abbey.

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

It wasn't until I started putting this together that I realised what a busy quarter I'd actually had! In amongst the membership comings and goings, we also had two very successful outings with the sales stand, further increasing my face-to-name ratio, which is always nice, and also contributing to the steady increase in new members along with the ongoing appearances of 37003 at Dereham.

So to the membership scores, and as always we start with the newcomers:

*John Ireland (37026 - welcome back!); Sarah Wetherell (37095); Trevor Collins (37311); Steve Anstey (37312) Andrew Campbell (37313); Mandy Anstey (37314); and Kevin Finch (37320)*

Your interest and support are really appreciated, and I hope you enjoy your time with us. Next the renewers, and a big thankyou to our long-standing members for their loyalty:

*Miceál Tyre (37027); Neil Morgan (37106); Malcolm Hicks (37181); Andy Stoddon (37182); David Sayer (37183); Neil Ruffles (37232); Mr B M Thompson (37280); Brian Potter (37284); Jon Folwell (37401); and Steve Pizzey (37411)*

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

The renumbering scheme has slowed of late, perhaps as I haven't updated the available list recently? Hopefully by the time you have read this, I will have posted a new list on the forum. For the benefit of the newcomers, a £5 donation to the preservation fund can secure your favourite loco from that list as your membership number. All enquiries and further details to me at: [members@c37lg.co.uk](mailto:members@c37lg.co.uk). Thanks to those that have renumbered recently - most recently Steve Anstey (37312 to 37341). 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, and have a good Christmas! (Well, I wanted to be the first!) [*You're not. -Ed.*]

*Martin*

## **Fundraising update**

As Martin reports overleaf, the team's efforts on the 16 July Spitfire railtour to Aberystwyth included running the sales stand on the train, and this brought in a useful £312.

On 24 September Philip and Martin attended the MNR's diesel gala, and took a pretty

spectacular £521 - by our reckoning this the most we've ever achieved in one day - the record-breaking stand is seen *above right*. The tireless team also attended the Saturday of the Nene Valley Railway's gala (1 October) - making a further £312 from a site with some very nice views... (*left*). Also a special word of thanks to member Dave Carley, who very generously donated three bags (!) of top-quality books, DVDs and CDs for us to sell - fantastic!

*Think you could help out on the stand? Give us a shout!*



## Railtour Round-up

***Martin and Philip have been out combining business with pleasure again... it's not all raffles and sales stands! Text and pictures by Martin Ranson (unless stated)***

*26th June: Spitfire Railtours - The Kernow Growler III – Martin Ranson, Philip Cole Wallace*

It's Penzance's Mazey Day again, and with a flurry of tours heading south your illustrious railtourers are off once again supporting Spitfire Railtours (discounts available for group members!) and the Blue Type 3 Team. With the usual crack of dawn start from Birmingham International, we find our steeds for the day are 37409 and 37229. After some twilight photos, we are joined by Steve Hollis who is taking '229 & 409 to Worcester, for the "red line".

A good fast run was had (such a bonus on tours nowadays, remembering when you generally had 37 railtour mileage only by staggering up a short branch somewhere), matched by the excellent weather down to the Cornish coast.

Whilst the train was heading for Penzance, we opted for the Bodmin Parkway move to scoop in the Bodmin and Wenford Railway. Unfortunately 37142 was still undergoing repairs, so 33 and 50 haulage was the order of the day, along with two copper-topped ash-making devices. A few miles (mostly walking uphill in Bodmin!) and a few beers later it was time to head back to Bodmin Parkway by way of a minibus move, and due to a bit of a farce with the pedalling devices getting stuck in Long Rock sidings [A pair of class 31s operated a Pathfinder charter to Penzance that day. - Ed.], the traction of choice was running a bit late.

With '229 now leading, we headed back north in fine style, although a bit of a stop-start stagger around Worcester - and trying to find Droitwich station in the dark proved a bit challenging for the driver (the train overrunning by 11 of its 12 coach-lengths!), meaning that we weren't going to get a good run up the Lickey. Thanks to a new phone that I finally got to work in GPS mode, I can report that our steeds hit the bottom at 38 mph, and were doing a ear-bending 22mph at the summit!

Arrival into International nearly 18 hours after leaving was welcome relief - as was the realisation I had finally cleared '409 for 1000 miles.

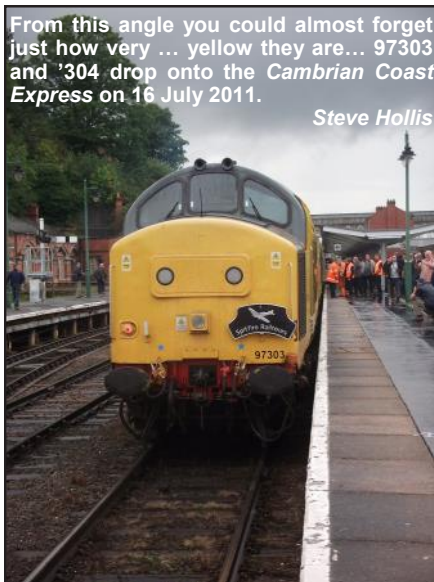
*16th July: Spitfire Railtours - The Cambrian Coast Express – Martin Ranson and the Family Cole Wallace*

Whilst the bonus of a socially timed departure from my home shack was in the offing for this tour, I was so convinced that my last 97(304) would not be working due to a reasonably major failure several weeks earlier, I had headed off to Cornwall for a week's family holiday! And as usual according to the Law of Sod, '304 got better, and then allocated, so I ended up tear'assing back from the West Country for five hours through the night to get back into position. Not before an unpublishable episode of pleading with Mrs R and the kids to cut our holiday short for a very important case of "redline'itus".

Joining me for the day was Mr Cole Wallace and the Cole Wallace juniors, all hungry for a bit of serious raffle ticket selling later on in the day, with the ultimate reward of an ice cream at the seaside.

From this angle you could almost forget just how very ... yellow they are... 97303 and '304 drop onto the Cambrian Coast Express on 16 July 2011.

Steve Hollis





**37510 and 37087 pose in front of Shrewsbury's iconic signal box. Martin has arranged for the individual responsible for the location case siting to be shot...**



The tour rolled into Coventry on time behind 37510 and 37087, having started in London following the previous night's *Routes & Branches* tour. Many of the occupants were showing the symptoms of a night on the rails.

A quick blast to International, where once again Steve Hollis was waiting to join us to get the red pen out for '510 and at least one of the '97s. After International, the timings went a bit pants, as we headed around the back of Birmingham dodging the cross-city units, with the 20-odd miles from International – Wolverhampton booked for about an hour – Yawn!

After Wolverhampton, a stunning run to Shrewsbury, only to be held outside for numerous units to totter in and out, before we got the road past the ever stunning signal box and semaphores. How much longer will these last?

A good length of time followed to swap locos and get some photos of 97303 and my prize 97304, in all their yellowness. With ETMRS not doing particularly good things to punctuality on the Cambrian, it was going to be interesting to see how we fared today... the

verdict being not so well, as we staggered along and made good use of all the passing places to take a rest and await similarly afflicted '158s. At least it was a steady environment for the Raffle Quartet to work their magic on the train's occupants.

Arrival in Aberystwyth was still pretty much on time, and after some more photos it was pub and food time. The return of the stock to the platform seemed to cause a few headaches, no doubt ETMRS-related, so a late departure, but not detrimental as arrival into Welshpool was on time, with a good showing on Mount Talerddig.

The tour should have carried on with a loco change at Sutton Bridge, but due to a late change this was now to be performed in Shrewsbury station. The net result was that we had to wait at Welshpool for the next Cambrian service. This gave the opportunity for some nice photos (maybe the kind Ed. has published them?) [Hmm...-Ed.] and a chance visit to the cab of '303 to have a look at the new toys... WOW! Rocket science in a 37! (Maybe the Ed. has published this one instead) [Oh, all right then! -Ed.]. The driver ran through the ins and outs of the system, most of it now just a memory - hopefully Mr Parker will be cover-ing it in one of his later technical articles...!



**Replete with extra displays, lights, buttons and machines that go "ping", the cab of 97303 makes an impressive sight.**

Now somewhat behind schedule, we pull into Shrewsbury... short! So there is a bit of a faff while the doors are cleared etc. to allow us to draw forward. And after waiting an age for the

510 and 087 to reappear, we get back under way with an undisclosed deficit (yes, I can't remember! It was late and I'd driven up from Cornwall the day before!). Anyway, we left at Coventry not too late, as there was a chunk of recovery time at International, whilst the train carried on to Euston.

All in all a good day, with all my mainline registered 37's now cleared, and no need to return to the delights of ERTMS World. Thanks as always to Spitfire Railtours for their hospitality and allowing us to run the raffle, and to DRS/Network Rail for providing the rateable traction - especially the Splitbox!

*Meanwhile our members have been capturing the class on railtour duties in seemingly every other extremity of the rail network...*

*... and see our centre-spread for the north-eastern extremity!*



**Derek Lott** captured West Coast's 37685 entering Ely on 13 July. The train was Royal Scotsman's 7-day tour of Britain. This started at Edinburgh and toured Scotland, before proceeding to Chester and Bath, then on to Peterborough and overnight on the Nene Valley, before visiting Cambridge, then on to Ely. After 4 hours there it finally found its way to York!

From East Anglia we leap just a mite to the north-west, to catch up with 37676 (leading) and 37685 again (the latter these days wearing the *Loch Arkaig* plates formerly sported by 37248). The pair have just run round an SRPS railtour from Berwick at Oban on 3 September. The run-round manoeuvre was complicated by needing a double run-round with only one driver on hand!

*Mike Wedgewood*



## Syphon! Pictorial

## Heritage Update



3 July 2011 sees a deliciously shiny D6729 doing a reasonably poor impression of a tube train while officiating at the reopening of North Weald station on what is now the Epping-Ongar Railway but was until the early 1990s an outpost of the Central Line. D6729 is now a long-term resident on this new entrant to the heritage railway world.

*Derek Lott*

Meanwhile, 6 August 2011 saw another recent heritage station reopening, with 37254 (doing a somewhat better impression of 37153!) at the Spa Valley Railway's station at Eridge, which it shares with Southern's Uckfield line services. The renumbering commemorated the fact that 37153 surrendered its power unit to 37254 - just as 37073 did to our 37003.

*Derek Lott*



Finally, the last weekend in September saw the Nene Valley Railway's regular diesel gala. This featured a variety of power (and a fine C37LG sales stand!) including 37503, sporting prototypically work-stained EWS livery. The workhorse is seen on 30 September, preparing for departure from Wansford with the 13:10 to Peterborough, under the station's rather attractive semaphore gantry.

*Steve Pizzey*



**Julian Whitby turns his attentions to the class 37/4 and, with evidence from moves many of us probably did, tells us why he finds 37408 and 37425... Monstrous!**

## BEAST!

Since I happen to rate "orange-box heat-chuckers" as well as the more traditional 37 - why not, it's still a 37! - I'll volunteer the story behind my fascination with *Loch Rannoch*. Maybe one day I'll delve into why I like

37240 as well...

Way back in 2003, I moved to Swansea to go to university. Without going into detail, higher education lost its grip on my interest that autumn when I started photting HSTs [*Somebody's got to!-Ed.*]. Jumping forward to 2004-05, I started doing the Rhymney heat-chucker

movements on occasion, although I still didn't understand the idea of bashing. Anyway, after scooping several 37/4s, 408 became an infrequent but monstrous machine for me. Sadly, I never had it to Rhymney but I did manage to have *Loch Rannoch* on its last passenger journey. Such a sad sight to see it after the derailment at Rhymney, and of course it never ran again on a passenger train. A much-missed beast.



*Mick Sasse did those sort of moves too! Here Loch Rannoch approaches Pontlottyn on 2 April 2005 with the 15:59 Cardiff to Rhymney. Four months later all was over for '408, after it ran away into stabled stock at Rhymney.*

**37408: a life: It began for D6989 at the Vulcan Foundry (Newton-le-Willows), from which it**

released into traffic on 17 June 1965, when the loco was, like so many later EE Type 3s, sent to work from Cardiff Canton depot. During its early years, D6989 had both the standard BR AWS system plus the old Great Western version. The loco's career meant a staple diet of lugging heavy coal trains from the South Welsh valleys to the vast array of industries that then depended on coal and on rail freight. A solid freight-hauler, D6989 is also recorded as having played stints as one of the Lickey bankers. The loco remained either a Cardiff or Swansea (Landore) machine for almost twenty years, during which time it is known to have worked some railtours, plus scheduled passenger work deputising for other classes, such as on the Marches line and even to Norwich in 1979 - plus of course summer Saturdays to the seaside. All changed in 1985, when 37289, as it had been known since 1974, was selected to be sent to Crewe for conversion to class 37/4 - and on emergence in shiny large-logo livery was sent straight up to Eastfield! 37408 was now mainly a West Highland passenger loco, in 1986 appropriately named *Loch Rannoch*, with occasional sorties to Inverness. Other than a brief stint back home in Cardiff, little changed through the early 1990s, though work on the Far North Line became more common - even after transfer to Immingham in 1992. Gradually, though, freight work predominated again - but in 1993 the North Wales Coast became the focus - and the loco continued to make appearances in Wales and down to the south coast until 2000, when transfer of the now EWS-owned machine back to Scotland (Motherwell) meant regular work on the famous Fort William sleeper. 2001 saw transfer back to Cardiff late in 2001, with regular work to Rhymney and Fishguard, before Arriva chose '408 as one of three to work the Harrogate and



***Settle-Carlisle lines during 2003/04. Perhaps fittingly, it was back in Wales (though still named Loch Rannoch) where the loco's career ended so prematurely on 1 August 2005. After the indignity of component-stripping, the end came at EMR Metals in January 2008.***

Now since we're on heat-chuckers, I simply have to discuss my love of 37425. No, it's not because of it being in Large Logo, but simply down to some simply awesome performances on the Fishguards and the Rhymney farewell do - not to mention a rather delightful show in September 2005 on the extras to/from Crewe and Cardiff. Ah yes, a saver return to Memory Lane please... Thankfully I'd got the day off for the Crewe Works event and had done some sort of overnight moves to Swansea, ending up on what was possibly my most regularly caught train, the 04:00 Swansea to London Paddington. It was taken to Cardiff Central, where we joined 37425 for an epic journey up the North and West. I vividly remember being at the droplight for Llanvihangel bank, and even on load 5 37425 showed us what a 37 working hard sounds like. The decision to do Crewe Works or Blaenau Ffestiniog was not an easy one - indeed I don't recall a lot of 37s going down the Conwy Valley line since then. Crewe Works won because I'd never been and it was to be the last one.

After a stunning day, it was back to the station for 37425 back to Cardiff. I have very little memory of this bit since we were rather exhausted by now. What I do remember was quite a good trip though, although I'd expect nothing else from 37425! Along with a number of trips on the Fishguards and of course a run on the Rhymney farewell do, 37425 is quite possibly my highest mileage 37! Of course, it's not run for quite a while now, although I do enjoy my memories of it.

***37425: a life: D6992's career began a month after 37408, and in similar Welsh fashion! However, 37292 went up to Scotland earlier: in 1981 to Motherwell, where until conversion to 37425 (August 1985 to March 1986), the loco ran as a Type 4, with the power unit experimentally uprated to 2,000hp. It was back to Scotland - and the West Highlands - for the refurbished machine, soon named Sir Robert MacAlpine - Concrete Bob, after the pioneer whose structures grace the Mallaig extension. In 1989 the loco returned to Cardiff - but then on to Tinsley and Immingham, as a triple-grey freight mover, though passenger work was no rarity. In 1993, however, Provincial Sector took '425 to Crewe with workings both in North Wales and the 'club trains' to Blackpool. The late '90s saw a return to Scotland - and of course the West Highland sleeper, but it***

***was back to Crewe and Wales in 2000 - including of course the Rhymneys. '425 actually had a period in store from 2000 to early 2002, when it was back to South Wales - where the loco stayed until the end of the Rhymney workings. Periods in store followed, with only sporadic workings since late 2006 - most recently at the MNR's 2009 gala - until early this year saw sale to rivals DRS - the loco moving to their Carlisle base in August 2011. No doubt many readers will have their fingers crossed for the future of this popular machine - though possibly not for those odd horns!***



**Coming right up to date: Mike Wedgewood caught '425 hiding at Barrow Hill on 13 August, days before transfer to DRS in Kingmoor.**

# Syphon!

Your editor suspects it may be strictly a criminal offence to use a “going-away” shot as a centre-spread... but we could not resist this wonderfully composed shot by *Mike Wedgewood* of the remote Northern Highlands near Kildonan. 37676 is seen on 18 June on the rear of the SRPS *Far North Explorer*, captured returning from Wick with 55022 *Royal Scots Grey* clagging away up front.







## How It Works - Part 3: Getting Connected

*This issue, Mick Parker turns his attention to what's what at the coupling end of the Class 37: which is which amongst all the hoses and jumpers. Note that the first part of the article is based closely on Keith Fransham's piece for Syphon! 60 way back in December 1993.*

The class 37 is fitted with the standard BR locomotive system of couplings to enable it to haul coaching stock and wagons around the BR system. The class is also fitted with a multiple working system to enable it to work together with certain locomotives, under the control of a single driver. A diagram appears opposite - with some detail omitted for clarity.

Below each nose of the loco, about a metre above the rails, is the buffer-beam. This solid steel structure absorbs stresses and forces transmitted by the following train into the loco's main structure. Mounted on either side of the beam are the hydraulic buffers. These provide a buffering surface, absorbing the impact and side-to-side movement from the following train. They also provide some protection against small collisions. The shape of the buffer head varies, most class 37s however being fitted with oval-shaped ones. Some used to be fitted with round-headed buffers, as now carried by 37003, whilst some locos have even been fitted with Continental-style rectangular ones.

In the centre of the beam is the drawgear equipment. This comprises a drawhook, attached to the loco by means of a rubber/metal type shock absorber assembly which also allows the hook some side-to-side movement for when the train negotiates pointwork and curved track. Attached to the drawhook is a shackle which is placed over the adjacent vehicle's drawhook. This is then tightened using a screw mechanism.

Depending on the type of braking system on the train, when coupling, either air brake pipes or the vacuum brake pipes are connected up between locomotive and train. The air pipes are rubber hoses with the metal connections painted red and yellow. These are located on the buffer-beam between the drawhook and the driver's-side buffer (an additional yellow pipe is located next to the secondman's buffer). The red pipe actually controls the braking – with the brakes released the pipe supplies air pressure of 72 p.s.i. (5 bar) to the train brakes. If the pressure is reduced, either by the driver's brake valve or by the train dividing (or the communication cord being pulled by a passenger), the brakes will apply. The yellow pipe supplies a constant 100 p.s.i. (7 bar) air supply for the brake system, and also for the air-operated equipment on the train.

Early examples were also fitted with a fuelling connector, which was used to pressurise the refuelling tanker to 5 p.s.i. in order to speed up the refuelling of the locomotive. These were removed during the 1970s.

The vacuum pipe is a large ribbed hose located on the secondman's side of the drawgear. The pipe releases the brakes on the train when the exhausters on the loco create a 21" vacuum (about 10 p.s.i. less than atmospheric pressure) down the train. If the vacuum is destroyed, either partially by the driver applying the brake or fully such as on the train becoming divided or the communication cord activated, the brakes apply on the train. This system, common under BR until the 1980s, is now almost completely obsolete on Network Rail, apart from some engineer's trains and loco-hauled trains on preserved railways.

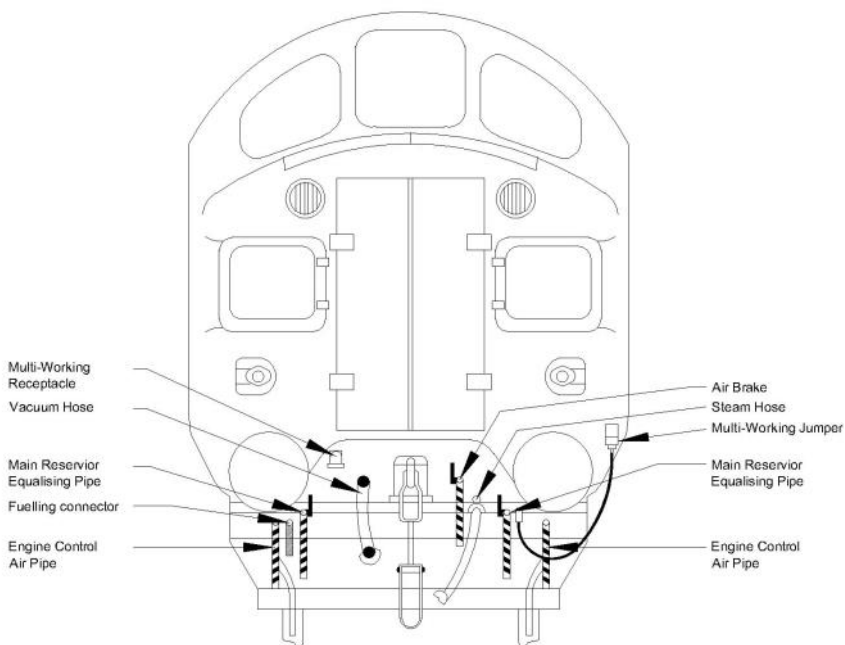
On 37401 to 37431 there is provision for the locos to supply electric train heat (ETH) - now more commonly referred to as ETS (electric train supply). This is used for heating, battery charging and air compressing on coaching stock. This consists of an electric supply of 850 volts from the locomotive's auxiliary alternator. The power is supplied through 2 heavy-duty jumper cables which are connected between the loco and each coach. When the loco's jumper is not in use, it is plugged into a receptacle on the loco's nose-end. The main electrical cable has a thin interlock cable wound around it. This cable forms a circuit around the entire train and back to the loco. If the cable is damaged, or a jumper is disconnected, the ETH supply is switched off automatically.



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***Class 37/0 end features: original version***

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The class 37 fleet was fitted from new with the 'blue star' system of multiple working, whereby compatible locos (covering the vast majority of multiple-enabled classes which survived beyond the standardisations and into the 1980s) could be driven together with only one driver. The system comprises a 27-wire jumper cable, normally stowed in a receptacle on the corner of the loco's nose (driver's side). This would plug into a socket on the second loco, located between the vacuum pipe and secondman's-side buffer. Also, a small white air pipe which controls the loco's diesel engine governor is connected up.

Now sadly disappearing from the loco buffer-beam is the steam pipe used for heating the coaching stock. The steam was supplied by the steam generator on the loco. This pipe was located on the driver's side of the buffer-beam between the buffer and the brake pipes. (Update: these steam pipes are now starting to re-appear on some preserved examples, and will hopefully be restored on 37003 in the near future).

**European Passenger Services (EPS) and Direct Rail Services (DRS)**

Since the original article was written in 1993, twelve class 37/5s were modified and renumbered 37601 – 37612 for the ill-fated EPS Nightstar passenger services and as rescue engines for failed Eurostars. The intention was to use two 37/6s one each train, one either side of a generator van, hauling the sleeper coaches over the non-electrified section of the route from Plymouth and Bristol to the continent via the Channel Tunnel, with class 92s taking over in the London area. The modifications including the fitting of through ETS cabling, which includes the jumper cables and connectors as described in the main article. Also fitted

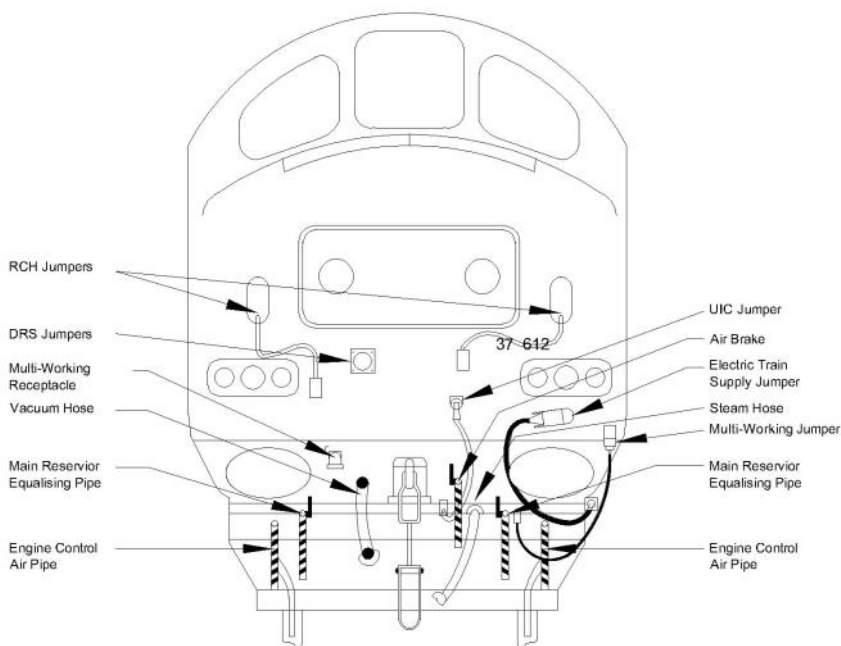
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were the RCH (Railway Clearing House) jumpers, to enable guard-driver communication. And if that was not enough, they were also fitted with UIC (Union Internationale des Chemins de Fer - International Union of Railways) standard train supply system through wires.

Since then, EPS have sold the 37/6s to DRS, who have fitted their own multiple working connectors to some of their locos to enable working between their locomotive classes. The connector is fitted to the nose as shown in the diagram below, just to the side of the left-hand Group Standard marker lights. While this was the original configuration of the 37/6s when they were first modified by DRS, the ETS jumpers have been removed - in, some would say, a short-sighted move, given that DRS now own so many 37/4s, and this feature would have come in very useful when hauling a passenger train, removing the need to have the EH loco next to the coaching stock.

*The article originally intended for this issue - on Power Generation - will be along next time!*

**Class 37/6 end features: as modified by DRS (NB steam hose has been removed from all DRS 37/6s but is shown here for comparison purposes as against the 37/0)**



We couldn't resist sharing with our members this amazing picture from model detailing guru *George Dent*, whose efforts on our own model of 37003 were described in September's edition of *Model Rail*. His expertise speaks for itself. By the time you read this, this unique masterpiece will be in the hands of the winner of our auction after George and *Model Rail* very generously donated it to Group funds. Our sincerest thanks are due for this brilliant gesture of support!



## MODEL BEHAVIOUR



Meanwhile just a short distance away... our Bachmann 37003 is seen delivering a local train of household coal to customers in, err..., Victoria, Australia! Many thanks to Antipodean member *Gordon Brown* for sharing this picture of his layout with us!

## **Fireman Fred Remembers...**

### **Part 3: Accident at Manors**

*In this issue's instalment of the memoirs of retired North-Eastern railwayman Fred Wagstaff, we're reminded that the modern English Electric Type 3 didn't do away with some archaic working practices that needed real skill - and could involve real danger too...*

Some people might only remember the good times, whereas others - for one reason or another - only recall the bad. It's strange how coincidence works too, because when I cast my mind back to footplate days, both steam and diesel, it's disturbing to find that so many of my recollections involve a railway accident, as the following tale illustrates, unhappily...

I was rostered to work a turn with 'Cappy' for a mate, our orders being empty hoppers from Blyth power station to Southside (Whittle Colliery, near Alnwick) and a load of coal to Stella South power station [*This was west of Blaydon on the Tyne Valley line.*-Ed.], followed by a load of empties to Ashington Colliery. The guard was a canny lad, Alan by name, whom I'd worked with many times before. While preparing the Class 37 for the road, Cappy had a look around the outside of the loco, checking fuel and the general condition, and I went in the engine room to check the coolant in the header tank and the oil level in the gallery. I was looking in the repair book when Cappy climbed up and asked - 'Everything okay, Wag?'

I put the repair book back in its holder - 'The book says he was just blocked yesterday, but apart from that we're okay.' At this juncture I should explain that when a locomotive has new brake blocks fitted, it takes a while for the blocks to bed in, and back in the days before vacuum-fitted wagon loads, caution was the name of the game, particularly when hauling a heavy loose-fitted freight.

Anyway, we set off and made good time to Southside, making short work of losing the empties and tying the load on. Cappy stood well back from the signal, which was equipped with trap points to protect the main line, while I went to the signal post telephone and reported to the Alnmouth signalman that we were ready for the off to Stella. The bobby told me that there was a fast to come and then we would go. I returned to the engine, informed Cappy, then waited until the 'up' fast passed, the signal cleared to yellow, and we set off... but only as far as Amble Junction, where we were put inside on the passing loop to allow another 'up' express to pass.

Minutes later a '47 flew past - giving us an 'hallo toot' on his horn, then we were off again as far as Morpeth, but again found ourselves put inside on the loop to allow a stopping passenger to get by. Then we were off once more, roaring around the infamous Morpeth Curve, up the hill to Stanington, followed by a run down to Plessey, uphill again to Cramlington then down to Heaton South. 'Cappy' kept a tight brake on all the way from Cramlington, and never allowed the speed to rise above thirty, and so we reached the curve at Heaton with the speed down to twenty-five - and just as well: the signal at Heaton Station was showing two yellows.

Cappy made a full application of the brake, but it had little affect and we continued to roll along at twenty-five. The bad news was that we had a fairly steep run down over Byker Viaduct into Manors Station. We passed the two yellows at the end of Heaton Platform without any slackening of speed and I knew we were in serious trouble - 'I'd better go and give Alan a toot, Cappy, 'I said.

'Aye, good idea, Waggy...'

I dashed through the engine room and warned the guard with continuous short blasts on the horn. Afterwards, Alan told me that he was already aware of the situation and had his brake screwed on as far as he could. But our speed remained a constant 25mph. As we crossed Byker Viaduct, I yanked open the door and leaned out to see the next signal. It was still at one yellow and the one after that was showing red...but a lot worse lay beyond that...a little more than a hundred yards after the final red was the rear end of a passenger train. I knew





## Loose-coupled trains and the Diesel Brake Tender... Fred explains:

Working a loose-coupled train was very different from working a fully-fitted air or vacuum-braked train. It was generally a 'piece of cake' working fully-fitted, whereas with a loose-coupled train there were lots of things to be aware of, such as the gradient, whether the rail was wet or dry (a wet rail was generally slimy) whether there was sufficient sand left in the sand boxes to give a bit of adhesion, and even which way the wind was blowing... if a strong wind was blowing across the rail it could blow away the sand rendering the sand boxes useless. The main advantage was a thorough knowledge of the road and being very sure of what was just around the corner, but even this was not a sure-fire guarantee - one lapse in concentration or a simple mistake could result in a serious situation arising. The only help you could expect was from the guard's brake at the rear, and then only three or four wagonloads were taken off you. Pending the arrival of fully-fitted freight workings, inadequate braking power remained a major problem on loose-coupled freights. Therefore the BTC ordered a fleet of diesel brake tenders which were coupled to the locomotive for use on non-fitted and partially-fitted goods trains - the tenders provided a deadweight load equivalent to six brake vans. These tenders were used extensively throughout the network, and always struck me as being a very welcome aid in hauling heavy coal trains, since they provided another eight braking wheels and a fair old increase in the braking efficiency of the combination. However, their usefulness as braking tenders was seriously compromised when BR increased train loads, and so we were back to square one. The tenders were built on a low profile so as not to obstruct the driver's vision, but the only drawback I can think of was that after dark, while running round (or other shunting activity) some drivers, myself included, tended to forget which end it was at! This led to some pretty hefty bumps when closing up to hook on. On one occasion at Morpeth, the bump was so severe that the tender's buffers lifted the first wagon's buffers up so high that they went over the top of the tender buffers and resulted in both tender and wagon becoming locked. We were there for hours, waiting for a Carriage and Wagon fitter to attend!

**Most diesel brake tenders were built from recycled passenger coach parts (note the Gresley bogies on this one), and were designed to remain coupled to the loco, whether being pushed or pulled (hence the yellow warning panel). This brilliant period piece from *Bill Wright* illustrates the practice, as D6768 departs Tees Yard (Thornaby) with a loose-coupled train of empty 21-ton coal hoppers on 17 April 1967.**

in an instant that we were going to run into it.

It's hard to define how I felt when the realization dawned. A collision was imminent: of that I was certain. It was a terrifying moment and I've played it over and over in my mind many times ever since. In that split-second moment, adrenaline kicked in - and, I dare say, panic set in too. I don't care how a psycho-analyst might describe it; all that pseudo-psycho mumbo-jumbo means nothing to me. All I can say is that I felt a sense of urgency, but in a moment of crisis, no matter how quick-witted you are, vital seconds can elapse when the coordination between your brain and body is super-quick and yet the time it takes to do the most menial of tasks seems mind-numbingly slow. I was searching the cab at breakneck speed for a brake-stick (to pin down the brakes on the wagons) then remembered it was at the other end. I scrambled back through the engine room, grabbed the stick and shouted to Cappy that I'd get some wagon brakes down. Then I wrenched the door open, but we were too close to Red Barns Tunnel and it was impossible to jump down to track level.

The tunnel seemed to take forever, but just as soon as we cleared it, I was off like a shot and began to drop the wagon brakes down - but I hadn't a hope of ramming the pins in. I looked around, saw the loco was only four wagon lengths from the passenger train and yelled at Cappy, who was still in the cab - 'Cappaayyy, get off man...NOW!'

It was too late. We hit the rear of the train at twelve miles per hour. I'll never forget that moment for as long as I live. The third and fourth coaches rose up in the air as if in slow motion, wagon doors burst open and coal spilled out everywhere. I stood rooted to the spot surrounded by chaos, but as the dust began to settle, I knew I had vital seconds to get the track circuit clips from the cab. It was important to attach them to the facing road and prevent a train running into the wreckage from the opposite direction.

Trouble was, as I climbed up to the cab, the impact of the collision had twisted the door frame and I couldn't open it; the trailing end door was open on my side, but the opposite door was jammed. This meant I had to climb over the first wagon, drop down the other side and stamp the clips onto each rail: now the track circuit would indicate to the signalman that the road was fouled. Next I climbed back over the wagon, called Central Box from the signal phone and told them both mainlines were blocked, which by now they already knew: all traffic had been brought to a stop. Then I suddenly realized I hadn't heard a peep out of Cappy...

Fearing the worst, I dashed back to the loco and found him sitting in the Driver's chair trying to roll a cigarette. I could tell he was in a state of shock: his moronic stare; his face drained of all colour; his hands trembling uncontrollably. I took his baccy tin and tried to roll a fag for him, but I too began shaking and spilled the entire contents on the floor. He gazed dispiritedly at the pile of baccy between my feet, then gave me a sideways glance and let slip a wry smile, just in the corner of his mouth - 'Waggy, you're a clumsy bastard!' he said.

Seemingly Cappy had not lost his dry sense of humour and was well on his way to a full recovery, or, at least I thought so at the time, and so I went back through the engine room and climbed out of the rear cab to make a search of the crash scene. It was hard to believe that the two coaches could remain nearly vertical without toppling over.

Behind me, Alan was at the back of our train, then I saw a team of yellow-helmeted firemen swarming over the wall on the Tynemouth side, and this was only six minutes after the collision. I spoke briefly to the guard of the train, then looked inside the last coach and was very relieved to find it empty. Moving to the next coach, two firemen were clambering up the near vertical floor, shouting - 'Is anybody here?' There was no answer; the second coach was empty too.

I walked the length of the platform thinking how very lucky we were that it was an empty stock train and there were no casualties. Then I saw a member of the buffet team on the ground some distance away, his white coat splattered with blood. A team of Paramedics was attending to him. Then a familiar face got down from the '47 at the front and shouted - 'Bloody hell, Waggy was that you? Have you got your detonators and clips down?'

'Why aye, man...'

'Who's yer mate,' he asked.

'Cappy' I replied - and it was then I realised I had left him in the cab on his own - 'I'm away,' I said, and trotted back to our engine.

Meanwhile, Cappy had somehow found his way out through the engine room and was standing groggily in the five foot, puffing for dear life on an unlit fag. From a distance, he looked like a pantomime figure muted in a trance, like he'd forgotten his next line of the script, but neither of us knew what to do next; even his cigarette was falling to bits between his fingers: he was clearly in a state of shock - 'Is anybody hurt, Wag?' he asked.

'Just one bloke in the buffet. It's an empty train, Cap'.

He gave out a huge sigh of relief and said - 'Thank God for that..'

*Fred attended the obligatory enquiry and adds:* This enquiry was not to establish what had happened, but to apportion blame and to deal out punishment. If the person involved thinks his punishment is too severe he has leave to appeal against it, but this was not a very good option: a person appealing against a decision might find himself with more s--t on his shovel!

These enquiries were a veritable minefield; a series of questions that you had to field to the best of your ability. And like a Court of Law, I had to sit in a straight-backed chair with a young lady at my elbow taking down every word on a little machine, and then I was confronted by four men - one for signals, one for rules, one for traction, and one for permanent way - each a hot shot in their particular field, and all liable to fire questions at the drop of a hat...

At the enquiry they never asked me if I had used my clips, which I thought most peculiar, since the first thing both the enginemmen and guard are required to do in these circumstances is protect the facing road by attaching your track circuit operating clips as soon as possible... but my activities after the collision were never mooted! In fact there were three lots of track circuit clips attached on the down main, and there were five recordings of phone calls instructing the signalmen to stop the down main, two from Alan (our guard) one from me and one from the enginemmen on the empty stock. An anonymous call was also recorded twenty minutes after the collision, in cultured tones, but for some reason this was swept under the proverbial carpet.

As for the outcome of the Enquiry? Cappy was suspended from duty without pay for three days: the standard punishment for passing a signal at danger. The driver of the empty stock was severely criticised for standing at a signal with just the engine brake applied (had the train brake been applied, it is doubtful if the coaches would have steeped as they did). The duty signalman at Heaton carried the can for allowing a class 9 (loose-coupled) train to encroach too close to a stationary train (contravening a local instruction that class 9 trains - - should be detained in the vicinity of Heaton Station). I cannot say what the punishment was in his case, but I am sure he was removed from Heaton box and demoted with loss of pay. Freddy's final word on the accident: "*My old mate, 'Geordie' Wilson, has sent me an email with a story that I feel sure instigated the rule that all 'up' trains were to be detained in the Heaton area whenever trains were being held at Manors...*"

Clearly this incident was nothing new.

**Syphon! Pictorial**
Testing the trackwork...

Network Rail's track recording coach visited Steve Potter's home town of Great Yarmouth on a slightly gloomy 14 July 2011, in the care of top-n-tailed DRS tractors 37069 and (inset) 37610. Steve caught them stabled while the regular National Express East Anglia class 156 departs for Norwich.



Network Rail's class 37 conversions, the class 97/3s, were notionally intended primarily for duties on the Cambrian lines, now that the ETCS has been activated. However, with four locos available and the high levels of reliability we all associate with EE, they are available for other duties around the network on behalf of our infrastructure owner - reducing Network Rail's reliance on hiring-in traction from other providers such as DRS. 3 August 2011 saw 37301 (that's 37100 in old money) stabled at Peterborough working one of NR's measurement trains. This train performs a similar function, monitoring and recording track condition, to the higher-profile New Measurement Train (the yellow HST).

Steve Pizzey





A few weeks earlier, and 25 June had seen ex-EPS pair 37604 (leading) and 37603 (just visible) work the 05:00 Network Rail test train from Derby to Grimsby West Marsh. Here the returning consist is looped at Barnetby East while a Trans-Pennine Express class 185 passes with a Manchester Airport - Cleethorpes service.

*Mike Wedgewood*

**HELP NEEDED!!!**

As you know, *Syphon!* is now a full 28 pages every issue. However, this is really more than one person can look after alone... and your Editor could really, really do with some help in the form of a co-editor, sub-editor or something like that... If you think you might be able to help me out with assembling articles and pictures, laying out the pages of *Syphon!*, and pulling it all together,

## Buy Your Own Tractor update (August - October 2011)

By Mick Sasse

Another quarter's lucky winners - and, since the last issue, BYOT has grown still further. At the risk of repetition, it's really pleasing to see the monthly fleet size continue to grow - and the prize funds and proceeds with it!

	<b>August:</b>	<b>September:</b>
1st prize -	<b>37263:</b> Steve Potter	<b>37512:</b> Alex Ayre
2nd prize -	<b>37073:</b> Barry Wetherell	<b>37409:</b> Nick Chadha
	<b>October:</b>	
1st prize -	<b>37140:</b> Ian Simpson	
2nd prize -	<b>37176:</b> Michael Ratledge	

New joiners since *Syphon!* 146 include Steve Anstey, plus Julian Whitby expanding his healthy fleet... This brings the total active fleet to a new record of 147 locos. That means a first prize of over £44 these days!

But there are still a good few left! For example, there are even seven class 37/4s still up for grabs: for a mere pound a month you could have 37402, '403, '404, '407, '412, '414 or '417 sitting in your (conceptual) driveway. And it won't take many new joiners to bring the monthly first prize to a juicy fifty quid! Just contact me, Mick Sasse, at the address on page 2 for the low-down on joining the movement...

As ever, thanks once again to all you BYOTers for this brilliant support.

## Diary

As normal at this time of year, things begin to get quieter, as our heritage railways bed down for the winter (or more accurately get on with the serious heavy maintenance!). 37003 doesn't at present have any more scheduled outings for the remainder of 2011 - again, a chance to get to grips with the list of "to-dos" you see in the *Loco Update*. If she should come out, we will as ever do all we can to alert our members via the e-mail gen list. However, there are still plenty of other chances to enjoy English Electric Type 3 traction in the season of mists and mellow fruitfulness, especially with the traditional crop of pre-Christmas railtours plus a few aimed as squarely at the track-basher as the haulage follower. Naturally, all the usual gen disclaimers apply - *always check before travelling*. And finally, don't forget to book Spitfire Railtours through us as we can usually offer a preferential fare! (See p. 2)

22 Oct. Spitfire Tours: *Routes & Branches 3* (London - SW) - 2 x WCRC 37

4 Nov. Spitfire Tours: *Positioning Mini-Tour* (Preston - Exeter) - 2 x DRS 37 + 47

5 Nov. East Lancs. Railway: *Diesel Theme Day* - 37109

5 Nov. Spitfire Tours: *The Jorvic Explorer 3* (Exeter - York - Bradford FS) - 2 x DRS 37 + 47

6 Nov. Spitfire Tours: *Positioning Mini-Tour* (Exeter - Preston) - 2 x DRS 37 + 47

26 Nov. Spitfire Tours: *Lowland Growler 3* (Birmingham - Edinburgh - Perth) - 2 x WCRC 37\*\*

\*\* Denotes events our sales stand expects to attend.

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

**Next issue, *Syphon!* 148, due out in mid-January! Deadline: 15 Dec. 2011 - thanks!**

## Sales Stand

Three days of more-or-less non-stop rain of biblical proportions, Pacers slithering along to amended timetables, and the evenings drawing inexorably in, all remind us that autumn is definitely well and truly upon us. So in good time we're pleased to announce new additions to our clothing range, ideal for these chillier days...



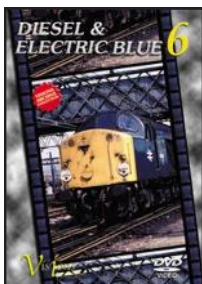
First of all, we have this very practical **fleece** made for us by Regatta. It's the popular zip-up design with elasticated cuffs, and it's made in their anti-pill 280 gsm fleece, with two zipped lower pockets and an adjustable shock-cord hem. Available in either black or navy, as ever these come with our own 'unique selling point': you can have them either with our own C37LG logo, or with any depot logo you like.

If you prefer something to keep the receding hairline area toasty too, how about this new **hoodie**? This Henbury pull-on hooded sweatshirt, as we pedants prefer, is an over-the-head type, with a double hood, kangaroo pocket, antique brass-effect rivets, and draw-strings around the hood so you can conceal your identity fairly comprehensively when you are out bashing

those Chiltern 67s... once again with your own personal choice of logo design on the chest.

Both of these new items are available in all the usual range of sizes from the very, very small to the very, very large, and - for a limited time only - for a special introductory price of **£25.00**, plus £2.50 for P&P. You can get more details - or place an order! - either by contacting [clothes@c37lg.co.uk](mailto:clothes@c37lg.co.uk) or visiting our website at <http://www.c37lg.co.uk/clothing.aspx>.

Next, a quick visit to our audio-visual department to show you the latest



from the from Visions International's ever-popular **Diesel & Electric Blue** series: we've now reached episode 6, which follows the same successful and simple formula of, well, pure rail-blue 1970s and '80s nostalgia! This one features no fewer than 16 different loco classes, and even the odd "heritage" EMU. As ever, we're offering it at a discount from the RRP, **£19.00** rather than £19.95 (though there's £1.00 P&P - sorry!).

Finally, you'll remember from our previous plugs for our affinity purchasing website [Buy.At/c37lg](http://Buy.At/c37lg) that they've been about to be relaunched... so now it's time to bid a warm welcome to <http://www.spendandraise.com/c37lg/> - Spend & Raise sees a whole raft of new retailers join up and a totally overhauled website: why not have a look?

The vital principle remains unchanged: it costs you nothing, and the "click-through" commission goes straight to the Group.



*Happy Shopping!*

**BACK COVER:** Exceptionally, on 18 August 2011 haulage of the regular summer steam-hauled *Scarborough Spa Express* fell to WCRC's 37706, after something called 46115 *Scots Guardsman* (which apparently isn't a Brush Peak) failed to boil, or something. A very fortunate *Michael Ratledge* was on hand to capture this moment, as the driver awaits departure time from the seaside.

# Syphon!

