

Syphon!

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Spring EE-fest on the MNR

What's inside a traction motor?

Hilton becomes Savoy

Syphon vs. Soup!



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: The precise date isn't recorded, but *Phil Roberts'* shot from last summer in Shrewsbury is so beautifully lit that it cried out for the front cover! 97303 and 97304 are seen stabled between track monitoring duties. The former D6878/37178 and D6917/37217 both spent much of their early lives as Welsh locos, making them perhaps appropriate choices for Network Rail's Cambrian pool!

Contents

- Page 4: EDITORIAL AND NEWS**
Things aren't looking too bad on the EE Type 3 front in 2012, considering...
- Page 5: LOCO UPDATE**
That no.1-end cab: turning an eyesore into eye-candy!
- Page 7: TRAFFIC UPDATE and FUNDRAISING UPDATE**
Things are moving again, so more mileages to report - and some £££ raised
- Page 8: MMM (MARTIN'S MEMBERSHIP MUSINGS)**
Who's joined, who's renewed, and who's been grabbing whose numbers!
- Page 9: FAREWELL HILTON, WELCOME SAVOY!**
Update on the C37LG coaching stock fleet (the *what?!...*)... our new BSO is actually really rather posh!
- Page 10-13: HOW IT WORKS - PART 5: TRACTION MOTORS**
Last issue we generated the current - this time *Mick Parker* helps us convert our electrical energy into kinetic - in other words, how we get the train moving
- Page 16-18: FIREMAN FRED REMEMBERS - PART 5: THE PERILS OF CAB CATERING**
Is it just me or do Fred Wagstaff's '37s not have a tendency to catch fire on him? This time he shows us that even the EE Type 3 is not idiot-proof... nor, apparently, is vegetable soup for that matter...
- Page 19: RECREATING THE DADDY OF THEM ALL...**
A brief introduction to the very worthwhile project to recreate the lost diesel pioneer: none other than 10000
- Page 20-21: SPRING COMES TO MID-NORFOLK**
Class 37 action from our home railway's successful English Electric gala
- Page 22: MODEL BEHAVIOUR**
Michael Ratledge is quietly building up a fine Intercity Mainline fleet...
- Page 23-25: SYPHON PICTORIAL: OUT AND ABOUT**
Our regular feature of class 37 news, as told by our members' cameras!
- Page 26: B.Y.O.T. UPDATE and DIARY**
This month's triumphant tractors... and a pretty busy agenda is shaping out for spring
- Page 27: SALES STAND and SPOT THE SYPHON!**
A couple of particularly watchable new DVDs for you this month... and, oh no, not Spot The Syphon again! Just a bit different this time, though...

CONTRIBUTORS TO THIS ISSUE (articles and photographs):

This time, thanks are due again to a host of people who've supplied text or photographs: **Ian Dobson, Steve Goodrum, Steve Jones, Mike Millward, Mick Parker, Steve Pizzey, Steve Potter, Michael Ratledge, Martin Ranson, Phil Roberts, James Steward, Ken Thomson, John Grey Turner, Fred Wagstaff and Andi Walshaw.**

Syphon! is completely dependent on your ongoing support. Please keep your photos coming in - you know the score: anything of Class 37 interest is worthy of consideration! And don't forget, as well, that we'd love to receive written articles about any aspect of the locos and your experiences with them. Just drop the editor a line - he'd love to hear from you...

Editorial & News

Dear members and supporters,

Last issue I wrote about the return of the class 37 to regularly diagrammed passenger haulage, in the shape of the "Glowexes", the additional Cumbrian Coast services provided primarily to help Sellafield workers make the right commuting choices. It now seems that the trial was enough of a success for these trains to return to the timetable, this time on a more permanent basis. While we don't yet have a start date or know what the timetable will be this time - and we can't be certain that a 37/4 will remain the rostered power, we could be

forgiven for being reasonably optimistic that the 52nd year of the EE Type 3 will again see them hauling timetabled passenger trains. Certainly the steady progress of the overhauls of class 37/4 locomotives being carried out on behalf of DRS at Barrow Hill gives cause for optimism that it the Cumbrian Coast isn't going to suffer wall-to-wall Sulzer bowlage when these services resume!

Meanwhile, Spitfire have recently confirmed their 2012 railtour programme, and that also features several tours with '37 haulage - we hope to be able to hold a sales stand on one or more.

Our own loco continues to see regular use on the Mid-Norfolk Railway, performing at both the February and Spring gala events. Other news from Dereham is that we've now got a new, and rather posher, support coach - see page 9 for details!

Turning to smaller things, our specially-commissioned Bachmann model of 37003 received a glowing (sorry, been thinking about the Cumbrian Coast again!) review in the April 2012 issue of the Hornby Magazine, and this has clearly helped sales... I have to confess that in a moment of weakness I myself completely failed to resist the temptation of having one for myself... well, there aren't all that many left, you know...

Finally, you may recall reading a couple of issues ago that I made an appeal for a volunteer to co-edit *Syphon*! with me, as it's a lot for one person to pull together. Unfortunately the member who kindly offered



Well, you could hardly *not* do it, could you?! With those window bars, it could only be the Cumbrian Coast: 37423 awaits departure from Sellafield on 17 February 2012 with the 16:48 to Carlisle, the last "Glowex"... for now! Note the tasteful little DRS compass logo on the window of the Anglia-liveried stock!

to assist has had, for entirely understandable reasons, to step back from this - so I'd like please to repeat my appeal, if I might! What I'm looking for isn't really that onerous - even help doing things like formatting the pages would be tremendously helpful. So if you think you might be able and willing, I'd love to hear from you!

Anyway, do enjoy your *Syphon*! - and don't forget to keep those articles and photos coming in!

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

Loco Update - Spring 2012

Text by Mike Millward, Steve Potter and Mick Sasse; all pictures by Steve Potter

37003 has behaving herself fairly well in recent months (touch wood!); even the field divert/fuel feed/load regulator issue, though not 100% perfect, is significantly better than it was previously, with the loco now felt by drivers to be pulling quite strongly at all normal speeds.



So we have now had the opportunity to turn our attention to the 'cosmetic' side of things. While a full repaint of the loco is still some way off, as she looks reasonably tidy in Dutch for now, we had long felt that the no.1-end cab was in dire need of attention: while it worked OK, it looked pretty awful!

The "No. 1 Cab Task Force" - otherwise known as Steve Potter and Gary Brzeczek! - swung into action, determined to do the job properly, so let's see how they did it...

The paintwork (a depressing shade of dark

green!) was in poor condition, and there was plenty of surface rust... (above - note the Thuxton-to-Wymondham single-line token, but also the flaking paint, surface rust... and the lack of a nice EE badge on the power handle!)

So the first job was lots of scraping, rubbing down, and cleaning to get down to the metal (right) - it looks worse before it looks better...!



The next stage was then to treat all of the bare metal with that most wondrous of substances, red oxide primer (left), before the real 'beautification' could begin...

The back bulkhead also looked pretty dreary,

with oceans of tired cream and dark green paintwork crying out to be covered with something a little tidier. After a good clean and preparation, we can see (right) as the new paintwork starts to spread across from the right.



Turning frontwards again, the driver's desk has now (*right*) received a complete coat of grey undercoat from Gary and Steve's fair hands, in readiness for the final attack... While there's still detail work to receive the guys' TLC (around the control handles and cabling/tubing, for example), already it's definitely looking like rather a less forbidding working environment than beforehand!



Next up (*left*), an "after" shot of the back



bulkhead wall - with only the brake indication panel (just visible in the cab roof, top left) awaiting attention from our paintbrush-wielding team.

Finally (well, nearly!) the finished article: the driver's desk with all paintwork completed (*below*). A marked improvement on the first photographs, we think! But one critical thing was still missing! And here it is (*bottom*): the pièce de résistance - this close-up shows not only the proper EE roundels, applied to the power handle and reverser in good time for

the EE gala, but note also the lever handles, their stems rubbed down lovingly by our Mr Potter to transform them from the tired, dull metal to a beautiful, chrome-like shine, to give a "loud handle" than any driver would be proud to thrash! Steve reports that this was his favourite bit of whole cab repaint job - well, it shows!

This work was completed by our volunteer crew over a series of weekends during January, February and March (yes, just the time of year to be hanging around in a freezing cab...!). Since then, it's had the



thumbs-up from several of the regular MNR drivers, and clearly it gives them a much brighter workplace to entertain us from!

Finally, when we have time, we'd be very keen to finish the job off properly by replacing the cab floor, too. So if you're within reach of Dereham and fancy getting involved too, why not give Steve or Mike a shout? We'd love to hear from you!

37003 Traffic Update - 1 January to 31 March 2012

With, for completeness, a slight overlap this issue, as our beastie's work on the New Year's specials was mentioned last time, here's the breakdown of her revenue-earning work:

1 January 2012

11:45 Wymondham Abbey - Dereham (T&T 47580)

14:45 Wymondham Abbey - Dereham (T&T 47580)

2 January 2012

11:45 Wymondham Abbey - Dereham (T&T 47580)

14:45 Wymondham Abbey - Dereham (T&T 47580)

18 February 2012

10:30 Dereham - Wymondham Abbey

11:30 Wymondham Abbey - Dereham

15:50 Dereham - Wymondham loop (ballast train)

17:00 Wymondham loop - Dereham (ballast train)

19 February 2012

12:15 Dereham - Wymondham loop (freight/P-way train)

13:20 Wymondham loop - Dereham (freight/P-way train)

15:00 Dereham - Wymondham Abbey (with 47580)

16:00 Wymondham Abbey - Dereham (47580 dead on rear)

18:00 Wymondham Abbey - Dereham (47580 dead on rear)

29 March 2012

0255 09:20 Heywood to Dereham (from Wymondham Jn to Dereham, hauling D335+55022)

30 March 2012

09:00 Dereham - Wymondham Abbey (between Dereham & Thuxton, with D335)

13:15 Wymondham Abbey - Dereham

31 March 2012

10:30 Dereham - Wymondham Abbey

11:35 Wymondham Abbey - Dereham

14:35 Wymondham Abbey - Dereham (with 37682)

xx:xx Hall Road crossing - Dereham (shunt release with 37682; 08631 dead on rear)

17:40 Dereham - Wymondham Abbey (with 37682)

Total miles in passenger service (freight etc. shown in *italics* not counted): 153.4 miles

Fundraising update



As reported elsewhere (see page 20), the Mid-Norfolk Railway's spring gala, with its English Electric theme, was a great success for the railway. It was also successful for us: not only did our loco once again perform flawlessly, but our sales stand, which attended on the Saturday and Sunday, did very good business. Although the Sunday was markedly quieter than the Saturday

Purveyors of quality English Electric merchandising to the gentry since, umm, about half an hour ago! Martin R keeps the sales stand tidy at Dereham, 31 March 2012.

had been, over the two days, we took £669, including selling quite a few of our Bachmann limited edition 37003 models.

The models, which are also now on sale in the MNR's Dereham station shop, where they've been going quite nicely, are now a significant source of fundraising for us - as I write this, we have just reached the "break-even" point: that is, all the proceeds from model sales from now on effectively represent profit which goes directly towards our fundraising.

However, the MNR gala weekend was not our first sales stand outing of the year: clearly not content with fixing 37003, a particularly excellent one-man effort by Gary Brzeczek in February (including attending the Dereham Model Railway exhibition) brought in a very impressive £360, including the sale of three models. Top man!

We'll be announcing more sales stand dates soon at galas and railtours - so keep a look out !

Mmm (Martin's Membership Musings)

So little time and so much to do, as I write this at some ridiculous hour on the eve of our family holiday to the Highlands! Twenty years ago I would have been champing at the bit to get up there for some Type 3 action, but it is so depressing now, with little incentive apart from the prospect of some interesting ales to quaff. Anyway, enough of my ramblings: let's get down to business...

Our steady recruitment drive continues, and I would like to welcome...

Christopher Hazlehurst (37324), Derek Burrows (37325), Terry Hussey (37326), Mr T Pickering (37330), and Neil Asher (37331)

to the group. I hope you enjoy your time with us, and that I might get to meet you some time at one of the many events we support.

A big round of thanks to those of you that have renewed. I trust you all enjoyed the ride last year (well, I don't believe we had any complaints!) and are up for an even more exciting, and a much more blue, one this time... So thanks again to:

David Harrison (37013), Nathan Rennie (37040), Stephen Barrow (37166), Nigel Holden (37199), Tony Nuttal (37203), Simon Cresswell (37254), Gary Brzeczek (37276), David Roe (37277), Brian Rees (37279), Lewis Brzeczek (37292), and Mike Wedgewood (37425)

Special thanks to *Andrew Lacey (37273)* for choosing Gold Membership this year.

Only one renumbering to report, this quarter: thanks to Mike Wedgewood for taking on 37425, the large logo'd monster that still just might be (Has it gone "compass" yet, Ed?) (*Matter of time!-Ed.*), releasing 37164 back into the pot.

A new list of available numbers should hopefully have been issued to the Yahoo Forum to coincide with the release of this magazine. 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, and for those with renewals due, you will find the option on the renewal form. And don't forget that all isn't necessarily lost even if your number seems to be currently unavailable: miracles can be worked where the preservation fund stands to benefit...! All enquiries and further details, especially for those not on the forum, to me at: members@c37lg.co.uk.

Cheers for now!

Martin

Farewell Hilton... Welcome Savoy!

We're upgrading our support coach...

Back in 2010 the Group acquired a Mark 2 Brake Second Open coach (no. 9443) for use as a support/storage facility at Dereham (strictly speaking it was acquired by Mick Sasse but it is on long-term loan to the Group). Some restoration work was then carried out - though of course 37003 herself rightly had priority. The longer-term plan was also to have the coach partially fitted-out as top-quality, luxury accommodation for our pampered working volunteers! (Well, more accurately as somewhere acceptable for our overworked Dereham team to grab some dossage...) And so the coach was rapidly dubbed "Project Hilton".

Adios, Hilton! 08631 positions 9443 for removal from Dereham yard on 19 February 2012.
Martin Ranson



Greetings, Savoy!
9423 awaits removal from Crewe in January 2012.
James Steward

However, while 9443 was obtained at a very favourable price, it's fair to say that the coach needed a fair bit of work, with corrosion having taken place to body panels. Nothing beyond our team's skills - but recently we received an offer we couldn't refuse: the chance to "upgrade" by replacing 9443 with a similar coach, but in significantly better condition, for the just cost of transporting it down from Crewe.

The new coach is dual-braked Mark 2a BSO number 9423, built by BR Derby in 1967, shortly before Hilton. As you can see from the second

photo, during the coach's recent life as an internal-user vehicle for EWS/DBS (at Preston), it was fitted out with a mobile office in the former passenger saloon area - with all sorts of rather useful mod-cons! Critically, bodywork and structure are in very good condition for its age. So superior is 9423, that the moniker "Savoy" was inevitable!

Savoy, to be jointly owned by the Group and Mick Sasse (but under full C37LG control), arrived at Dereham on 11 April, shortly after 9443 left for disposal.

Very palatial, sir. The (carpeted!) saloon area of 9423. James Steward



How It Works - Part 5: Traction Motors

In issue 148 Mick Parker explained how the generator of a diesel-electric locomotive produces the electric current which ultimately drives it. In this issue we look at how the electricity generated is turned into mechanical energy to move the locomotive: in other words, how traction motors work.

As explained in the last instalment (*Syphon! 148*), when a conductor is made to cut through a magnetic field system, a current flows along the conductor during the time in which the magnetic lines of force are being cut. To understand the electric motor principle it is necessary to know what happens when current is applied to a conductor which is within a magnetic field, and is free to move. In *Figure 1* the two ends of a bar magnet are shown, between which there is a conductor.

When an electric current is applied to one end of the conductor, it will move away from the

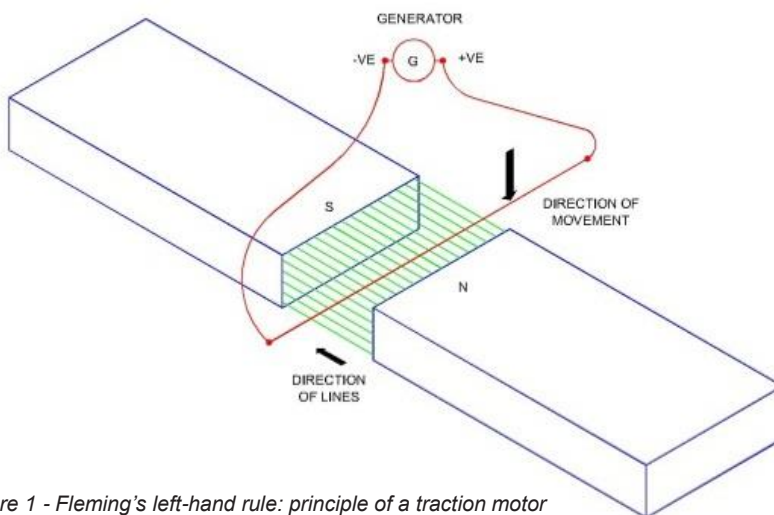


Figure 1 - Fleming's left-hand rule: principle of a traction motor

magnetic field. The direction in which it moves is found by Fleming's 'left-hand rule' for motors. This is comparable to Fleming's right-hand rule which we discussed last time in relation to power *generation*, and it works as follows:

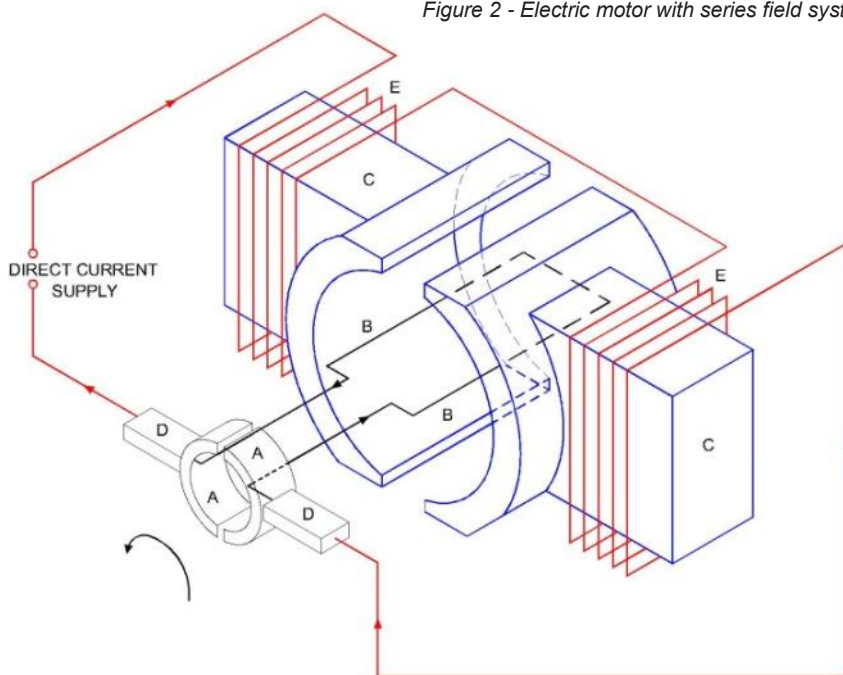
- Hold out the left hand with the thumb, forefinger and second finger at right-angles to each other.
- Then with the forefinger pointing the direction of the lines of magnetic force and the second finger pointing the direction of the current flow, the thumb will point in the direction of movement of the conductor.

In *Figure 1* it will be seen that when Fleming's left-hand rule is applied, the conductor will move downwards. Reversing the position of the magnets would naturally cause the conductor to move upwards if the current flow were maintained in the same direction. This is an important principle concerned with the reversal of the direction of rotation of electric motors.

The construction of a d.c. (direct current) electric motor is very similar to that of a generator, although its external appearance may differ considerably as a result of its different means of support and its different situation on the locomotive.

The diagram in *Figure 2* shows the principles of a simple d.c. motor. It will be seen that a motor, like a generator, consists essentially of an armature (B), to which are connected a commutator (A) and a set of field magnets (C). There is, however, one important difference between a generator and a motor, and that is the source of the excitation current. On a diesel-electric locomotive main generator it has been shown that the excitation current is derived from a suitable and controllable separate supply. In an electric motor the excitation current is the same as that which passes through the armature; in other words the armature and field coils are *in series*. The majority of motors used in diesel-electric locomotives for traction and auxiliary machines are of the series type.

Figure 2 - Electric motor with series field system



In *Figure 2* it will be seen that the armature, commutator and field coils (E) are all in series. The field coils may be on the positive or negative side of the armature. In the diagrams, current enters the field system, which is wound in such a way that the left-hand pole has south polarity and the right-hand pole has north polarity.

After leaving the field coil system, the current passes to the right-hand brush (D). It then flows through the right-hand side of the armature coil in the position shown, and returns down the left side to the left-hand brush.

Considering the right-hand side of the armature coil, the current passes inwards and the lines of force leave the left-hand pole, which is of north polarity. Then with the left forefinger

pointing in the direction of the lines of force, and the second finger pointing the direction of the current, the thumb pointing upwards will indicate that the right-hand side of the armature coil will move upwards - and that the armature will therefore turn in an anticlockwise direction.

If the field coil connections were reversed, the current would flow through the field coils in the opposite direction. This would cause the left-hand pole to have north polarity and the right-hand pole to have south polarity. The lines of force would then travel from left to right. If the left forefinger is pointed in this direction and the second finger points the direction of current in the right-hand side of the armature coil, i.e. inwards, then the thumb will point downwards, indicating that the right-hand side of the armature coil will move downwards and that the armature will turn clockwise. The reversing systems of a diesel-electric locomotive are founded on this principle.

The winding and construction of a locomotive traction motor armature are similar to those in a generator armature. The generator, however, is naturally larger than the motors because it provides the current to drive all of them.

Some traction motors use a method of armature winding known as 'wave winding', which is shown in *Figure 3*. This system is generally used when traction motors are grouped in

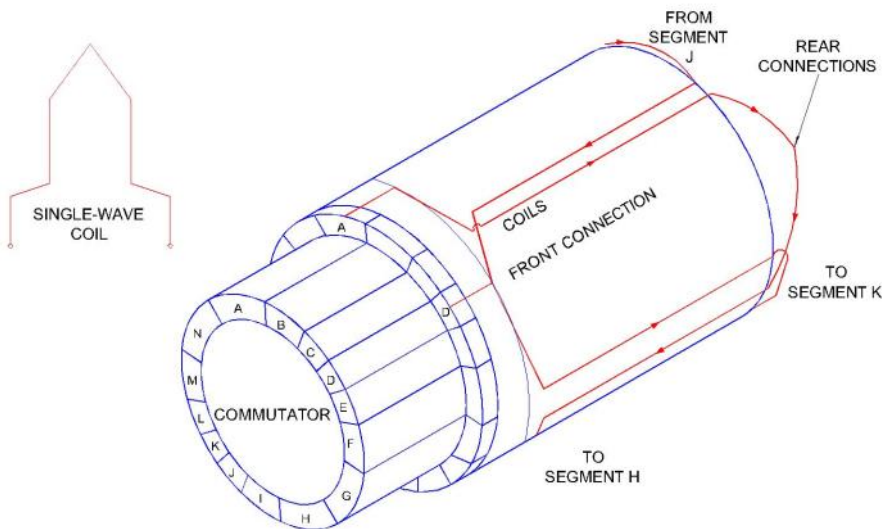


Figure 3 - Wave-wound armature with 13 commutator segments for a four-pole machine, showing incomplete winding, with one front and one rear connection only

parallel connections. By this method of grouping them, the full generator voltage is placed across the motors. Lap-winding is usually used for the armatures of traction motors which are grouped in series-parallel connections (see p. 13 of *Syphon!* 148 for a description of lap-winding).

Interpoles

In addition to the main field coils of a motor being in series with the armature, there are also the coils of a smaller system of field magnets known as interpoles. On generators with separately excited main fields, the interpole coils are in series with the armature.

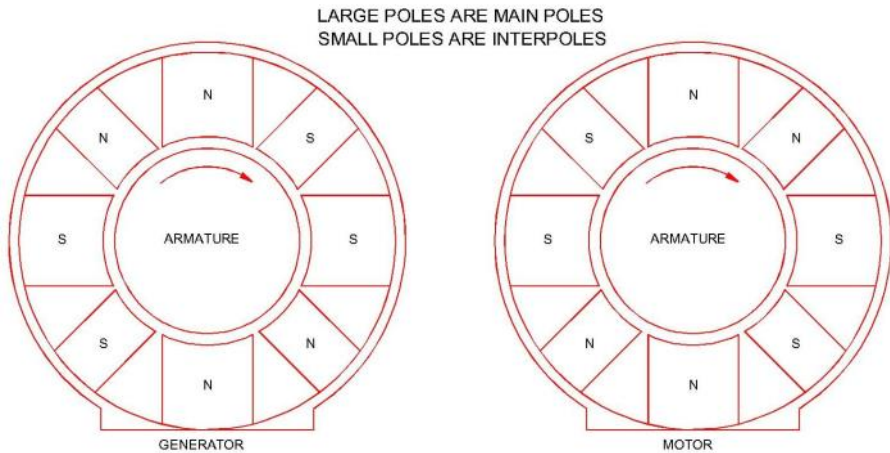


Figure 4 - Arrangement of main poles and interpoles in electric machines (showing North and South polarities)

The interpoles are smaller than the main poles of either a generator or motor, but are the same length and positioned alternately with the main poles. In a generator the polarity of an interpole is the same as the main pole ahead of it, according to the rotational direction of the armature. The polarity of an interpole in a motor is the same as the main pole behind it (Figure 4).

An electrical machine with no interpoles would have some magnetically neutral regions between its pole-pieces (see Issue 148, Figure 4). When a coil of the armature reaches a position during its rotation in the neutral region, its connections are short-circuited with the connection of the armature coil in advance, because in this position the commutator brushes will be in contact with both of their corresponding commutator segments.

The purpose of the interpoles, being situated in the neutral regions, is to induce a current in the short-circuited armature windings to flow in the same direction as the current which will flow when it has left the neutral region. The use of interpoles also serves to prevent the distortion of the main field of the generator by the reaction of the armature field, and thereby prevents the induction of electro-motive forces into coil sides which are being short-circuited by the brushes.

In small machines the need for interpoles is not important, but on large generators and motors the net effect of the interpoles is to improve the commutation. Ideally there should be no sparking of the brushes on the commutator surface, although this is often difficult to achieve in practice.

You might have recalled that we were going to do load regulation, field diverts and the like this issue - but we felt it makes more sense to explain the motor first, and now next issue we'll turn to how the current supply is optimised using these mysterious pieces of kit!



Syphon!



37003 provided the welcoming committee for visiting locos D335 and 55022 *Royal Scots Grey*, which guested at the MNR's spring diesel gala: here she is seen in the Tiffey Valley in beautiful spring weather, piloting the ELR-based pair for the last leg of the 0255 09:20 Heywood to Dereham on 29 March 2012, and underlining the EE theme of the event! *Steve Goodrum*

Fireman Fred Remembers...

Part 5: The perils of cab catering...

From one extreme of temperature to another... This time, veteran North-Eastern railwayman Fred Wagstaff tells how even the simplest pieces of equipment on the English Electric Type 3 can do scary things in the hands of the less than entirely competent....!

One gorgeous summer morning I signed on at 08:20 to work a mineral turn, running shipment coal to the River Tyne at Whitehill Point. My mate for that day was an ex-Hexham man named Bob, a hard runner, but a bit of a mournful character. Still, he was okay to work with, so long as you had a sizeable stock of tissues to wipe away the tears. His hard-luck stories were legendary. I used to say to him: 'Never mind Bob lad, if your luck holds up, you'll get run over by a bus on your way home.' That always seemed to cheer him up.

Anyway, our orders were for three trips to Burradon Exchange sidings, and a load of shipment coal down to Whitehill point, with empties in between, all of which earned a good bonus. The loco was a Type 3, and the guard was a busy little chap called 'Tommo' with a huge grin, always ready with a joke or two, but his fuse was a half-inch long. He lost his rag at the drop of a hat, but it was all forgotten ten minutes later.

I did the driving for the first half, starting off by taking the booked empties out of the Power station sidings. As luck would have it, there were three shopper wagons to shunt out, so Bob dropped off to give Tommo a hand with the points, then as I reversed to attach the van, he climbed into the rear cab, then made his way through the engine room and parked himself sullenly in the second man's seat.

'You alright?' I asked, but wished I hadn't. He shook his head despondently and launched into a depressing monologue about how his missus had deserted him to look after her elderly mother, who had broken her ankle in a fall. With his wife away for a few days, Bob was left to fend for himself - 'It's terrible,' he moaned, 'There's nothing to eat in the house; not even a slice of bread...'

'What about the shop next door?' I asked. He hadn't thought about that. Unlike most blokes in the same predicament, rather than using his gumption and knocking something together out of whatever he might find in the kitchen cupboards, or popping down the 'chippie' for a takeaway, he peeled a banana for his Sunday dinner and then opened two bags of prawn-flavoured crisps for tea.

He droned on and on, until we got to Seaton Delaval, where we had to wait twenty minutes until another loco went into Seghill colliery to lift his set out, and then we crawled up the bank



This early-'80s view shows 37083 doing typical work for a Gateshead-based loco out-stationed at Cambois: passing over Marcheys House crossing on the Blyth & Tyne route with a coal working - just the type of job Fred was working when he had his incident...!

John Grey Turner

behind him as far as Earsdon, at which point we were to run around the train and go into the exchange sidings about a mile and three quarters away.

I got Tommo's 'stop' hand-signal, and Bob dropped off to uncouple the train. Then I shut down and climbed out of the cab to change ends, but as I opened the cab door at the other end, a hot blast of smoke billowed out of the cab with such force, it scared the living daylights out of me; when the scorching heat hit my face, I lost my footing and fell awkwardly onto the ballast, badly twisting my ankle.

A shocked Bob gawped at the pall of smoke pouring out of the cab - 'Oh soddin' 'ell!' he moaned - 'It's me bloody soop!'

'What dooyermean - it's yer bloody soop?' I said, struggling to get on my feet.

'I put me soop on at the Power before we left!'

'Didja put some holes in it?'

'Oooh no!' he groaned, 'I forgot.'

At that moment, Tommo arrived shouting - 'Wass happening? Wass all that bloody smoke? Issironfire or wot?'

'No, it's Bob's tin of soop,' I replied.

'Bob's soop! Wojja meen Bob's soop?'

'It's blewed up!'

'Wojja mean blewed up? How the hell has it blewed up?'

'He never put no holes in...'

'The dozy bugger!' Tommo groaned, 'Let me have a look...'

I hobbled back to my feet, wincing at the pain in my ankle, yet managed to hop up the steps to take a look for myself. At first it was difficult to see anything in the dense smoke, until Tommo opened the opposite door and began waving his arms frantically, wafting the pungent smoke out. As the cab cleared, we both stood there agog. The electric stove was full on, the element glowing cherry red, the control knob set at high - and on the deck was the mangled remnant of a family-sized tin of Heinz Vegetable Soup; it had exploded at the seams and splattered the entire contents all over the cab and ceiling; the seats were pebble-dashed with diced carrots, turnip and peas, bits of tattie were sliding down the windows, and the charred leftovers on the stove had moulded themselves into a solid black splodge, cremated to a cinder.

At that moment, the signalman arrived, shouting 'Wassermarrer? Are yez on fire, wass happened?'

'Will you tell him Tom, or shall I?' I asked.

'Aye okay,' said Tommo, who climbed down and described the chaotic scene inside the cab - 'We can't use this end to drive, that's for sure,' he added, glancing sourly at an anguished Bob.



The back wall of our very own 37003's no. 1-end cab (before its recent restoration!) - with the harmless-looking stove visible on the bulkhead: a dangerous thing in untrained hands....! Steve Potter

The signalman hurried back to his cabin, informed control and awaited a decision. He must have been a very good storyteller because he was back in ten minutes with the Control's master plan - we would take the train to Heaton and get the cab cleaned by the carriage cleaners, and then carry on with the original orders.

And so off we went, with Bob's growling stomach becoming increasingly audible, even above the racket of twelve cylinders bellowing out of the engine room behind us. On arrival at Heaton we discovered the cleaners didn't start until 17:00 hours, so our journey had been a complete waste of time - and by now my foot had swollen like a balloon. The pain was so bad I suspected it might be broken, and so I evolved a master plan of my own. I informed Control that we would turn the engine on the turntable and take the engine home, where I could get my foot seen to. It seemed a reasonable enough request to me, but Control countered with another option: why not turn the engine and take the train to Burradon, and then go home with the engine and change it for another one, and then get on with your orders?

'Because I've got a broken foot!' I shot back - 'It's either home light engine or calling an ambulance!'

Control finally relented, Bob and Tommo turned the engine while I nursed my foot, and we were on our way again. All was going well until Bob started moaning about the bonus we had lost, by which time Tommo had heard enough; he flew into one of his famous rages: 'If you hadn't been so bloody dopey, none of this would have happened. Freddy's got a broken foot because of you! Yerra bloody eedjit! Are you on this job tomorrow?'

Bob replied that he was, at which point Tommo pushed his face right into his - 'Well don't fetch soop, 'cos if ya doo I'll ram it doon ya friggin' throat!'



Home again, in one piece! Once again *John Grey Turner's* excellent collection of nostalgic views provides this image of 37102 going on shed at Blyth's Cambois stabling point some time in the early 1980s - hopefully after a slightly less eventful day than Fred had experienced!

Recreating the Daddy of them all...

*The English Electric Type 3 can famously trace its lineage back to the very first "true" mainline diesel-electrics to grace Britain's rails: LMS 10000 and 10001 - whose scrapping was perhaps the greatest single loss to the preservation movement of the late 20th century. So we're very pleased to introduce the **Ivatt Diesel Recreation Society**, whose ambitious project is to right this historic wrong.*

LMS 10000, and its twin 10001, were designed by H G Ivatt and built in Derby by the LMS in 1947, just before nationalisation created British Railways. Construction took place in close co-operation with English Electric and Vulcan Foundry, with whom LMS had had a long working relationship as suppliers of highly successful diesel shunters.

The two locomotives were the first successful mainline diesel locomotives on British Railways, and with dual cabs and a diesel-electric powertrain, their design set the template for almost all diesel-electric mainline locos to the present day. With a "6P5F" power classification were designed as "Anywhere and Anything" locos.

LMS 10000 was officially presented to the press at Derby Works in December 1947, having



The classic outline: the iconic 10000 in original condition.

IDRS collection

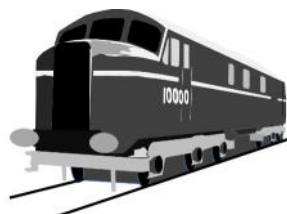
had its maiden run in November 1947 - just long enough before nationalisation to justify those raised "LMS" letters that 10000 so proudly sported - unlike her sister delivered in July 1948! After several weeks of proving trials, 10000 entered service on the London Midland region in February 1948.

Although the 1,600bhp output of the 16SVT engine was modest compared with the largest steam locomotives of the day, the pair operated remarkably successfully on services out of St Pancras and Euston, operating in multiple on the heaviest trains. They were also trialed on the Southern Region in 1953-55 alongside the Bulleid prototypes 10201-10203.

For prototypes, and a small class of only two locomotives, their performance and reliability were quite impressive. The pair remained in active service, covering nearly two million miles, right through to the mid-1960s. Sadly after withdrawal in 1963 and 1966 respectively, 10000 and 10001 were scrapped, both being finally lost in 1968 - coinciding with the end of mainline steam and well before the preservation movement had turned its attention to diesels.

The Ivatt Diesel Recreation Society formed was in 2011, and plans to re-create the loco. The group's primary focus at the moment is moving ahead with the design study for the new-build parts of the locomotive, while also raising funds to pay for the English Electric 16SVT engine that has been secured. The Society is also seeking registration as a Charity.

- For more details visit: www.lms10000.org
- Keep an eye out too for the IDRS sales & fundraising stand on the diesel gala circuit.



Ivatt Diesel Recreation Society

Spring comes to Mid-Norfolk

Our host railway's spring gala was another impressive effort, a theme it would be hard to disapprove of: everything English Electric, and nothing else! As a result, in addition to the Railway's home fleet, the line played host to visitors in the form of Direct Rail Services' 37682, the Class Forty Preservation Society's D335 and Martin Walker's Deltic 55022 Royal Scots Grey (see centre spread). As a result, the 3-day event featured haulage from classes 08 (by popular request!), 20, 31, 37, 40, 55 and 73! And by all accounts, it was a great success, despite weather which verged on the wintry. Fortunately our Steve Potter was able to find a few rays of sunlight on Sunday 1 April 2012 to illuminate his photos...

Compare and contrast... The family likeness is clear, as our beast poses beside the mighty Royal Scots Grey. Fittingly, these two fine EE machines entered traffic just a few weeks apart.



37682 and 37003 await departure time from Dereham with 1W05 - the 11:00 departure for Wymondham Abbey, with 31235 visible in the background awaiting a later working.





37682 and 37003 await an oncoming service in the loop at Thuxton (*above*), and are seen after arrival at Wymondham Abbey (*below*). The MNR report that they sold a record number of rover tickets over the gala weekend, as well as raising a significant amount in their collections in aid of their proposed maintenance shed.



MODEL BEHAVIOUR



Michael Ratledge has been quietly building himself quite a substantial sub-fleet lately...

This trio of "intercity mainline" examples are all based on the standard Bachmann model (the version pre-dating our 37003 model) - and all the modification, detailing and weathering work was carried out for him by Andi Walshaw.

The locos represent the late 1980s and early 1990s in Scotland, when sectorisation had progressed as far as the

locos being allocated to separate operational "pools".

The models are well worth closer examination, as they sport prototypical detail differences: the first one (*top*) is 37402 *Oor Wullie*, which has clearly had nose-end damage repaired lately and carries unusual large-size round buffers. The next candidate, 37410 *Aluminium 100*, has a standard plated headcode panel at the no.1 end - but a "domino-style" painted panel at the no. 2 end visible in the



picture (*middle*). Finally, we turn to 37409 *Loch Awe* (*bottom*), on whose nose-ends non-standard numerals are visible. All three also feature a number of detail differences in terms of lamp irons and similar.

All photos were taken by Andi - if you'd like to see more of his work, why not visit: cairnroadworks.wordpress.com/? And yes, he does do commissions...

Syphon! Pictorial**Out and About...**

As ever, your quarterly round-up of recent Type 3 news and action all over the country...



Back on 19 February, Inverness-based member *Ken Thomson* caught up with 37667 on 3W95, the Network Rail "snow train" from Dundee to Inverness, taking a breather at Nairn whilst waiting to cross a ScotRail unit. 37688 was on the rear (*left*). On 4 March, 37667 was still about, this time working a NR track monitoring train, caught by Ken just about to pass Achnasheen's "distant signal" board on its way to Kyle of Lochalsh (*below*).



Perhaps just a little less scenic than Achnasheen... but Network Rail's completion of the "de-rationalisation" of York's Holgate Junction track layout early in 2012 has meant that DRS locos have returned to using their normal stabling point when between jobs, rather than berthing in the station's "Hull bay" platform as shown in *Syphon!* 148: here 37612 makes use of the loco siding on 17 March 2012. *Mick Sasse*

Meanwhile, big news in the preservation world is that 37075, formerly based on the Churnet Valley Railway but placed on sale early in the year, has found both a buyer and a secure new home on the hitherto "tractorless" Keighley & Worth Valley Railway. *Ian Dobson* caught up with her on 2 April, shortly after arrival at Haworth, sporting its distinctive "clean-shaven" no.2 end, the result of accident damage many years ago - no.1 end has the more traditional split boxes! We wish the loco's new owners every success.





Back on the 'big railway' again, and 5 April saw 37605 top-and-tailing with 37610 on track monitoring workings for Network Rail - seen here entering the stygian depths of Birmingham New Street station, where they caught up with *Michael Ratledge's* lens.

And finally, as if perhaps to remind us what a 37's front end *ought* to look like, and bring us almost up to date, snowplough-fitted 37682 is seen leading two generic cuboid objects, together forming the 0Z37 Norwich - Crewe DRS light engine. *Michael Ratledge* caught up with the convoy on 13 April 2012 at Whittlesea, as they approach Peterborough.

Don't forget to keep your photos of Type Three action coming in, to make sure your quarterly Photo News update stays bang up to date!

Buy Your Own Tractor update (February - April 2012)

By Mick Sasse

The start of the new year brought a bit of a drop in BYOT membership, but things seem to have bounced back since then, with the "active fleet" now at 144 locos. The winners were:

	February:	March:	April:
1st prize -	37046: Steve Hollis	37173: Ian Simpson	37414: Phil Roberts
2nd prize -	37418: Alan Henry	37042: Ian Dobson	37706: Mick Parker

While we haven't had any completely new joiners since the last issue, existing members Barry Wetherell, Ian Dobson and Phil Roberts have all expanded their fleets - thanks very much to you. There are still numerous locos available - and don't forget you can now have them as TOPS or D6xxx. As ever, each loco costs only a pound a month, either by standing order or annual pre-payment - if you'd like to join, just drop a line. Thanks for all your support!

Diary

Spring's bringing the usual busier schedule! 37003's workings will be advised as soon as we can. Remember to check before travelling - and to book Spitfire tours through us! (See p. 2)

- 5 May. Pathfinder Railtours: Crewe - Southampton (1 x DRS 37, also 2 x 20)
- 5-7 May Mid-Norfolk Railway: Stratford Depot Gala Weekend (**37003** & others)
- 7 May North East Railtours: Newcastle - Oban (2 x WCRC 37)
- 12-13 May Great Central Railway: Diesel diagram (37198)
- 13 May Llangollen Railway: Diesel diagram (37240)
- 19 May Retro Railtours: Crewe - Glasgow (2 x DRS 37)
- 19-20 May Great Central Railway: Diesel Gala (37198)
- 19-20 May South Devon Railway: 1960s Gala (D6737 & others)
- 25-27 May Keighley & Worth Valley Railway: Diesel Gala (37075)
- 25-27 May North Norfolk Railway: Diesel Gala (DRS 37)
- 25-27 May Epping & Ongar Railway: Gala (D6729)
- 26 May Railway Children Railtour: Paddington - Skegness (NR 97/3, also 2 x 50, 31)

This tour postponed - possibly until July

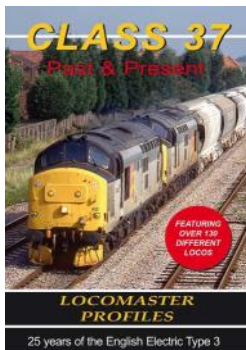
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- 2 June Spitfire Railtours: Sheffield - Tenby (2 x WCRC 37)
 - 6 June Compass Tours: Ayr to Oban (2 x 37)
 - 8-11 June UK Railtours: Kings Cross - Oban & Mallaig (2 x DRS 37 north of Carlisle)
 - 9 June Pathfinder Railtours: Crewe - Moorswater (3 x DRS 37)
 - 16-17 June Great Central Railway: Diesel diagram (37198? [TBC])
 - 21-23 June Railway Children Three Peaks: Euston - Fort William (2 x DRS 37 N of Carlisle)
 - 23 June Spitfire Railtours: Eastleigh - Penzance (2 x WCRC 37)
 - 30 June Cheshire Cat Railtours: Cardiff - Scarborough (2 x DRS 37)
 - 6-8 July East Lancashire Railway: Diesel gala (37109)
 - 7 July Spitfire Railtours: Leeds - Pwllheli (2 x WCRC 37, 2 x NR 97/3)

(As ever, sincere thanks to Steve Jones for compiling and sharing his excellent gen lists!)

Next issue, Syphon! 150, due out in July! Deadline: 15 June 2012 - thanks!

Sales Stand

The main new items this issue are in the DVD department, where our friends at Visions International have come up with another contribution to their ever-popular *Carry On Clagging* series. This has now reached Volume 6, no less - and there's no let-up in the quality footage on offer, with over 100 locos (!) featured, from 25 different classes. There's really too much to list, but highlights include 56097 on a 2,000-tonne gypsum train on the GCR (N), the MNR's legendary class 37 50th anniversary celebrations, action from the Cauldon Lowe incline, plus Deltics aplenty (including that infamous quintuple-header on the East Lancs.!). As usual with Visions DVDs, we're offering this at a discounted price of £19.00.



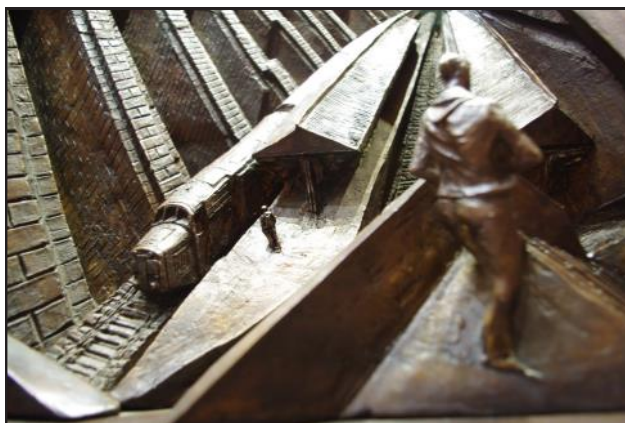
Meanwhile, another one not likely to require the hard-sell: from Locomaster Profiles comes *Class 37 Past & Present*. The title almost says it all... but not quite! This one features 100 minutes of action drawn from the last 25 years. It includes numerous celebrity locos in pretty much every conceivable livery carried since the 1980s. Over 130 locos feature, in locations from northern Scotland to Spain, and from Cornwall to Catalonia! This excellent entertainment is yours for £19.95.



Both titles are available from our online shop - or from our sales stands at galas and railtours.

Happy Shopping!

And finally... Oh Lordy, it's *Spot the Syphon* again!



Eagle-eyed member *Ian Dobson* (or rather his better half!) spotted this in a piece of public art somewhere on our railway network. It's very clearly a split-box tractor! Your editor confesses to having passed this squillions of times without noticing it.

'37s, especially split-box, were never common here at all... But wherever is this?

In time-honoured tradition, solution next time...!

BACK COVER: Split-box or centre-panel, round or oval buffers? Whatever your preference, 3500 hp of sheer power is not to be argued with. 37682 and 37003 made a fine - and very loud! - pair for the 11:00 Dereham to Wymondham Abbey on 1 April 2012, the Sunday of the MNR's spring gala.

Steve Potter

Syphon!

