Syphon!

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class 37 loco group

37003 NAMING SPECIAL

Syphon!

Issue 150
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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: Weeks of work by our own dedicated volunteer team, but also helpers from Dereham's Neatherd High School, culminated in a highly successful naming and dedication ceremony on 6 July: welcome, 37003 *Dereham Neatherd High School, 1912 - 2012*! The Group has been proud to support this worthwhile community initiative - and show off our shiny blue loco! *Steve Potter (inset: Tony Barfield)*

Contents

CONTRIBUTORS TO THIS ISSUE (articles and photographs):

This time, thanks are due to the following for supplying text and/or photographs: Ian Dobson, Phil Dumelow, David Evans, Steve Hollis, Steve Jones, Derek Lott, Mike Millward, Mick Parker, Steve Potter, James Powley, Michael Ratledge, Martin Ranson, Toby Rowallan, Andy Sales, John Grey Turner, Fred Wagstaff, Chris Watford, and Mike Wedgewood.

Syphon! depend on your ongoing support. We're getting great input these days in terms of photos of recent workings on the mainline and elsewhere - please keep it up! Equally, your editor would be very pleased to receive written articles - and would also be extremely keen to hear from anyone willing to help him out putting *Syphon!* together: the co-editor's chair is vacant and we'd love to see it filled! Just drop a line to Mick Sasse if you're up for it.

Editorial & News

Dear members and supporters,

As you'll read, this has a very busy three months for us. Not only has the long-awaited AVR been fitted to our loco, removing, we hope, a source of potential failure; not only has 37003 now re-appeared in the ever-popular rail blue in which no doubt most of us remember her fondly - but she's also now, for the third time in her life, acquired a name! As you can read in detail on page 18, the purpose of the ceremony was to cement further the ties between ourselves and our host railway - and the community in which both operate, and hopefully encourage the 'next generation' to get involved. It also underlines our commitment, as a charitable group, to community involvement and especially with diesel locomotive preservation as a form of education about the technical and industrial history of the country.

Reflecting all this, and a bumper crop of photo-news from all over the country, we've decided to stretch this issue of *Syphon!* to 32 pages to enable us to cover all that's been happening.

Meanwhile, I've been very pleased to see the progress made by the team working on Keith Buckley's 37250 - like our own loco for many years inseparable from Gateshead depot, and one I very fondly remember. This work has culminated in the loco's return to service on our own former home railway, the Wensleydale line (see also page 29). I congratulate them and wish this fine mover of north-eastern coals many more years' reliable service!

Over on the Big Railway, and still on the "credit" side, we've seen the return to active traffic of 37419 and 37425, two very popular locos. While the Sellafield "Glowexes" have yet to get a (re-)start date, once again there's been timetabled passenger haulage for the EE Type 3, when DRS's planners made the schoolboy error of diagramming four class 47s to power two topped-and-tailed additional services operated by Greater Anglia from Norwich for the Lowestoft Airshow. To be fair on the joyless submarine-engined cuboids, two of them did manage to work. The two vacancies were filled by 37419 and 37425, both fresh from refurbishment at Barrow Hill, and underlining the renaissance of the class 37/4 under the Cumbrian Blue Team. More, as ever, in our Photo News round-up (page 24 onwards) .

As is often the way with these things, in fact it took a little longer than we predicted last issue for Project Hilton (now replaced by the *considerably* posher Project Savoy! - see opposite) finally to leave Dereham: so time for one last look at BSO 9443 on 12 May, now stripped of all reusable parts,

And finally, while I can't pretend to understand these things myself, I'm assured that plenty of you (even some aged over 12) will understand what it means if I tell you that the Group now has an active Twitter feed. You can find this at https://twitter.com/C37LG - and I'm assured it's regularly updated with the latest news!

So with a shiny blue 37003 *Dereham Neatherd High School 1912-2012* with pristine cabs and a lovely new AVR awaiting your pleasure at Dereham, we'll soon be announcing further running dates on the MNR - look forward to seeing you there!

Sincere thanks to you all for your support,

Mick micksasse@googlemail.com

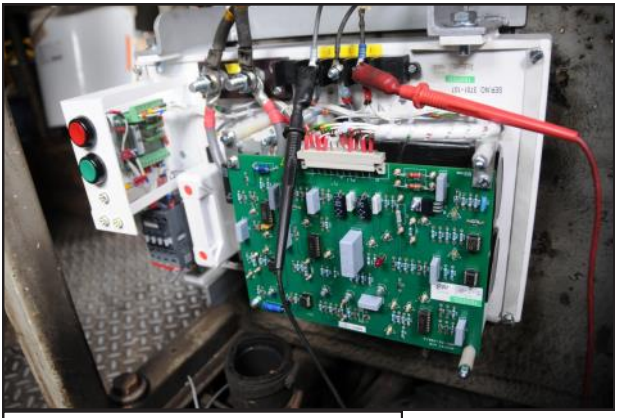
Loco Update - Spring-Summer 2012

Text by Mike Millward; pictures by Mike Millward and Steve Potter

The last few months have been 'interesting' for the Group and 37003: some good, some bad.

It really all started with the arrival of 'Project Savoy', our new support coach (see last issue). Mike was working at the MNR to make the vehicle secure and watertight in the middle of April, when a phone call came through that 37003 had failed whilst on a Driver Experience course. By the time he'd packed up, the sound of 37003 arriving back at Dereham wafted through the air. Suffice to say, the failure was a good one, but the driver had managed to coax 003 back to the station.

Project Savoy at Dereham, awaiting the further attention of the team. ***Mike Millward***



The "fabled" new electronic AVR in place (*above*)… delivering a lovely steady voltage! (*below*)

Steve Potter

What had happened was that a joint in the main air supply pipe from the compressors had separated and blown apart because of a previous badly-executed repair. With the Stratford Weekend looming, energy was thrown into repairing the damaged pipe, but even with Mike and Gary working on it all through the Stratford Weekend we were unable to effect a good repair until the following weekend, having to insert a new piece of pipe where the original had chafed through against a bracket on the bodyside and the temporary repairs had done further damage.

It was a pig of a job, being hidden behind the lower compressor and inaccessible from the air grilles, but at last it's airtight! Many thanks to Dave Clay for the use of his Oxy-Acetylene gear and Mark Hallet for the loan of a propane burner (and no, we didn't have to cut a hole in the side as suggested to access the pipe – it did cross our minds at one point though!).

The pressure was on (no pun intended!) as the weekend after the Stratford Weekend, Noel

Gavin prepares the roof, 2 June ***Mike Millward***

Craigen was going to deliver a nice piece of kit that should keep our batteries in good nick and safeguard the other electrical machines in 003. This is an electronic version of the Automatic Voltage Regulator (AVR) which in the past has driven us to distraction by being unreliable and nearly frying the batteries (see previous Loco Updates). The older, carbon pile electro-mechanical versions are pretty reliable in machines that get worked and warmed up regularly, but being on a preserved line, 37003 doesn't do enough to stop damp getting in and making it 'sticky' in operation.

Mike finished the final touches to the air pipe repair a matter of minutes (a cup of tea!) before Noel arrived, and soon 37003 had its new 'pacemaker' fitted and tested. All was fine, the only quibble being "It's upside down, mate!". Two reasons for this: 1) we didn't have to extend any cable runs, and 2) it makes it easier to read the signage by the reset button! (That's our excuse and we're sticking to it!)

A good volunteer turnout on 9 June ***Mike Millward***

The other interesting job came from a meeting in January 2012 between Steve Potter, Mike Millward, the MNR and representatives of Dereham Neatherd High School. After consultation with the Committee, it was decided to go ahead with a project to repair the bodywork, have a repaint and then name the loco after the school for a year. The school was to pay for the nameplates (which they have) and supply some volunteers to assist in the body preparation and repaint.

After some serious rubbing-down, Gary applies some red oxide on 9 June ***Mike Millward***

After a good initial return, the volunteer list quickly fell to a few committed people, as well as a few who just came along and helped on the off-chance. It was seen as an opportunity by the

Old Red Oxide Jokes no. 94… 9 June. *Mike Millward*

Railway, the Group and the School to try and get some more local interest in the Railway and its activities - and to a degree that has been successful. (See also report on p. 18).

As some of you will know, the weather has been terrible over the last few weeks, but amazingly we were able to dodge the worst of the weather right up until the naming on the 6th July, when it pee'd down all morning. We posted photos on our Facebook site to garner interest - and the usual froth over livery ensued!

The situation today (mid July) is the 'public' side of 37003 is fully painted and decaled but could do with rubbing down and recoating one last time to eliminate some of the 'rushed' paintwork (we finished 8.45pm the evening before!) and the 'non-public' side needs at least another two coats of paint and decaling to finish. We had a deadline we could not miss: the school had to name 37003 on the 6th July as it is now starting to shut for summer and some of the older pupils have left.


In grey primer, 21 June *Mike Millward*


The first blue undercoat begins to appear on 26 June *Mike Millward*

What was achieved in such a short time (especially as 37003 didn't move into the bay platform until two weeks after it was planned to) is a credit to the hard work carried out by the volunteers, some of whom are:
Gavin and Julie Wolfenden, Steve Daniels, Steve Potter, Gary Brzeczek, James Powley, Ellen Mitchell Finnegan, Terry Waller, Mark Hallet, Andre Kent, Suz Jarvis, and several others who turned up to help.

Within days of the naming

ceremony, the weather completely collapsed with storms and torrential rain every day, but at least we gave the school a day they will remember for years. The paintwork will be finished as time/weather permits.

It does seem amazing, though, that some of the kids on the train had never, ever until that day, been on a train of any sort; some were a little nervous, but all had

Now some "proper" blue is applied by Steve and Suz at no. 1 end, 30 June
Mike Millward

big smiles after the run to Garvestone Crossing. Hopefully some of them will revisit the railway.

A full report of the naming and dedication ceremony appears on p. 18.

37003 poses in full "basic blue" 3 July
Mike Millward

The hard work bears fruit: 37003, fully serviceable and resplendent in early 1980s condition, awaits her naming ceremony - a credit to all the volunteers. She's even got works-plates now! (*inset*)
Mike Millward/ Steve Potter

37003 Traffic Update - 1 April to 30 June 2012

As ever, those all-important statistics… but only one day's passenger service to report this time! This reflects the fact that she had to duck out of the gala in May (see *Loco Update* on page 5), and, once the fault had been rectified, she was quickly taken out of service again to be turned blue! In fact she was back in service immediately after that - but that'll be in the July figures, reported next issue...

1 April 2012
11:00 Dereham - Wymondham Abbey (T&T 37682)
15:10 Dereham - Wymondham Abbey (T&T 37682)
16:15 Wymondham Abbey - Dereham (T&T 73210)

Total miles in passenger service : 31.83 miles

Fundraising update

Our sales stand attended the Nene Valley Railway's spring gala on 20 May. Unfortunately the day was dogged by poor weather, and probably as a result, a slow day was had, taking just under £190. You win some; you lose some...

And as if to prove this, we had a particularly good day in the sun (it really does seem to help!) at Keighley on 26 May, taking almost £600 - a single-day record! And 37075 was rather nice, too!

On 7 July Philip Cole Wallace (ably aided by his children!) did the raffle on Spitfire's *The Prisoner* tour - which brought us net proceeds of £325.

We're very pleased that more of you are volunteering to help out on our sales stands - you can see just how much it helps! - but we would still like to be able to cover more galas, and to be able to cover both days of weekend events. So do please contact any of the committee if you think you might be able to help out, for anything from a quick hour to a full day: it's tremendously helpful. See the *Diary* on page 31 for details of the events (both preservation galas and railtours) which we're particularly keen to attend and where we're looking for help!

Meanwhile, this spring we passed the point at which we've sold enough of our Bachmann limited-edition OO-scale models of 37003 to cover costs: every sale is now profit for us, and we've already made over £1,000 net since then. There are still a good few left - but they won't be around for ever - especially now they match our own loco's livery! So don't hang around…

Don't forget to check the Diary section at the back for future sales stand dates!

Our Philip in sunny mood at Keighley. Not a bad day at all, thanks to him and photographer *Martin Ranson*.

Mmm (Martin's Membership Musings)

I can't believe how quickly the Ed.'s prodding for this report comes around! I've been told to keep it short this quarter as there is so much group and loco news to tell you in this edition! So here goes:

For what could be the first time ever, we have more new members to welcome than renewals to thank! The response for help and subsequent membership applications as a result of the loco's makeover have been phenomenal. So without further ado I would like to welcome the following people to the group and I hope you all enjoy your time with us: The Gilbert Family (37333); Ray Dobson (37334); Peter Devonish (37340); John Duell (37343); Sion Williams (37344); Suzanne Jarvis (37345); Anthony Wheeler (37350); Steve Daniels (37351); and special thanks to the Wolfenden Family (37335) who are our first "Gold Family"!

A big and hearty thanks to those of you that have renewed: John Ireland (37026): Ivor Bufton (37037); James Powley (37099); Matt Stoddon (37175); Malcolm Hicks (37181); David Anderson (37245); Brian Potter (37284); Phil Roberts (37427); Neil Ruffles (37906); and special thanks to Bob Howe (37308) for renewing at Gold level this year.

No renumberings to report this quarter, so just the usual reminder of the procedure: A £5 donation to the preservation fund can secure your favourite loco from the current list as your membership number. For those with renewals due, you will find the option on the renewal form. All enquiries and further details, especially those not on the forum, to me at: members@c37lg.co.uk. A new list should been issued to the Yahoo Forum to coincide with the release of this magazine.

The only other thing I need to do is to remind people to keep me up to date with any changes to your postal or email address. We currently have a few members with bouncing e-mails which I am spending valuable time chasing...

Cheers for now and hopefully see you all at the AGM!

Martin

Announcement

CLASS 37 LOCOMOTIVE GROUP: ANNUAL GENERAL MEETING

This Year's Annual General Meeting will be held on 27 October 2012, starting at 13:00hrs, at Dereham Station, Mid-Norfolk Railway, Station Road, Dereham, Norfolk NR19 1DF.

In accordance with the Constitution, the Chairman seeks nominations for the committee posts of Treasurer, Vice-Chairman, Membership Secretary, Website Co-ordinator, and one Ordinary Post (the position held at present by Philip Cole Wallace) - as listed on page 2 of this magazine. The existing holders of these posts will all be standing for re-election.

Nominations for the above posts must be in writing and must reach the Chairman, at the address given on page 2, by 15 September 2012. An email to mick@c37lg.co.uk will suffice.

Please Note : Enclosed with this copy of Syphon is your proxy/postal voting form, for you to vote with, should you not be able to attend the AGM. The form also allows you to confirm if you are intending to attend in person - this helps us to plan the meeting. In the event that additional nominations are received as above, an amended voting form will be sent out.

How It Works - Part 6: Field Diversion

Last issue, Mick Parker *showed us how the relatively straightforward (well, at least in principle) direct-current electric motor works. As ever in life, though, it's not quite that simple: this time we look at how we stop the currents and magnetic fields doing things we definitely don't want them to do! Welcome to the world of load regulation and field diversion...*

Field diversion of the traction motors is the means whereby the full output of the diesel engine can be used at the higher road speeds. Some locomotives designed for very high speeds are provided with up to five stages of traction motor field diversion, but the Class 37 has only two field diverts. Incidentally, this is part of the reason why the EE Type 3, having a brilliant reputation as a low-speed load-lugger, is generally less happy on the highest-speed passenger work - though of course there have been well-documented exceptions!

The field diverts come into effect simultaneously on all traction motors, each at a predetermined road speed - in the case of the Class 37 at 28 mph and then again at 45 mph. The number of stages of field diversion and the speeds at which they occur are usually given in the driving instructions for each class of locomotive.

When the controller of a diesel-electric locomotive is opened to the maximum position and a speed of from 10 to 20 m.p.h. has been attained, the engine will be capable of developing its full power without overloading the electrical equipment. Therefore, the main generator output will have reached its maximum in terms of kilowatts. At this low road speed the traction-motor armatures will be turning slowly and exerting a high torque on their driving pinions. In consequence, the current which they consume will be heavy, as indicated by the driving ammeter. Because power is equal to voltage multiplied by current, the heavy current load placed upon the main generator means that voltage will therefore be very low. At this stage the same amount of current flows through the field coils as that which flows through the armatures of the traction motors, and the field strength is very high.

As the locomotive's speed increases, the current taken by the traction motors falls progressively, as seen on the driving ammeter: as speed rises, the amount of tractive effort the loco can produce for a given power output drops. This falling current will tend to reduce the output of the main generator, but the load regulator automatically responds to this falling current by increasing the main generator excitation current, which has the effect of increasing the main generator output voltage. This increase in voltage by the generator is necessary because as the traction motors gather speed, the rotating coils have a tendency to generate an electro-motive force in the opposite direction to that which is driving them: this is known as counter-EMF or back-EMF. If this were allowed, it might become greater than the main generator voltage; no current would then flow from the main generator, and a loss of power would result. The load regulator is essentially an automatic rheostat (that is, a variable resistor) in series with the main generator field - a more detailed description of how the load regulator works will be included in Syphon 151.

There is, however, a limit to the excitation of the main generator, and this is determined by the magnetic saturation and temperature of its field system. Therefore, when the maximum excitation of the generator is achieved the voltage cannot be raised, any further even though the main generator current taken by the traction motors continues to fall. With many main-line locomotives this maximum-voltage condition is reached between 20 and 30 mph - 28 mph in the Class 37. If no further provision were made the diesel engine brake horse-power would become less at this stage although the controller would still be fully opened, and higher speeds than this could only be attained on steep downhill gradients. This is why a locomotive which has its field diverts isolated or faulty will start and initially accelerate as normal, but will "run out of puff" very quickly and be unable to reach normal main-line running speeds.

A system is therefore required which will ensure that the diesel engine is fully loaded up to a locomotive speed of 90 mph. This is achieved by field diversion of the traction motors. When the load regulator has run to its 'no resistance' position, the main generator excitation

is at its maximum and the voltage is at its maximum. At this stage field diversion is required, and the regulator at its 'no resistance' position will close a switch, allowing current to flow through the electro-pneumatic valve coils of the field diverter contactors - *which causes the contactors to close, activating the field divert resistances*. When the contactors close, the shunt resistances will be placed in electrical parallel circuit with each traction motor field coil system, but not with the interpoles. The effect of this will first be to provide an alternative path for some of the current which would normally pass through the field coils in the motor. For the first stage, approximately 25 per cent of this current may take the alternative path. The field strength of the traction motors will therefore be weakened. This will have two principal effects:

1. With the weaker field the motors will no longer have the ability to generate as much back-EMF to oppose the flow of current from the main generator. This will increase the main generator current, which will be indicated by the driving ammeter: the driver will see the reading suddenly (but only momentarily) rise as the field diverts kick in.
2. The main generator will momentarily overload the diesel engine, whose governor will react to this by operating the load regulator to reduce its excitation and therefore its voltage in order to restore normal loading and prevent the diesel engine from "stalling". Accordingly, the ammeter will then drop again.

In some locomotives (though not the class 37) the load regulator will reduce the main generator excitation, and therefore its voltage, before bringing the weak field contactors into operation. By this method the engine stall condition is avoided entirely.

After the increase in the main generator current, which always results from traction motor field diversion, it will be noted that the current will fall again, first rapidly (from the load regulator doing its job) and then more slowly as the locomotive speed rises, assuming of course that the controller position remains unaltered.

In this way, the ability of the traction motors to oppose the current flow from the main generator is inhibited by the introduction of traction motor field diversion. Nevertheless, as the speed of the locomotive increases further and consequently the rotational speed of the traction motor armatures also continues to increase, the traction motors will again begin to generate a back-EMF in opposition to the main generator. The load regulator, returned to a position of higher resistance, either before or after the field diversion was introduced, reduces the main generator excitation again. With the renewed tendency for the traction motors to generate a back-EMF, the load regulator will once more gradually run to its no-resistance position and progressively build up the main generator voltage as its current loading falls.

This process is repeated each time the load regulator reaches its no-resistance position. The exception to this is when all of the field diversion stages have been introduced. When the load regulator reaches its no-resistance position with all of the field diversion circuits in operation, the main generator current will still continue to fall slightly as the speed rises, but its voltage will no longer rise for all practical purposes. Consequently the kilowatt output of the main generator will fall and the diesel engine will be unloaded slightly. The engine governor will then reduce the fuel delivery from the fuel pumps and counteract a tendency for the crankshaft speed to rise above its maximum r.p.m. At this point, the locomotive will be approaching its maximum speed; the precise maximum (balancing) speed will clearly depend on the weight of the train, gradient, rolling resistance etc..

On most locomotives up to 65 per cent of the traction motor field strength may be diverted away through resistances.

Field Reversion

When a locomotive is running with all its weak field stages in operation, the current taken from the main generator is at a value within its continuous rating. If a heavy rising gradient is encountered with the controller fully opened, the speed of the locomotive will fall, should the trailing load be sufficiently heavy. This fall in speed will be accompanied by a rise in the current taken from the main generator by the traction motors. On a very severe gradient the

current will rise to such an extent that there is the risk of overheating the main generator and traction motors. A locomotive would therefore only be able to run under these conditions for a strictly limited time without damage. To overcome this danger a current-sensitive Field Divert Relay (FDR) is incorporated in series with a pair of traction motors. When this relay detects a current in the motors which is sufficient to cause overheating of the equipment, its contacts open and interrupt the supply of current to the electro-pneumatic valves operating the field diversion contactors. This makes the contactors open and the field diversion stages will be suspended. This is called field reversion, because the traction motor fields are re-established to their full value. In other words, field reversion is a matter of reversing, for a falling speed, the effect of field diversion for a rising speed. This immediately reduces the current load and the main generator voltage rises. If the locomotive has several field diversion stages, all but the final (highest-speed) one may be re-established by normal action of the load regulator. A further increase in the gradient will possibly result in all of the field diversion being suspended until the summit is reached - this would apply for example to a class 37 ascending a steep gradient at a speed well below 28 mph. Fig. 1).

Starting the diesel engine

Although some diesel-electrics have a separate starter-motor, the diesel engine of the class 37 is started by using the main generator as a series motor. In order to do this, a series field system, which is incorporated in the main poles of the generator, is brought into circuit.

When the starting button is pressed, the starting contactors are closed and the generator becomes connected across the battery, and commences to rotate. In addition to this the 'engine-run solenoid' becomes energised and allows oil to move the engine fuel racks to the position which will maintain the engine at idling speed. When the oil pressure is sufficient for safe operation of the engine, an oil pressure switch is closed which will maintain the current supply to the engine-run solenoid, and the starting button may be released.

Figure 1 (overleaf) shows a representation of the general layout. "G" is the main generator, with its separate circuit to produce the excitation field (i.e. energise the electro-magnets). The motors, numbered 1 to 6, are shown connected in pairs - with each pair having two field divert circuits (here shown as FD1A and FD2A), which, when switched in, divert a part of the current away from the traction motors. CLR is the Current Limit Relay; and EFR is the protective Earth Fault Relay. Finally, the two items marked "A" are ammeters.

In Practice

As started previously (see *Syphon!* 148), the magnetic fields in DC generators are most commonly provided by electromagnets. A current must flow through the electromagnet conductors to produce a magnetic field. In order for a DC generator to operate properly, the magnetic field must always be in the same direction. Therefore, the current through the field winding must be direct current. This current is known as the field excitation current.

When the reverser is moved from "Engine Only" into "Forward" or "Reverse", auxiliary contacts on the motor contactors close and energise the generator field contractors (GFC) resulting in a low amount of traction current passing from the main generator to the motors.

As the power handle is moved between positions 1 and 3, no engine speed change takes place, but the load regulator operates to increase the load on the engine. From position 3 to 8 (8 being full power), movement of the handle increases engine speed (r.p.m.) and the load regulator operates to keep the engine fully loaded for any given speed setting. As explained above, as locomotive speed increases the current passing through the motors falls, and the field divert relays will de-energise.

For any control handle position the load regulator will run up (i.e. adjust itself by means of rotating the mechanical rheostat), in response to the governor, and so adjust the main generator excitation until the engine is fully loaded for the chosen speed, when the load regulator will stop at the correct level of excitation.

If load conditions permit however the Load Regulator will continue to run up until contacts LR1 close (*see Figure 1*). This is the "no-resistance" position which provides the full

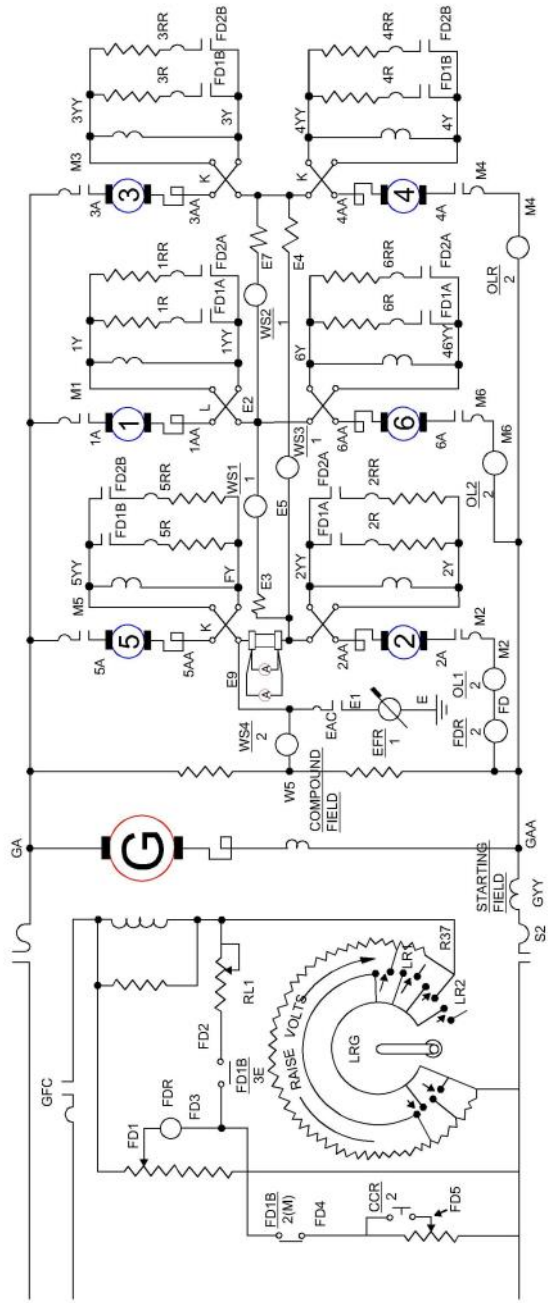


Figure 1 - Schematic diagram showing the interaction between motors with field diverts (right) and load regulator (left). The major components - and how they all interact to allow the loco to keep accelerating and give the full tractive power required - are explained in the text.

excitation current to the main generator. This, at around 28 mph in a class 37, energises FD1A and FD1B which operate to bring in the first Field Divert resistors and hence the first stage field weakening. As described above, this briefly overloads the engine, and the load regulator will run back as the engine speed falls, reducing the main generator excitation until full load conditions are restored.

If the engine become underloaded once more as speed keeps rising, which is at about 45 mph for the '37, the load regulator will run up until LR2 closes and energises FD2A and FD2B coils to introduce the second stage of field weakening, in a sequence similar to that for the first.

Finally, "FDR" is the field divert reversion described above, which energises to suspend field weakening such as when speed falls on climbing a steep gradient under power, so maintaining the generator's optimum load condition.

Next issue Mick guides us through the load regulator itself - an essential bit of kit, once again based on good, old-fashioned electro-mechanical technology!

37506 and 37511 will have been in the second stage of field diversion when *Steve Hollis* captured the Railfreight-liveried pair at speed with a block steel working at Trowell Junction (near Ilkeston) back on 16 April 1987. As Mick explains, the field diverts allow the voltage to the motors to remain high enough as speed rises, allowing the locos to reach the maximum speed required - likely to have been 60 mph in this case.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Syphon!

You can't go far wrong with a good clag shot! Thanks go to *David Evans* for this powerful image capturing 37605 darkening an otherwise cloudless sky as it applies the power while leading 37610 through Leicester with Network Rail's 1Z20 Derby - Cricklewood test train working, on 20 June 2012.

37003: *Dereham Neatherd High School 1912-2012*

Mike Millward *completes the story of 37003's naming on 6 July (photos: Steve Potter)*

Things like naming ceremonies seem to flow smoothly to the general public, but below the surface it is like a swan paddling hard against a river flow – flipping hard work!

We'd had a manic few weeks leading up to the big day, and on Friday 5th Steve Daniels, Gavin Wolfenden and Mike Millward were busily painting the roof of 37003 with the last few brush strokes going on minutes before the loco was hauled from the bay platform at Dereham; it was that close! One side of the loco was complete and looked a lot tidier than it had before, the other was in a rough blue first coat with the plates on but nothing else. We had been beaten by time and the weather (one of the joys of outside restoration..).

A sizable crowd gathers for the ceremony.

Anyway, on to the main event. Mike worked his night shift and was up again as early as possible, getting to the MNR about 1130 in steady rain. Steve Potter and Gary Brzeczek were already on site and had tidied the cabs out and cleaned up a bit as well as hanging the curtains as more people had suddenly taken an interest and the cameras were out. Martin Ranson and his Dad were also there, more for "gofering" and moral support! 37003 had been parked a few yards short of the stock; a cock-up in communications meant it wasn't coupled up, so when the driver, Mel, turned up we had a quick conflab to sort out what to do.

Mike then asked the fatal question: "Has anyone actually tried to start it yet?" Blank looks all around. 37003 hadn't been started for the thick end of three months, so once the fluids were checked, the battery isolating switch was put in, and after the priming pump was allowed to get some oil pressure into the engine, all fingers were crossed and the Start button pressed.

For a few horrible seconds, nothing happened…. then the batteries took a deep breath and shoved the engine round, firing up almost immediately and spitting black, filthy water all down the shiny bodysides… Well, the batteries are still OK! The new AVR settled the charge rate and sat happily at 112.3V and after a few minutes we had all pressures up. Mel tried to get the brakes to work but something was wrong, the bogies wouldn't drop pressure. Mike shot through to the other cab and found the straight air brake applied (someone had been playing!), and once that was sorted Mel moved 37003 up to the stock and coupled on.

37003's name is unveiled by pupils and teachers from Neatherd High School.

By this time the vanguard of the School naming party had arrived and were getting their bearings; Mike liaised with them as to where '003 would be for naming, and returned to find the crew scratching their collective heads as to why the Main Reservoir pressure wasn't building…. It turned out that the BIS wasn't in on 50019 and it was dumping 37003's hard work. Mel started 50019 to help and Andre Kent was 'volunteered' to sit on the loco (stopped him wandering about…). At last we had brakes, a working loco and a platform rapidly filling

with kids and dignitaries; a quick bit of loud "Excuse me! Move away from the edge!", and Mel moved 37003 into position, right on the mark. 37003 was then shut down.

The actual ceremony was a blur; the School had bought their band down and they were doing train tunes 'through the ages'; many kids were dressed in fancy dress, some 1940s recreationists were about in uniform, all the teachers were in full 'teacher' outfits apart from one who was dressed as a 'spiv' and apart from this small band of scruffy, jean and hi-vis wearing herbs wandering about looking worried, everyone had donned their best.

Just after 1400, the actual naming was carried out by a previous Head of the School; luckily for us the speeches went on a while, as we were waiting for the DMU to leave section from Thuxton, and it was carrying our guard…. Finally the cord was pulled, the curtains opened and all were happy. We had a few quick words, got lots more photos taken and then the DMU arrived, so it was 'all aboard' for the run to Thuxton. Well, it wasn't Thuxton….. John Hull mentioned there was a lack of crossing keepers so we decided on Garveston Crossing as the reversal point, John then rushing off to do Yaxham Crossing for us ("Give me a good blast so I know you're coming" – "You'll hear us first, mate!"). Once the DMU was stabled in the MOD road, we were given the token and after checking back down the train, we set off, Steve and Gary on the train, Martin and his Dad rear cab, Mike up front with Mel 'just in case'.

As we passed under the A47 bridge, Mel asked Mike "Take it gentle or clear her out?" Stupid question of the year so far…! The trip to Garveston was loud but unremarkable; 37003 did all asked of her, heaving 3x Mk2 and 50019 along at a merry rate. Once at Garveston, Mel shut 003 down for the run back and then fumigated the route with 50019, which had been idling for a couple of hours…

Freshly named, 37003 awaits departure with the "naming special".

Back at Dereham, the kids were decanted back into buses for the trip back to the school, the blasted sun came out (typical!) and a small, tired group retired to the café for a tea and relax.

The School had asked for 37003 to be out on the Saturday afterwards. Seeing as the MNR was in full steam mode, that looked unlikely - but the previous Saturday had seen the pannier tank have a shunting accident with 20069 and it was out of service, so 37003 stood in on Saturday and Sunday with five round trips.

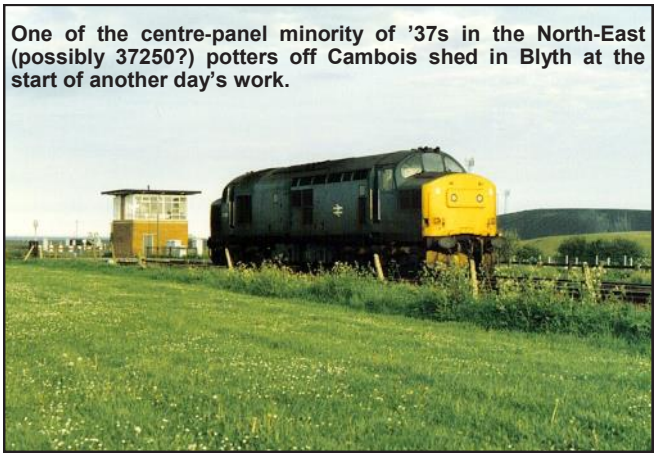
The true measure of how much this has cemented local ties still needs to be seen, but it has opened the eyes of many in Dereham who didn't even know the MNR existed, and given some kids their first ever train ride…

The day after naming, 37003 *Dereham Neatherd High School 1912-2012* deputising for a steam loco, enters Dereham with the 11:30 from Wymondham Abbey. ***James Powley***

Fireman Fred Remembers…
Part 6: *The frog that died at dawn*

In this last episode of the memoirs of long-time Blyth Cambois engineman, and friend of the EE Type 3, Fred Wagstaff, *a 'straightforward' merry-go-round coal working goes rather badly wrong - with one unfortunate innocent victim… All photographs are by* John Grey Turner.

One fine Spring morning I signed on for a single-manned driving turn running coal from the local collieries into Blyth Power Station, with a canny lad for guard, named Derek. The orders consisted of three trips to Lynemouth colliery with empty HAA Merry-Go-Round sets and coal back - an easy job with fully-fitted trains, and so I expected the shift to last about six hours. Everything went as smooth as silk on the first trip, and we arrived at the Power in good time.



One of the centre-panel minority of '37s in the North-East (possibly 37250?) potters off Cambois shed in Blyth at the start of another day's work.

Compared to the old loose-coupled freight days (*see Syphon! 147. -Ed.*), running into the power station was now an absolute doddle. Once we were in the arrival road and clear, the brake was fully applied, and while Derek pinned the wagon brakes down, I changed ends and by the time the brake came back up, Derek was up in the cab, ready to run around and tie onto the next set of empties. As soon as we had tied on I got the brake up and Derek walked to the rear of the train, examining each wagon as he went.

When he reached the last wagon, I quickly locked the brake valve (so the air brake pipe was not being charged with air) and this enabled Derek to test the continuity of the brake pipe by opening the tap on the last wagon. As the air 'whooshed' out I watched the brake pressure gauge fall to zero, and then reopened the brake valve to recharge the train pipe with air.

Meanwhile Derek checked that the brake pads had gone on - and, after closing the tap, checked that they had released. This was standard practice with all air-braked trains, and it was the train crew's duty to complete this task every time a new load was picked up, or a wagon attached or detached, as a matter of safety.

Derek climbed up into the cab - 'Brake test okay, Freddy?'

'Okay,' I replied.

He handed me the Load Slip. - 'Right, there's thirty-two HAA for Lynemouth. I'll be in the back cab having a bite to eat,' he added, then climbed down and shouted from the back - 'Rightaway!'

I acknowledged with a wave, and then moved the train slowly out of the sidings towards the weighbridge on the departure lines. As the loco clumped over the weighbridge, I drew the load forward at the regulation five mph for weighing. Ahead I noticed that Freemans Cabin had us cleared for away; the signalman was standing in the doorway, enjoying the sunrise and having a smoke.

A similar working to Fred's duty today, as 37083 approaches Choppington Crossing late one afternoon in May 1980 with a loaded rake of air-braked hoppers. The brake vans at either end may indicate that the train was, however, running unfitted, or were possibly added to ease run-round moves.

I was almost up to the 'Clear of Weighbridge' board when I felt the slightest tug; I dropped the window to look back, and I could see nothing untoward - but when I looked ahead I saw the Freemans signalman rushing down the cabin stairs frantically waving a red flag.

'Something weird is going on here,' I muttered to myself, shut the power off and pushed the brake valve to 'Emergency'.

I climbed down from the cab and heard the signalman shouting - 'Did ye not see, did ye not see? How did ye not see?!'

'Did I not see what?' I called back.

'The last two wagons!' he cried out.

I turned and looked - 'What's the matter with 'em? They look all right to me.'

'Noo, no, no… them's not the last two wagons, I saw them rolling over!'

'Whadjameen rollin' over? If they'd rolled over, I'd have seen 'em!'

'I'll show you,' he said.

So we both walked quickly to the rear of the train…

I couldn't believe my eyes! The last-but-one wagon was lying on its side; it had obviously been dragged like that from the weighbridge, but I hadn't been able to see it due to the fact that the last wagon was upside down, holding the second-but-last wagon on its side out of my view!

It said a lot for the strength of the Instanter Couplings, but how the brake pipes had not parted was beyond my comprehension. On closer inspection, the right side of the weighbridge had collapsed, and it looked as if the last two wagons had been catapulted out of the hole by the elasticity of the sixty drawbars in front of them.

Anyway, whilst we were walking back to the loco, I noticed the squashed corpse of a frog on

the top of the rail between two wagons; its head and forelegs dangling pitifully over the fourfoot side, its back legs hanging by a shred of flesh over the off-side.

When we got back to the loco, I acquainted Derek of the problem on the weighbridge and the signalman went to inform the Brains Trust (nickname of the hierarchy at Control) of the situation. He returned several minutes later with the news that the Area Manager's assistant was on his way to take charge of the situation. When the assistant arrived in the distance, I was relieved to see it was the same young chap who'd accompanied old John and myself on the snowplough trip (*see Syphon! 148.-Ed.*). He took one critical look at the damaged weighbridge, then stormed towards me demanding to know what had happened…

Now, it's not in my nature to treat a railway accident in a flippant manner, but it was fairly obvious what had happened; moreover the assistant Area Manager was a nice enough young chap in an odd sort of way, but he was an infuriatingly opinionated individual who had some very strange ideas about man management, which inevitably grated on everyone's nerves. For instance, someone carelessly left a tap dripping in the Cambois washroom, or 'ablutions' as the young assistant preferred to call it, and this had angered him no end. Within minutes of finding out, he stuck a notice above every washbasin with detailed instructions on how to turn the taps off…

'Well!' he demanded - 'How did this lot happen?'

Perhaps I should have picked another time to wind him up; I told him that we had run over a frog…

He gawped at me in disbelief - 'A frog!'

'Aye, it's dead,' I said solemnly, then went on to explain that I was deeply distressed about it; and that I could identify with the frog because it had come out on a lovely morning, jumped up on the rail to get a better view; sitting there minding its own business, planning the events of the day, and without any warning, it gets flattened by a train.

He glared at me - 'Get on the friggin' engine!' he ordered, and stomped off back to the rear of the train at a fast pace.

'I can show you the frog, if you like?' I called after him.

I swear his stride never faltered, but I'm sure I heard him shout - 'FROG OFF!'

Fred's new workplace - probably taken around 1983, we see a typical Gateshead variety, with classes 03, 08, 47 and 56 keeping 37216 company.

*Clearly Fred's contretemps with the frog did his career no serious harm, and shortly he transferred to Gateshead, where his duties increasingly turned to Class 1 passenger work, including the then new Intercity 125 - but sadly (for us!) away from the English Electric Type 3. You can read Fred's ever entertaining tales of these top-link days online at http://www.davidheyscollection.com/page44.htm. Once again, we sincerely thank Fred for allowing us to bring share his memories of everyday work with "*the best general-purpose machine ever manufactured by anybody anywhere" - *we couldn't have put it better ourselves, Fred!*

(Not-so) Distant Relatives

We were very pleased recently to be contacted by Diesel Traction Tasmania, telling us that they have been successful in their quest to save a Tasrail Class ZC locomotive… A what?! *Allow the DTT's UK Contact and owner of the English Electric Growl website (www.12csv.com), Phil Dumelow to enlighten us ...*

Diesel Traction Tasmania was formed in 2011 to try and preserve some of the English Electric locos that have been used on the 3'6"-gauge lines of the Australian island state. The ZC class was originally built in 1967 by EE's Australian licensee in Rocklea, Queensland, for use on that state's railway, which is also of "Cape gauge". However, increased electrification there rendered them redundant, and in 1988 they were sold on and transferred south to Tasmania. A change in operations late in 2004 saw the remaining members of the class stored, with most if not all destined for scrap.

So why should these locos interest us? Because they are 12CSVT MkII-powered Co-Co diesel-electrics with much in common with the class 37. The 78-tonne locos boast 1,800 hp, reflecting EE's gradual uprating, and a top speed of 80km/h, suitable for local conditions.
In late May, discussions between TasRail and DTT board members led to an agreement

Not such a familiar outline - but your ears will tell you this pair are first cousins of the class 37! Now-preserved 2144 is seen with sister 2145 at East Tamar, Tasmania, as the pair make use of the yard's fuelling facility to replenish their 12CSVTs, back on 9 May 1999.

Toby Rowallan

being reached that would see ZC class no. 2144, the former ZC19 and QR no. 1318, being donated to the society by the train operator. 2144 will become the sole surviving representative of the 'ZC' / '1300' class in original condition in Australia. Two 'ZC's were exported to Senegal in Africa and eight 'ZC's were rebuilt by Morrison Knudsen Australia (MKA) to the MKA Class, six of which remain in operation in Tasmania numbered in the '213x' series. Two further MKA rebuilds are also in operation in Senegal. Of the four remaining '2140' (ex ZC / 1300) class locos, No. 2144 was the most complete; DTT has also been able to obtain parts from the other 'ZC's in store .

D.T.T.'s main priority is to now arrange transport to remove No. 2144 from East Tamar Junction Workshops for safekeeping, and it is working on developing a museum facility in the Launceston area. The group's longer-term objective is to ensure the preservation of a representative example of each of the original GEC/EE 12CSVT classes to see service in Tasmania (Z/ZA/ZB/ZC), whether through DTT or other organisations within Tasmania.

Understandably, the group is keen to receive support and donations. Further information and contact details for DTT can be found at: http://www.dieseltractiontasmania.com/. More general information on these locomotives is at http://www.railtasmania.com/loco/loco.php?id=zc - which includes some very familiar-sounding videos! - and on Phil's own *English Electric Growl* site at http://www.12csv.com/main/class/class.php?id=67

We wish DTT every success.

Railtour report: Imprisoned in Welshpool!

Ian Dobson *went along on Spitfire Railtours'* The Prisoner *railtour on 7 July - a day that didn't go entirely to plan but was a success nonetheless…*

Coming along on this tour was a last-minute decision that I don't regret for a minute!

West Coast's 37676 and 37685 gave a great performance in the morning Leeds - Manchester - Warrington - Crewe - Shrewsbury, pretty much on time all the way, and after all the forum wibble regarding rain, floods, cancellations and potential re-routings, for once I was very relieved to see a man with gloves clamber between the locos and stock at Shrewsbury (I can't believe I just wrote that!).

Clearly in Great Western territory, the Network Rail pair await the off...

The sight of much sought-after (and both required) 97302 and 97304 made me forget all about the wibble of the previous 24 hours and the 05:10 alarm call! These two gave a storming performance all the way to Aberystwyth. Once there, the sun shone all the time and gave glorious views from the top of Constitution Hill - scooping the cliff railway obviously.!

… for a return journey interrupted by a lengthy (if sunny!) impromptu photo-stop at Welshpool...

The return journey was another storming performance - as far as Welshpool anyway… What Team Spitfire billed as a 10-minute photo stop, in full sun I might add, turned into a 90-minute wait while someone, somewhere decided what to do next... A Freightliner coal train had derailed at Shrewsbury, and it was likely that there would be delays. Obviously everyone had their own personal theory as to what would happen, but it seemed that 'someone' didn't want us to leave Welshpool until they were certain that (a) The WCRC drivers had made it safely from Crewe to Shrewsbury, either by taxi or rail via Wolves, and (b) Someone had moved the units that had apparently blocked in the WCRC 37s on the stabling point at Shrewsbury.


… and some unexpected rare track at Shrewsbury!

What actually happened is that after around 80 minutes we kicked off all the Shrewsbury passengers onto a passing 158, and 10 minutes later we set sail in a storming fashion for Sutton Park Junction where, with the

minimum of fuss, the 97s came off and the WCRC 37s came back on. We then headed for Telford via the Shrewsbury avoider (unexpected required track!) where we set down a few more for connections home.

The West Coast Mainline was gained via the Oxley chord, and we headed off around an hour late for Crewe. A quick stop there saw us a little over an hour late heading for home via Warrington and Manchester. North of Crewe however the performance was lacking somewhat; we discovered that 37676 had shut down around Stafford, so we started losing time even though the slack timings meant we were actually reducing the overall deficit. A slow-ish crawl up Miles Platting Bank and on to Diggle followed by a dash down to Huddersfield meant that we eventually arrived back in Leeds around 43 late - very creditable under the circumstances.

Home in one piece: 37676 and '685 at Leeds around midnight.

It was a very memorable day, not necessarily for all the right reasons, but the 97s were a great pair and 37685 was a hero solo on the way home. Top marks to Spitfire, WCRC and Network Rail for getting us home when a night in Wales seemed a distinct possibility. More Leeds starts too please, I was still home the right side of 01:00 after a 20 minute drive home!

Out and About…

As all **Syphon! Pictorial** *ever, your quarterly round-up of recent Type 3 action over the country… bigger than ever this issue!*

Strict chronology means starting on a slightly sombre note: this wide perspective on 8 April shows just what a grim place Stranraer Harbour is now that the ferries have gone! This is Pathfinder's 09.15 from Glasgow Central , part of a weekend tour from Salisbury. Visible through the murk is 37069. 37608, which struggled in the wet conditions, was on the other end.

Mike Wedgewood

On a less gloomy note, the Spa Valley Railway's 37254 is now a regular performer, and the line's shared use of Eridge station allows seemingly anachronistic views such as this, as *Chris Cannon* catches the loco passing a Southern Railway class 171 DMU forming a London - Uckfield service on 21 April 2012. For the occasion, the loco was "disguised" as 37153, to commemorate a loco scrapped back in 2003 - but one which supplied many parts now in '254.

Staying in the heritage sector for a moment, the Keighley & Worth Valley Railway's recently-acquired (from the Churnet Valley) 37075 was a very popular performer at the Yorkshire railway's Spring Diesel Gala over the last weekend in May: as can be seen in *Mike Wedgewood's* shot of the loco at Keighley awaiting its next duty on 25 May, the event was blessed with excellent weather - something of a rarity this year!

Meanwhile, 25 May also saw the first day of public working on the Epping & Ongar Railway this year. This view taken two days later by *Derek Lott* shows a fine Brunswick Green D6729 arriving at North Weald on the occasion of the re-opening of the line through to the station from Ongar, 18 years after its closure as a London Underground station! 31438 was on the back - coincidentally, both locos have recently spent periods on the Mid-Norfolk Railway.

The reorganisation of DRS's class 37 fleet has seen winners and losers: while many will be delighted by the return of 37419 and 37425, it now seems that many non-ETH (above all non-refurbished) members of the fleet are on borrowed time. On 25 May *Chris Watford* caught up with split-box survivor 37087 *Keighley & Worth Valley Railway* stabled at Norwich Thorpe station. Three weeks later the loco had been stored; it is understood to be destined as a source of spares to keep other fleet members in working order.

Turning to WCRC, 37676 and 37516 worked Compass Tours' *Oban and Lorn Highlander* from Ayr to Oban, on 6 June captured by *Mike Wedgewood* after arrival at the busy Argyll port town.

Mike also caught this classic view of sister loco 37667 traversing Loch Nan Uamh viaduct three days later with UK Railtours' *Midsummer West Highlander*, the 14.43 Mallaig to Dumbarton. You can almost feel the midgies bite! (*See back cover for the same view, 24 years earlier!)*

Will they? Won't they? Yes, they did! Weeks of speculation proved justified when, in time-honoured fashion, Sulzer power let the railway down. Freshly refurbished 37419 and '425 jumped into the breach to fill two of the four diagrams for the Lowestoft Airshow specials. *Steve Potter* captured the former (*above*) crossing Reedham's swing bridge with the 5G91 10:28 Lowestoft - Norwich empty stock working, and the latter (below) powering through Cantley, returning the second rake to Norwich as 5G93, the 11:26 departure, on 23 June.

Your editor has admitted to a soft spot for 37250, so was glad to make it to Wensleydale for the its first weekend back in traffic! While the bodywork needs a last tidy-up, all seems very much in order where it matters, as the loco performed well throughout. '250 is seen firstly (*left*) emerging from the idyllic Finghall Lane halt with the 15:30 Leeming Bar -

Redmire on 24 June - and then again (*right*) with the same train further up the hill, powering through Wensley, with an admirer showing his appreciation in the traditional manner! The loco was fittingly bearing a headboard in honour of the late Walter Danys,

a lifelong railwayman and the former co-owner of 37250.

Finally for now, 30 June saw DRS's 37606 and 37611 work Compass Tours' 05:59 Cardiff - Scarborough. *Mike Wedgewood's* view shows the pair reversing out of their destination to run around the consist. The Yorkshire resort has recently seen remodelling - but fortunately it's kept the capability of handling "proper" trains once in a while!

Don't forget to keep your photos rolling in!

Buy Your Own Tractor update (May - July 2012)

By Mick Sasse

This quarter's winners in the monthly Class 37 lottery were:

	May:	**June:**	**July:**
1st prize:	37209: Michael Groves	37215: Edward Colver	37410: Michael Ratledge
2nd prize:	37072: Neil Ruffles	37110: Ian Simpson	37429: Phil Roberts

After the slight drop earlier in the year, the size of the 'active fleet' has now bounced back up to a healthy 155 locos. In particular, we're pleased to welcome Chris Cannon to the BYOT fold - and existing member Phil Roberts took advantage of a couple of the much sought-after 37/4s coming "off-lease" to expand his already substantial virtual fleet!

Many thanks to them - and to all the BYOT members. In addition, special thanks are due - once again - to the several members who have not only continued to support BYOT but have even, when they've been winners, donated the proceeds straight back to the Group!

If you haven't yet joined the BYOT party and would like to know more about how you can support the group for as little as a pound a month while remembering your favourite loco - and having a chance of a first prize that at present is just under the £50 mark - just drop me a line (details on page 2).

That *Spot the Syphon!* - solved...

So just where was *Ian Dobson* when he spotted this attractive bronze EE Type 3? We thought we'd completely stumped the membership with this one… until at the last minute John Duell came up with the right answer! The solution? Well, let us perhaps zoom out, just a little bit, and we suspect you won't struggle to work out the location of the ever-so-slightly incongruous split-box beastie, featured in the detail of a rather famous modern sculpture…

Yes, there it is, hidden in the bronze relief underneath Paul Day's sculpture *The Meeting Place* in St Pancras International station! By the way, the '37 is only a few centimetres wide, so you may be forgiven for having passed it by…

Is the artist a closet 37 crank? I think we should be told!

Meanwhile, congratulations, John - full marks for observation!

Diary

Time once again for your mainline and preservation haulage gen. All the usual caveats: these workings may well change or be cancelled, and new ones may be added; check before you travel; your house may be at risk if… you know the score! And do book those Spitfire tours through us! (See p. 2)

11-12 August	East Lancs. Railway: Running day (37275)
18 August	Great British Railway: Darlington - Carlisle (2 x 37)
18-19 August	Wensleydale Railway: *Vintage Bus Weekend* (37250)
18 August	Northern Belle: Euston - Edinburgh (3 x DRS37)
19 August	Northern Belle: Edinburgh - Oban (3 x DRS37)
25 August	Great Central Railway: Running day (37198)
31 August	Pathfinder Tours: Tame Bridge Parkway - Kingswear (2 x DRS 37)
8 September	Statesman Railtours: Aberystwyth - Carlisle (2 x NR 97/3 to/from Crewe)
8 September	Great British Railway: Manchester Vic. - Aberystwyth (2 x 37, 2 x NR 97/3)
8 September	Charity Railtours: Eastleigh - Ipswich/Dereham/Felixstowe (inc. 2 x DRS 37)*
14-16 Sept.	North Yorkshire Moors Railway: Diesel gala (locos TBC)*
15 September	Statesman Railtours: Aberystwyth - Carlisle (2 x NR 97/3 to/from Crewe)
15 September	Great British Railway: Peterborough - Pwllheli (2 x 37, 2 x NR 97/3)
16 September	Llangollen Railway: Running day (37240)
20 September	Great British Railway: Loughborough - Swanage (2 x 37)
28 Sep - 1 Oct	Pathfinder Tours: Salisbury - Oban/Stranraer (2 x DRS 37)
29 September	Spitfire Railtours: Preston - Tenby (2 x WCR 37)*
29-30 Sept.	Nene Valley Railway: Diesel gala (locos TBC)*
6-7 October	Severn Valley Railway: Diesel gala (locos TBC)*
13 October	Great British Railway: Peterborough - Aberystwyth (2 x 37, 2 x NR 97/3)
27 October	Great British Railway: Peterborough - Carlisle (2 x 37)

* denotes events the Group's sales stand may be attending, to be confirmed

In addition, as soon as we receive confirmation of the next running days for our own 37003, we will let you all know - the members' e-group is the best place for the gen (see page 2).

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

No Sales Stand *update this issue, as we've just had so much to cram into your* Syphon! *- Rest assured, we'll be back next time to tempt you all the more to excessive bouts of consumerism!*

Next issue, Syphon! 151, due out in October! Deadline: 15 September 2012 - thanks!

BACK COVER: Your editor just couldn't bring himself to disfigure this image with a *Syphon!* logo! The Mallaig Extension, of course, and this is 37423 *Sir Murray Morrison 1873 - 1948 Pioneer of British Aluminium Industry* crossing Concrete Bob's pioneering Loch Nan Uamh viaduct with the 12:30 Mallaig - Fort William on 29 September 1988. Compare and contrast a similar, but more recent, view on page 27! ***Andy Sales***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