Syphon!

The official magazine of the Class 37 Locomotive Group
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Issue 151
October - December 2012
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37003 cleared for a grand!

Keeping the 12CSVT under control

Over and Out in East Suffolk

And 7 pages of photo news!

class 37 loco group

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Syphon! Magazine

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If you supply an email address when joining the Group, you will be invited to join the Members' Forum. Feel free to contact the Committee - and other members! - via the forum. We recommend joining, as forum members receive news first. There's also a separate forum for general discussion. Just e-mail Mick Parker with your name, address and membership number. Mick P also deals with general enquiries and coordinates our website (including the Fleet History). Philip handles members' Spitfire Railtours bookings. Mick Sasse is your contact for any queries about *Syphon!* and the *Buy Your Own Tractor* lottery.

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

FRONT COVER: Yes, there *were* some decent days this summer… and to prove it, our own 37003 *Dereham Neatherd High School 1912-2012* is viewed basking in perfect sunshine as she pauses at Thuxton station with the 14:30 Dereham - Wymondham Abbey on 11 August 2012. ***Philip Cole Wallace***

Contents

CONTRIBUTORS TO THIS ISSUE (articles and photographs):

Once again, a long list of contributors to whom our profuse thanks are due:
Chris Cannon, Philip Cole Wallace, Ian Dobson, David Harrison, Steve Jones, Alasdair Mulhern, Mike Millward, Jim Mosley, Mick Parker, Steve Potter, Martin Ranson, Ken Thomson, Chris Watford, Barry Wetherell, and *Mike Wedgewood*

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,

We held the Group AGM on the MNR on 27 October. While attendance was 'modest', we were rewarded with a pleasant run to Wymondham Abbey and back behind our engine, in a very comfortable Mark 2 saloon of the type that reminds you just how much progress we haven't made in rolling-stock design in recent years… (sorry, I live on the West Coast Mainline!). A brief summary note of the main points is included in this issue, but the minutes themselves are a separate enclosure - for a fuller picture of where the Group is at, I'd strongly recommend giving them a read, especially perhaps the chairman's, technical and treasurer's reports.

This will be my last *Syphon!* as editor. I've been doing it now since issue 138 - almost exactly three years, in fact - and I've been very grateful for the very kind words from many of you about the quality of the magazine. From 20 pages when I took over, it now varies between 28 and 32 (dammit, 32 again this time!!!), with greatly expanded news content. However, I've struggled with the workload of producing it single-handed, so am now stepping down. At present, the seat is vacant - we hope to announce something soon. In the meantime, I would like to thank you for your support, both in terms of the encouragement you've given me and all the photos and articles I've had submitted.

This in a sense underlines a theme that is affecting us across the board - although we're doing fairly well on the ground at Dereham with a dedicated team of hands-on volunteers regularly turning out to work on 37003 herself, we are chronically short of volunteers elsewhere, for "behind the scenes" jobs like maintaining and enhancing the Group website, manning sales stands/railtour raffles - and of course editing *Syphon!* magazine. I would, once again, like to extend a plea to all members to consider whether they might be able to "donate" even just a day (or less!) a month to the Group - it genuinely would make a massive difference and every one of us who has our loco's best interests at heart really would benefit.

Finally, as this will be the last *Syphon!* for 2012, I'd like to wish you all the "compliments of the season" - and to wish you all the very best for a successful 2013.

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

Manning the Group sales stand gives you a chance both to meet old friends - like 37264 which I first - and last! - had on RESL's classic *Sutherland Highlander* tour in May 1985 - and meet our supporters, like *Mike Wedgewood* who took this fine view (and several others in this issue - thanks!) at a sunny Grosmont on 15 September 2012. See page 7 too!

Loco Update - Autumn 2012

Text by Mike Millward

After the naming ceremony on 6 July, 37003 went on to work the next Saturday's diagrams after a collision between GWR pannier tank 9644 and D8069 left both locos out of service. Whilst the pannier was away having repairs, 37003 helped out, but one turn on 12 August had us worried. Mark Hallett of the Railway phoned Mike with news that blue smoke had been pouring from no. 1 bogie shortly after leaving Wymondham en route to Dereham.

After a quick inspection, nothing untoward was found and the loco completed its diagram, but all the same, Mike had '003 sat over the pit and had a good inspection of the running gear the following Saturday. It transpired that the centre brake cylinder on the Driver's side of No. 1 end had jammed on; the blue tint and burned edge of the blocks showed that had happened. He quickly adjusted that set of brakegear and arranged to have it fully over the pit during the next week, when Steve Daniels came along and assisted Mike to lubricate and adjust all the brakes and change a couple of fractured blocks. During the winter months, it is planned to reblock the whole loco.

The loco went on to perform well over the Beer Festival weekend (24-26 August), apart from a hiccup when the bogie brakes didn't work arriving at one station; we have extensively tested the loco and haven't found anything amiss, but it is being regularly monitored.

At present 37003 remains serviceable and available for traffic.

As you will read from Mike's report to the AGM as Technical Officer, despite 37003 being in serviceable condition, there is a long list of tasks we would like to carry out over the winter "closed season" - so volunteer help is as critical as ever!

As requested, our loco 'produced' on 27 October vice the booked DMU, to work the day's three-train diagram and provide traction to our mobile AGM! (See page 9 and enclosed minutes.) We hate to say it, but given the Baltic temperatures we were (almost!) quite grateful for 47580 being on the other end and providing some greatly appreciated warmth - it must be our age...! This is 37003 after return to Dereham on the 13:45 from Wymondham Abbey. ***Mick Sasse***

37003 Traffic Update - 1 July to 31 October 2012

To compensate for *Syphon!* being a little late this time, we've got four months' workings for you… and rather more to report this month than last time! 25 August saw our loco's busiest day yet, with four return trains worked. This day was an important milestone too, as, by our reckoning, just after that she notched up her first 1,000 miles in passenger service on the MNR. Once ECS, shunting, permanent way work, light-engine moves and driver-experience courses are counted in, we're now well over a "grand" - something that our supporters and volunteers can feel justly proud of.

6 July 2012:
14:30 Dereham - Garveston crossing (Private Charter for Dereham Neatherd High School after naming ceremony)

7 July 2012:
10:30 Dereham - Wymondham Abbey;
13:00 Dereham - Wymondham Abbey;
15:40 Dereham - Wymondham Abbey;
11:30 Wymondham Abbey - Dereham
14:30 Wymondham Abbey - Dereham
16:45 Wymondham Abbey - Dereham

8 July 2012:
11:30 Dereham - Wymondham Abbey;
14:30 Dereham - Wymondham Abbey;
13:00 Wymondham Abbey - Dereham
15:40 Wymondham Abbey - Dereham

11 August 2012:
11:30 Dereham - Wymondham Abbey;
14:30 Dereham - Wymondham Abbey;
13:00 Wymondham Abbey - Dereham
15:40 Wymondham Abbey - Dereham

12 August 2012:
11:30 Dereham - Wymondham Abbey;
14:30 Dereham - Wymondham Abbey;
15:40 Wymondham Abbey - Dereham
13:00 Wymondham Abbey - Dereham

22 August 2012:
10:30 Dereham - Wymondham Abbey;
11:30 Wymondham Abbey - Dereham
13:00 Dereham - Wymondham Abbey;
14:00 Wymondham Abbey - Dereham
15:30 Dereham - Wymondham Abbey;
16:30 Wymondham Abbey - Dereham

25 August 2012:
10:00 Dereham - Wymondham Abbey;
11:00 Wymondham Abbey - Dereham
12:00 Dereham - Wymondham Abbey;
13:00 Wymondham Abbey - Dereham
14:00 Dereham - Wymondham Abbey;
15:00 Wymondham Abbey - Dereham
16:00 Dereham - Wymondham Abbey;
17:30 Wymondham Abbey - Dereham

27 October 2012 (all workings top-and-tail with 47580):
10:30 Dereham - Wymondham Abbey
12:45 Dereham - Wymondham Abbey
15:30 Dereham - Wymondham Abbey

Total miles in passenger service: 375.25 miles

"*In Unity Progress*" reads the motto on the Gateshead arms 37003 now bears, together with fine Vulcan Foundry works plates. I'll drink to that!

Mick Sasse

Fundraising update

While we continue to struggle to get sufficient volunteers to attend all the galas we would like to, our sales team have nonetheless been about again raising money for 37003.

Philip and Mick S headed to Pickering on 15 September for the North Yorkshire Moors Railway gala and a very pleasant site at Pickering station - with a steady day seeing us make £331.

Saturday 6 October saw the team (Philip and Martin) attend the Severn Valley Railway's gala, which, after a slow start, turned into one of our more successful days, with takings of £401.

The sales stand continues to grow - all the better for catching the all-important passing trade! This is our display at Bewdley on the Severn Valley. (For reasons not fully understood, on this occasion Mr Cole Wallace went dressed as a phone box). ***Martin Ranson***

The sales stand itself has grown and grown in terms of its physical size, as we try to tempt the punters with an ever wider range of stock. The only problem with this is that it's becoming increasingly difficult to transport it all in a normal car - solutions to this are being considered…!

Once again, as you will see, where we have attended galas, we've only been able to attend one day - usually the Saturday. This is for the same reason as always: we simply can't get enough volunteers to man them both days. We badly need more people to come forward to relieve the "usual suspects" and enable us to be represented throughout weekend galas. You wouldn't need to transport the stock, just to help man the stand (not single-handed!) - so please, for 2013, do give thought to whether you might be able to help us in this way. We could realistically double our sales income, to the direct benefit of 37003.

Meanwhile, updating the gen from last issue, we're now pleased to say that the limited edition Bachmann model of 37003 has now made us over £3,500 in profit (that's net profit after all costs have been paid). We've now got fewer than 100 of them left (total production was 512), so if you're still wavering… don't waver for much longer! How about dropping some very unsubtle hints to Father Christmas…?

Mmm (Martin's Membership Musings)

So, hot on the heels of the AGM, and I've retained the keys to the membership closet! Thanks for the unanimous vote of confidence, but shame on you all for not challenging me, and bringing a bit of drama to the event! This will be my last term as membership secretary, so you've about two years to get up the courage to join the heady heights of the committee front line.

I'm going to keep it short this month to focus on a more important subject at the end. We are still attracting new members all the time, which is great! I'd like to welcome Richard Willis (37352) and Mark Williams (37353) to the group, and I hope you all enjoy your time with us.

As always, many thanks to those of you that have renewed:

Michael Rouse (37003); Nick Chadha (37025); Barry Wetherell (37098); Derek Lott (37100); Neil Morgan (37106); Ian Dobson (37132); M Driscoll (37150); Matt Stoddon (37175); David Sayer (37183); Tony Peters (37184); David Carley (37233); Gordon Brown (37261); Alan Henry (37290); Andrew Hadcroft (37294); Karl Smith (37306); Andrew Campbell (37313); and Steve Pizzey (37411).

No renumberings to report this quarter, so just the usual reminder of the procedure: A £5 donation 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.

I've been wanting to write about this for a while now, but as we are in the run up to Christmas, I can't leave it any longer! As some of you already know, and in fact are current contributors, the group is a member of the *Everyclick* website's charity fundraiser scheme. This basically started out as an internet search engine, where the group would get paid 1/3p for every search carried out. Doesn't sound a lot does it, but how many searches do you do in a typical day? Multiply this across a 100+ membership and a full year, and it soon becomes quite lucrative.

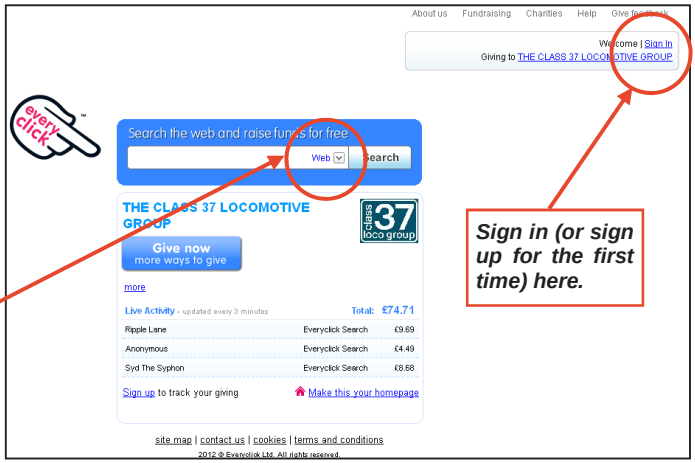
More importantly, now the system has grown to include additional donations provided by some of the retail outlets that get "clicked through" from the search results page. This is normally a percentage of your ultimate purchase price. For example, I bought a new camera from John Lewis and they paid the group £3.70 as a result. I have also had money for the Group from Amazon and Argos (in the latter case just for reserving something and collecting it at the store). Ebay is also a good source of income, but works slightly differently as instead of searching within Ebay itself, you need to change the pull-down in the Search box on the main page from "Web" to "Ebay", and if you subsequently buy the item it returns, then they pay us some commission. (*See the screenshot below*.)

It is best if you sign up with them via the link below, as it means your name will appear on our leaderboard, or you can just go through the Everyclick "Search box" there (without signing up), or on the group's website: www.c37lg.co.uk (not the google one!)

http://www.everyclick.com/the-class-37-locomotive-group/1137787/0

I hope you can all use it at some point and if possible pass it on to all your friends and family before they shop.
All the best and Happy Christmas! (That was so wrong, wasn't it!)

Martin



Search pull-down - set this to "Ebay" to earn us money from them too!

Sign in (or sign up for the first time) here.

C37LG Annual General Meeting - Summary

While minutes of the AGM are enclosed, here is a bite-sized summary of the main points…

Reports

- 37003 has now covered over 1,000 miles in passenger service on the MNR
- Other than a few minor issues and one larger failure, she has been reliable
- Work has been carried out to improve reliability (such as the new electronic AVR) and will continue, especially during the winter)
- We are anxious to build up our spares supply while they are still available - time is limited
- There is still an acute shortage of volunteers for "back-office" work including fund-raising, running the website, producing *Syphon!*, and manning sales stands
- Project Hilton (support coach) has now been replaced by the superior Project Savoy
- We are solvent with slightly more cash in hand - but are now debt-free and have been able to make significant purchases of spares
- Gift Aid has brought us nearly £1,400 over the last year - and the Bachmann models over £3,500 in profit; with around 100 models still left significant further profits should be made
- Membership totals are roughly static, but with a significant number not renewing
- When renewing subscriptions, please consider BACS transfer - far cheaper than Paypal!
- We are keen to use e-mail wherever possible since recent postage increases
- Work on 37003 has covered fixing the sticking cab doors, addressing the field divert/fuel supply issue, improvements to no. 2-end controller, refurbishing no. 1-end cab, fitting the electronic AVR, work on the braking system, plus rectifying the broken (and previously wrongly fitted) air supply pipe which had led to a failure in service - and repainting the loco in BR blue
- Work to be done will address less urgent matters including the cab heaters, batteries, brake blocks, and no. 1-end handbrake - plus a long list of other tasks including Savoy
- While *Syphon!* magazine appears to be well received, editing it is now more than one person can reasonably handle, so changes to the arrangements are needed
- The BYOT lottery raised over £2,200 in the last year, after extra donations are counted

Re-election of officers

Nobody stood against the existing officers whose posts were due for renewal, and all were standing for re-election. The Treasurer (Mick Parker), Vice-Chair (Mick Sasse), Membership Secretary (Martin Ranson), Website Co-ordinator (Mick Parker) and Member Without Portfolio (Philip Cole Wallace) were re-elected unanimously.

Other Business

- We are having some 37003 models made into unique one-off examples, thanks to a kind offer from a supporter to customise them free of charge - these are likely to be auctioned
- The sales stand stock is now 9 boxes! This is good for the visibility of our stands - but transport is an increasing challenge
- Thanks were recorded to the non-Committee members who helped out on sales stands
- There is a long list of 2013 galas we would *like* to attend with the sales stand - but at present we do not have enough volunteers to cover anything like the desired number
- The Committee thanked all members, supporters and volunteers for making the past year a successful one in which real progress has been made in preserving 37003

Over and Out in East Suffolk

The end of RETB train control on the East Suffolk line marks the end of an era with which class 37s have been intimately associated - as Mike Millward *explains, with the aid of some gems from his contemporary photo collection…*

On Friday, October 19th 2012, the last Down service from Ipswich to Lowestoft sent and received the last Radio Electronic Token Block from Railcom at Saxmundham, bringing to an end an era of radio signalling on the East Suffolk line that lasted 26 years. In a twist of fate, the line is being re-signalled with Electronic Modular Signalling, so from a line with many STOP boards, it now has colour light signals!

Class 37s were linked to the East Suffolk Line from the first deliveries; 37003 will most certainly have worked over it in its earlier life at Stratford as D6703, on turns from the capital to Lowestoft and Great Yarmouth. The last booked loco-hauled train worked the line on 12 May 1985, hauled by 37115, the previous Up service that morning having been in the hands of 37049. The loss of that train acted as the catalyst to eventually form the Class 37 Group - and we all know where that led…

The route was 'modernised' in preparation for RETB signalling to be fitted, with single lines either side of a long loop between Saxmundham and Halesworth and the removal of all signalling equipment apart from the boxes at Westerfield and Saxmundham, Saxmundham being the line control centre and Westerfield guarding the line to Felixstowe. The box at Saxmundham also controlled the branch line to Leiston and the CEGB railhead for Sizewell A Nuclear Power Station. It was this latter line that created the need for a small pool of 37s, fitted with RETB equipment, outbased from March Depot in Cambridgeshire. The line went 'live' on February 16th 1986.

The locomotives chosen were 37138, 37140, 37144, 37216 and 37219. All were dual braked and had the 'new' Wipac 'Hairraiser' headlights, and had stubby aerials fitted on the nose ends for the NRN radio system and RETB. These locos were supposed to stay in the area, but once traffic levels were set for Sizewell they tended to do the usual March thing and vanish off to far reaches. The locos were not just for Sizewell traffic: they were also in demand for civil engineering work, and finding one used as super-shunter on Ipswich London Road CCE Depot became common, as it kept them from wandering off on Freightliners.

Even though they and the specially-fitted, refurbished Met-Camm 3-car Class 101s were

Rarest of the five on passenger workings, 37138 found herself in front of Mike's lens on 17 April 1986 in the Civil Engineer's yard at Peterborough - note the first OHLE masts just beginning to appear.

Some time after March 1992, when the now Stratford-based loco was overhauled and outshopped in Brunswick Green livery, 37216 *Great Eastern* is seen taking on diesel at Ipswich's ever-busy fuelling point.

supposed to be the only traffic on the line, other locos did make it back onto the line for Engineering and special works. One such event saw 37097 and 37176 work onto the line with snowploughs in December 1986, but they came unstuck at Bramfield when on the Up run, the snowplough blade snapped clean off and put 37097 into the ballast, the plough ending up down a small embankment. 37219 arrived with the Stratford Breakdown Train, and 37057 worked from Lowestoft to extract the locos from the north end of the line.

During the late 1980s/early 1990s construction started on Sizewell B Power Station, and the five locos found themselves on trains of cement and building materials as well as the nuclear traffic. They also migrated from March to Stratford in East London en masse on the 17th May 1989, as March was being wound down as a maintenance depot, but this meant they were in the clutches of the various freight sectors and tended to wander off more than when at March. One of the other outcomes was when the Great Eastern went fully electrified and the SF 47s left the area, deployed to new routes. After a repaint as D6916 into BR green, 37216 was named 'Great Eastern' on the 6th March 1992, continuing the lineage in the area. It was also during the 1990s that mobile RETB became more available and the locos were less needed in the area, 37216 and 37219 really being the only two left as regular workers.

The histories of the five locos are as follows, from their allocation to March:

37138: Never a common passenger loco, it arrived at March well before the RETB fitment, which took place in August 1986. It was chosen to haul the "Anglian Diesel Farewell" railtour on 9 May 87 for the leg from Harwich Town to Lowestoft via the East Suffolk, thence to Norwich where 40122 (D200) took the train forward to Liverpool St. Shortly afterwards it was sent to Stratford (17 May 1987), whence it moved to the Immingham (IM) Petroleum pool on 26 November 1989, and then after a few months to Cardiff Canton (CF) Metals pool (4 March 1990). Its final allocation was to Toton in 1994, where after a short storage the bodywork between the cabs was cut away and it joined 37070 as engine carriers/test beds, finally meeting its end via HNRC at Toton on 16 July 2004.

37140: This ex-Motherwell (ML) loco bounced quickly south, going to March via Stratford in October/November 1981 and by May 1986, when the RETB was fitted, was a fairly common sight in East Anglia. It worked a good number of passenger services, usually on the 'portions' from Norwich to Gt Yarmouth during the summer timetable. Stratford became its home on 17 May 1987, when it joined the infrastructure fleet, moving on some nine years later to Stewarts Lane (SL) on 1 October 1996, then rapidly to Eastleigh (EH) on 26-09-97. It was noted dumped on the Wigan CRDC on 19 October 1999; once stripped, it was cut up on site on 5 July 2001.

37144: Another Scottish engine, this came south from Eastfield (ED) to March on 12 May 1985, having a major exam and RETB fitted at the same time (I note the exam was carried out under ED's jurisdiction, so March didn't have to pay for it!). For a short while it carried small ED 'Westies' and the 'new' March 'Hare' symbols, but not for long as it went south on 17 May 1987 with the others to Stratford. It was, like three of the others, fairly common on passenger workings in Anglia until it was transferred to Immingham (IM) on 15 March 1992, but it spent its stay outstationed firstly at Buxton for stone workings, then Grangemouth (11 October 1992 onwards) for oil workings, and finally Ayr (4 April 1993) on coal workings. This finished it off, being condemned for component recovery on 18 March 1994. One surprise move was to DRS on 19 July 2002, for further stripping, and it was finally put out of its misery by Sims Metals on 18 November 2003.

37216: This locomotive migrated south from Thornaby (TE) on 13 October 1985 but had to wait ten months before its RETB was fitted in August 1986. It was, like 37219, one of the most prolific 37s in East Anglia on passenger workings to the coast. It joined the others at Stratford on 17 May 1987, but after its last overhaul was named "Great Eastern" on 6 March

No fewer than *seven* 37s (quite possibly more out of view!) - where else but Ipswich's stabling point? The two closest to the camera are RETB pioneers 37144 (left) and 37219 (centre). The date of this mid-1980s view is sadly lost to posterity - if only it were literally timeless…!

1992, getting BR green livery as well. It carried this until sectorisation dawned, when it went further south to Stewarts Lane (SL) on 1 October 1996, and then just under a year later to Toton (TO) on 26 September 1997. After a good few years working off this Midlands depot, it spent a couple of months rattling back and forth between Crewe Diesel (CD) and Old Oak Common (OC), ending up at OC on 12 April 2002. Toton beckoned again, this time for conversion for Sandite duties, noted there from 26 September 2004 until after a short storage, it was sold on to EMR Metals on 3 June 2007, but quickly found a new home and owner at the Pontypool and Blaenavon Railway (P&BR) by 19 July 2007, where it has been undergoing a long-term restoration in between working the line. This was interrupted on 13 November 2011, when it ran away and shoved an industrial loco and a Class 31 off the end of a siding. After being put up for sale, no deal could be struck, and it appears repairs will be carried out over the next few months.

37219: This was another Thornaby (TE) loco, but it arrived years earlier in January 1980, so by the time RETB was fitted in August 1986, it was a well-used Anglian locomotive. This loco was by far the most prolific passenger locomotive of all five, working all over the UK before and after RETB fitment. It migrated to Stratford in the mass clearout on 17 May 1987 and has wandered far and wide since; firstly to Bristol Bath Road (BR) on 16 May 1993, back to Stratford for a short stay, then Stewarts Lane (SL) 25 September 1994, to Eastleigh (EH) on 26 September 1997, then Toton (TO) on 27 November 1998, and finally Old Oak Common (OC) on 17 November 2000. Here it stayed, going into storage and finally being sold on 20 September 2005, starting its wanderings again in preservation: firstly to the Chasewater Railway on 28 October 2005 for resurrection , then off to the Gloucestershire and Warwickshire (GWR) for a stay from 7 March 2007, back to the Chasewater for the name "*Shirley Anne Smith*" to be fitted on 7 March 2008, then off to the Chinnor and Princes Risborough (CPR) on the 18 March 2008. It was re-registered into the MBDL Private Owners pool on 28 August 2010 and moved from the CPR to its old stamping ground on the Mid-Norfolk Railway 22 September 2010 for the Class 37 50th Anniversary Gala, staying on at the Mid-Norfolk for work and repairs until it left to join 37216 at the P&BR in October 2011. It is currently in service at the P&BR.

"Shirley you can't be serious…!" To underline that the story has at least in part a happy end, *Chris Cannon* brings things right up to date, showing 37219 in current Mainline Freight garb, pictured with a directors' saloon at Furnace Halt on the Pontypool & Blaenavon Railway on 9 September 2012.

How It Works - Part 7:
Engine Governor and Torque Control

Mick Parker's *ongoing series, illuminating the darkest mysteries of what makes an English Electric Type 3 do what it does, continues.*

In the last issue of Syphon I said I would explain how the Load Regulator worked, but having written the article it became clear that it would make more sense to explain how the Engine Governor and Torque Control system works. Hopefully this will make things clearer. I must apologise, but this has meant that this issue of *Syphon!* was delayed while I wrote this article and did the drawings.

Engine Governor and Torque Control

The object of the system is to match the generator output to the predetermined available horsepower of the engine at any given speed. The engine speed is continuously variable under the control of the driver's controller and the torque is automatically adjusted to suit the engine speed setting.

Apparatus

The apparatus involved consists principally of the following:

- The engine governor including a load control valve.
- An oil-operated main generator field regulator.
- A power control cylinder which is a simple air cylinder and piston with an electro-pneumatic valve, called the engine speeder release valve, mounted on it.
- A self-lapping air pressure regulating valve controlled by the driver's power controller and known as the accelerator air valve.

The governor, which controls the operating speed of the engine, incorporates a hydraulic servo-unit for operating the fuel pump control racks and is driven from the flywheel end of the camshaft through bevel gears and a flexible coupling.

The regulator functions partly as a rheostat controlling the main generator field strength and partly as a controller of other circuits. It is driven by a small vane motor, either direction of rotation being obtained by admitting pressure oil to the appropriate side by means of a control valve in the governor.

The power control cylinder contains a spring-loaded piston and piston rod. The air supply enters the cylinder below the piston through the engine speeder release valve, and when the valve is energised, the cylinder is connected to the accelerator air valve. When the valve is de-energised the cylinder is exhausted to atmosphere and the supply is cut off.

The accelerator air valve is linked to the control handle on the driver's power controller. The valve permits air to flow to the power control cylinder at a pressure regulated by the position of the control handle.

The illustration ***(Fig. 1)*** shows the relation of the various pieces of apparatus and the mechanical and electrical connections between them.

Operation of governor

First of all consider the governor and power control cylinder as a separate mechanism. The governor weights ***40*** are mounted on carrier ***41*** which is driven by the engine through bevel gears ***43*** and ***44*** and flexible coupling ***47***. Inside carrier ***41*** is the pilot valve ***48***, which is controlled by weights ***40*** and regulates the flow of pressure oil from the engine lubrication system through ports ***42*** and ***49*** to the servo piston.

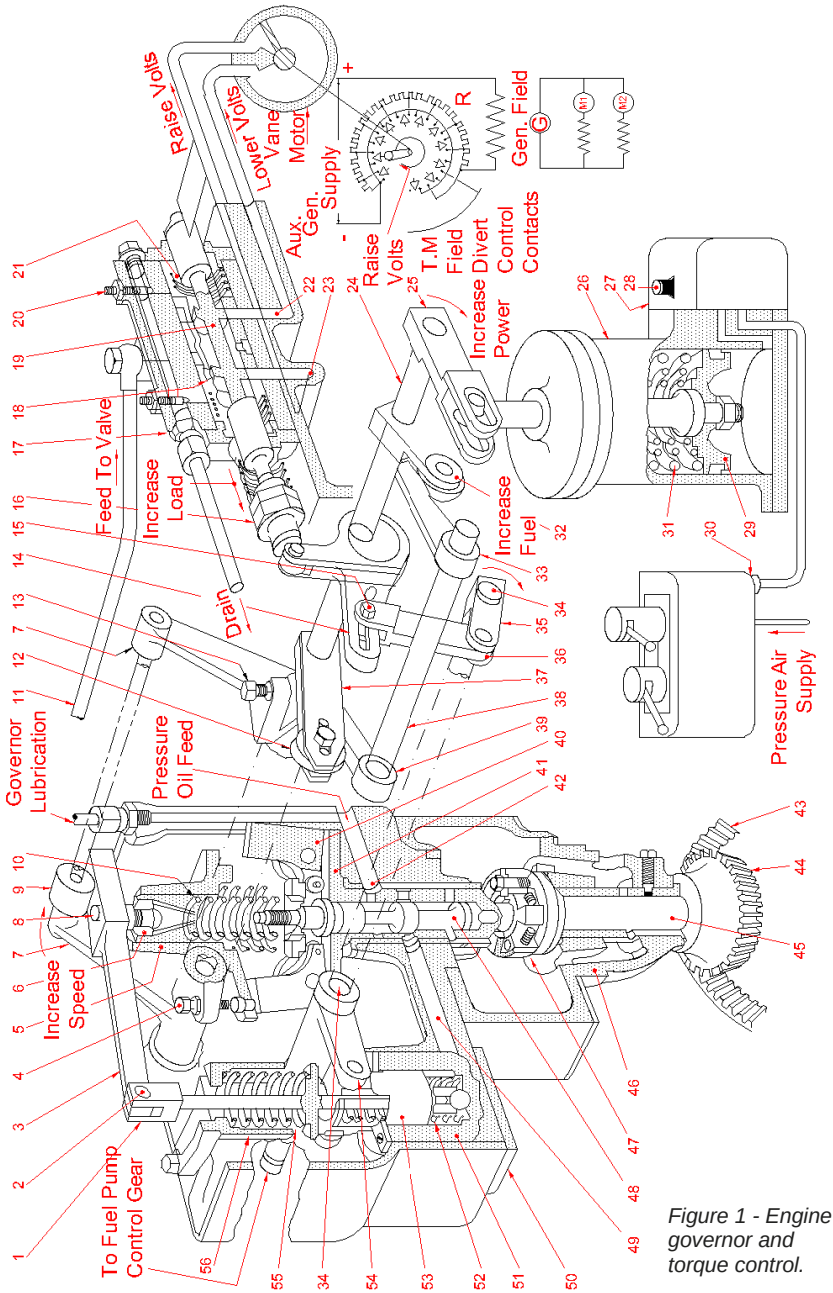


Figure 1 - Engine governor and torque control.

Syphon!

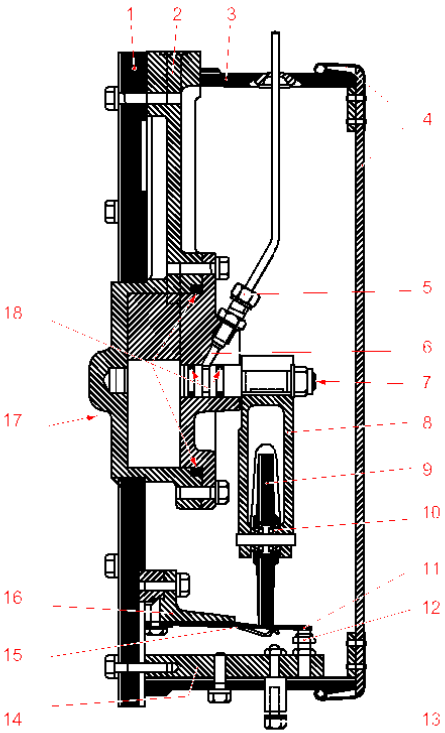
Time we had some gratuitous "Monastral Blue" nostalgia on our centre spread! Not just the rail blue, but let's also revel in those "cross-eyed" dominoes, buffer-beam skirts, unwelded nose-end doors... and there's even a real works plate just above 37014's number! This rather lovely specimen is seen at Yarmouth (*Vauxhall* no less!) awaiting departure time with the 07:39 to London Liverpool Street on an equally blue 24 August 1980... What more could you wish for?! All was to change for this Stratford loco come January 1981: the 1961-vintage former D6714 was transferred to Eastfield to challenge gradients somewhat more punishing than Brentwood Bank, and remained Scottish until 1987, when she was sent to Crewe, to re-emerge for another 16 years' active service as 37709. Stored from 2004, the end finally came at EMR Kingsbury just last September. ***Steve Potter***

In the position of equilibrium illustrated, the valve is in such a position that the pressure under piston ***51*** just keeps it in position against the force of spring ***55***.

If the engine speed falls, the centrifugal force produced by the weights is reduced and the springs will force valve ***48*** down, thus allowing oil from port ***42*** into the servo-cylinder. The servo-piston will therefore rise and rotate shaft ***34*** which is connected to the fuel pump racks. The movement of shaft ***34*** causes the fuel pumps to increase the amount of fuel delivered to the engine and results in the engine speed rising towards the governed value. As piston ***51*** rises it also rotates lever ***3*** about roller ***9*** and thus reduces the compression of spring ***10***. This reduction in spring compression causes the equilibrium position of the governor to be reached at a slightly lower engine speed than before.

If the engine speed rises, the centrifugal force from weights ***40*** will *increase* and the valve will rise, allowing oil to escape from below piston ***51*** which will, therefore, descend under the action of return spring ***55***. Shaft ***34*** will rotate to reduce the amount of fuel being delivered to the engine and at the same time lever ***3*** will rotate about roller ***9*** and increase the compression of spring ***10***. The equilibrium position will be reached at a speed slightly higher than before.

The accelerator air valve ***30***, linked to the control handle of the driver's controller, regulates the air pressure under piston ***29*** in the power control cylinder ***26***. When piston ***29*** is raised against the force of springs ***31*** by increasing



KEY:

1. Panel
2. Vane-actuator oil ports.
3. Case
4. Cover, with clips
5. Oil-leakage-pipe coupling
6. Oil-leakage oil way
7. Shaft
8. Roller-arm
9. Roller
10. Bearing of roller
11. Moving-contact tip
12. Fixed-contact tip; (adjustable)
13. Terminal
14. Contact pillar
15. Moving-contact finger
16. Finger bracket
17. Oil-driven vane actuator
18. Oil seals)

Figure 2 - Typical KV7 Regulator: sectional view from side.

air pressure, lever ***25*** turns shaft ***24*** and hence raises levers ***32***, ***33***, ***39*** and ***37***, the latter being free on shaft ***24***. After a certain amount of rotation, lever ***37*** contacts screw ***13*** in lever ***7***; rotation of lever ***7*** moves roller ***9*** downwards and increases the compression of spring ***10***. The weights must then rotate faster in order to balance the larger spring force. Hence an increase of air pressure in cylinder ***26*** increases the engine speed, after a certain initial value of pressure is reached. The union at the bottom of the cylinder has a small bore through it, which restricts the rate at which air can flow into the cylinder and thus prevents an excessively rapid rise of engine speed.

The servo-piston ***51*** is connected to shaft ***34*** through spring ***52*** and piston ***53***. If the engine is shut down at any time by means of the hand control lever or by the overspeed governor, shaft ***34*** is turned to the 'no fuel' position and moves piston ***53*** downwards against spring ***52***, which takes less effort than would be involved in forcing piston ***51*** downwards against full oil pressure.

The engine speeder release valve ***27*** is normally energised, but if the valve is de-energised it exhausts the air from cylinder ***26*** irrespective of the position of valve ***30*** and the engine speed immediately drops to the lowest governed speed. A button ***28*** on top of the speeder release valve enables the engine speed to be increased for test purposes when the driver' s power controller master switch handle is at 'Engine Only' and the valve is, therefore, de-energised.

Electrical system

As we have explained in previous parts of this series, the main generator ***G*** is driven by the diesel engine and supplies current to the traction motors ***M1*** and ***M2***. It has a separately excited field winding, which is connected across the auxiliary generator output terminals in series with a resistance controlled by the oil-operated regulator ***R***.

The flow of oil to and from the vane motor in load regulator ***R*** is controlled by valve ***19*** in the governor. The position of the valve is determined by the lever ***14*** and thus depends on the position of shafts ***34*** and ***24***. Hence for any given setting of power piston ***29*** and shaft ***24***, there is one particular position of servo piston ***51*** and shaft ***34*** at which the valve is central and the regulator is stationary.

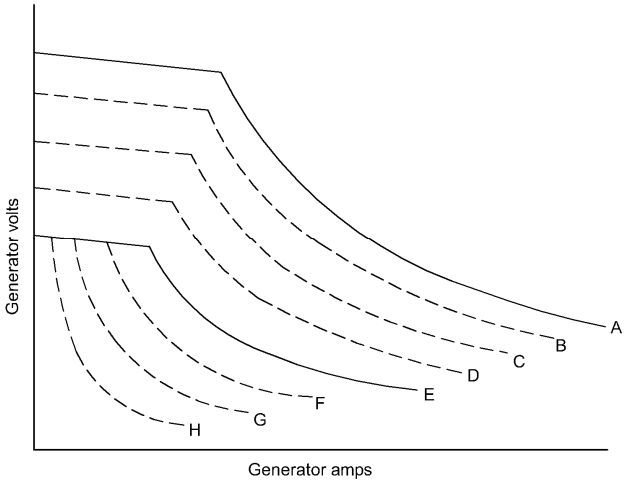


Figure 3 - Constant power diagram

If the valve moves to the left, for example, oil flows to one side of the vane motor through port ***23***. Oil from the other side of the motor returns through port ***22*** and is discharged into the governor body. The restriction caused by needle valve ***20*** raises the pressure in chamber ***21*** and thus moves sleeve ***18*** to the left; this reduces the flow of oil into port ***23*** and excessively rapid movement of the vane motor is automatically prevented.

The constant power output of the engine, when expressed as a curve of generator amps and volts, is approximately hyperbolic and curves for a number of output settings are shown in the ***Constant Power Diagram (Fig. 3)***.

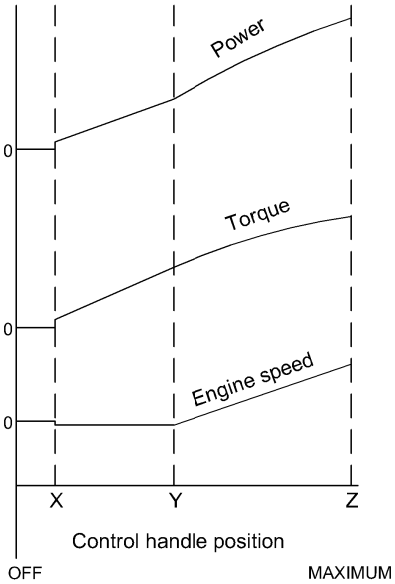


Figure 4 - Control handle position diagram

The full line curve ***A*** indicates the characteristics at maximum engine speed and load. ***B***, ***C*** and ***D*** are some of the infinite number of characteristic curves obtained as the control handle is moved back from the maximum output position to reduce both engine torque and speed. The full line curve ***E*** indicates the maximum permitted output at minimum engine speed. ***F***, ***G*** and ***H*** indicate the curves obtained as the control handle is moved still further back towards its position to reduce the engine torque while the engine speed setting remains unchanged.

The ***Control Handle Position Diagram (Fig. 4)*** shows the curves of engine speed, torque and power plotted against the control handle position. The ***Engine Governor and Torque Control Diagram (Fig. 1)*** shows the position of the apparatus with the control handle at some position between X and Y and corresponds to running on a characteristic curve such as G on the ***Constant Power Diagram (Fig. 3)***.

Operation Of Complete System

(a) As the driver moves the control handle away from the 'OFF' position to obtain power, the following sequence of events takes place.

The accelerator air valve increases the pressure in cylinder ***26*** and piston ***29*** moves upwards to a certain extent, thus rotating shaft ***24*** and its eccentric on which is mounted lever ***14***. Momentarily the servo-piston ***51*** and shaft ***34*** are stationary, so that the rotation of shaft ***24*** moves lever ***14*** and valve ***19*** in the 'increase load' direction. The regulator motor therefore turns and increases the field strength, with a consequent increase in the load imposed by the generator on the engine and a drop in engine speed. Pilot valve ***48*** therefore moves downwards and allows more oil to flow to the underside of the piston. The servo-piston moves upwards and rotates shaft ***34*** in the 'increase fuel' direction, with the following results:-

1. The fuel pump racks are moved in the direction to increase the fuel delivered per stroke.
2. Lever ***3*** moves upwards, pivoting about roller ***9*** and slightly reducing the force of spring ***10***.
3. Link ***36*** moves upwards and thus moves valve ***19*** back towards its central position.

Equilibrium is finally restored with the following changes having taken place:-
1. The main generator field current and output power have been increased.
2. The fuel delivered per stroke and the engine torque have been increased.
3. The engine speed has been slightly reduced.

This results in increased power output as shown, say, by curve ***F***.

If the control handle is now moved steadily towards position ***Y*** on the ***Control Handle Position Diagram (Fig. 4)***, the power output is progressively increased as described above until, at position ***Y***, lever ***37*** just touches screw ***13***, carried by lever ***7***, this setting corresponding to characteristic curve ***E*** and giving the maximum output permitted at minimum engine speed.

Any further movement of the control handle from ***Y*** towards ***Z*** causes the same sequence of events, but in addition lever ***37*** moves lever ***7*** and thus increases the loading of spring ***10***. The result, therefore, is an increase of torque as described above and also an increase in speed, and the power unit then operates as shown, say, by curve ***D***.

When the control handle is moved to its maximum position ***Z***, piston ***29*** reaches a stop at the top of cylinder ***26*** and the engine speed torque and power are all at their maximum as shown by curve ***A***.

The above description shows how the apparatus, without any other control gear, allows the driver to select any desired power output from the power unit.

The linkage is so adjusted that the load control valve ***19*** is displaced slightly in the 'decrease load' direction when the air piston ***29*** is at its lowest position and the engine is carrying only minimum auxiliary load. This ensures that the locomotive starts gently with the generator field at its lowest value. As the control handle is moved around, the air piston rises and rotates shaft ***24***; this moves the valve to its central position and it then operates as described above.

(b) Another function of the apparatus is to match the generator loading to the engine power available at any selected control handle position, irrespective of track conditions.

When the locomotive is on an increasing gradient, its speed and consequently the traction motor speed will fall and the traction motor current and hence the main generator current will rise. Until the main generator voltage is reduced, the generator loading will exceed that corresponding to the chosen output setting and will be at a point to the right of the selected curve on the Constant Power Diagram. This causes an increase in load on the engine; its speed correspondingly falls, the weights ***40*** move inwards and more oil flows to the governor servo-cylinder, causing piston ***51*** to rise and temporarily increasing fuel pump delivery.

Since shaft ***24*** is stationary at the position determined by the control handle setting, the movement of piston ***51*** causes lever ***41*** to turn and move valve ***19*** in the 'reduce load' direction. The main generator field is thus reduced; the voltage and load therefore fall, and the engine speed rises again causing piston ***51*** to fall and valve ***19*** to move back towards its central position.

When equilibrium has been restored, piston ***51*** is in its original position and the power output of the engine is at its original value within the limits allowed by the steps on the regulator ***R***. The only permanent change to take place is in reduction in main generator field strength, resulting in the power unit operating at a point lower down the chosen characteristic curve.

If the generator loading should *decrease*, the movements described above take place in the opposite direction, and the power unit then operates at a point *higher* up the characteristic curve.

Engine Condition

When the power unit is running on the constant power portion of curves between ***A*** and ***H***, the load control system acts to keep the governor servo-piston at a given position for any particular setting of the control handle, with a corresponding output in normal conditions. If the engine should be out of tune, the power demand, as decided by the position of the

regulator ***R***, will automatically be reduced to some lower value which the engine can still produce with the same servo-piston position, i.e. at the same fuel rack setting.

Multiple Unit Working

When power units are operating together, the power control cylinders are all connected to the accelerator air valve at the driving position in use, so that the speed and output of all engines are varied simultaneously.

Next issue Mick guides us through the braking system: both Suck and Blow!

Spending your money!

We're always printing articles about our fundraising and sales efforts, trying to get you to part with your money, so we thought we'd start an occasional series telling you about some of what we've been buying lately to ensure a happy future for 37003. So here are some examples of things we've bought over the last few months…

- *Two exhausters*. Exhausters are the machines which are basically air compressors in reverse and create the vacuum essential for hauling stock with that braking system. Mick P will be talking you through how they work in the next issue!
- *One radiator fan clutch*. The radiator fan is, of course, the large fan visible in the roof of the loco, which forms one of the most important elements of its cooling system. That fan shouldn't run constantly, and the clutch ensures that the fan (driven from the non-generator end of the engine) is switched in and out reliably when required.
- *Two turbochargers*. The turbos, as you'll know by now, use the exhaust gases' energy to force more air into the cylinders and so make the engine more powerful. A spare pair is critical - have you seen the clag you get if one fails?!
- *Electronic AVR*. We've written before (see Loco Update in *Syphon!* 150) about the new automatic voltage regulator. Not cheap, but a very worthwhile investment.
- *Blue paint*. Says it all, really! A good few tins to make her look right again!
- *OTMR box*. That's On-Train Monitoring and Recording. This is the contrivance which, as the name suggests, creates a record of what the loco is doing at any given time (including what the driver is doing). Often referred to as the railway equivalent of an aeroplane's "black box" flight data recorder, this is a requirement for running a loco on the mainline, and when a set of Arrowvale kit became available at a very favourable price, clearly it was a sensible purchase for us to make - again looking towards 37003's future. As you can see from *Mick Parker's* photo (*left*), and just like the aviation equivalent, the railway's 'black box' is, as the name suggests, bright orange…

All of this kit costs serious money, but is critical for our loco's long-term future - and this is exactly where all your donations go - so please keep them rolling in! Thanks!!!

Syphon! Pictorial

Out and About…

Once again it's time for your regular photographic update of what's been going on in the Type 3 world… as usual, all over the country and in colours to suit all tastes!

Starting with a pair of test-train workings, our first offering this issue goes back to 7 June, when *David Harrison* caught up with 37608 leading 37605 on 2Q88, the 08:50 Doncaster West Yard - Derby RTC (via Peterborough) test train, passing through Spalding a little ahead of schedule.

Perhaps a candidate for a "Spot The Syphon"-style quiz, this is in fact Hull's Anlaby Curve, where *Mike Wedgewood* captured recent returnee 37419 propelling saloon Caroline on the 08:11 York - Scarborough and Goole (among various other places!) inspection trip on 17 July 2012.

We featured 37250's return to traffic in the last *Syphon!.* The popular loco, while not yet "beautified" cosmetically, remains in good health and in use in Wensleydale. *Barry Wetherell* caught up with the ex-GD machine on 12 August at Leeming Bar - a location familiar from 37003's time there - alongside 03144, another type long associated with the North-East.

Meanwhile, it looks as though the long-standing association of DRS 37s with their staple flows of nuclear unmentionables is taking them back to old stamping-grounds… Our Man in the Far North, *Ken Thomson*, was on hand on 16 August to capture the first runs of 6M98, the Georgemas Junction to Kingmoor, which was a trial working for future flask traffic in connection with the

decommissioning of the Dounreay nuclear plant. (*Shame 37262's no longer available to do the job!*-Ed.) Former EPS loco 37602 is seen (*above*) trailing classmate 37423 *Spirit of the Lakes* as the pair trundle out of Dingwall with a single flask… and again a few miles further south as the consist drifts over the "replacement" Ness viaduct and into the Highland capital (*left*).

The wanderers return… After their very lengthy sojourn away from these shores, the refurbished class 37s which have been at work helping the Spanish build their high-speed rail system are now largely back in the UK. This striking - but rather ghostly - image was caught by *Jim Mosley* in the yard at Wembley in the evening of 3 November 2012. "L 34" is better known as 37884 - or to older viewers (*Like me!*-Ed.) as 37183. The loco departed for Spain way back on 21 August 2001 - yes, it's been abroad for over a decade!

Highly successful and popular with Spanish crews as a result of their reliability and hauling power (just as they were in France), the completion of most of their work saw a convoy of six locos return to the UK in August this year via the Tunnel. However, the 37s (comprising 37716, 37703, 37718, 37714, 37800 and 37884) then languished at Dollands Moor for a lengthy period while decisions were made on their future. In the event, at the time of writing the future did not look bright for the six returnees: we understand that they have been purchased by scrap merchants. While it is not impossible that a further sale of one or other may yet see a survivor, it seems more likely at present that they will be stripped of usable spares before final disposal. At very least, we can be sure that the locos will directly help to ensure the longer life of other survivors. After their efforts in both France and Spain, will we yet see 37s helping out with the construction of HS2?!

[By the way, we should perhaps point out, given the perspective, that the photographer had legitimate business to be standing where he was, and was not trespassing on the railway!]

Staying north of the Border, but in striking visual contrast, Riley & Son's 37518 was recently outshopped in magnificent Intercity-style livery, right to down sporting "*Ian Riley"* in the 'right' font, and an Intercity swallow! After testing on the East Lancs. Railway - and hauling some revenue-earning trains on the line adjacent to Ian Riley's Bury base - 37518 was named *Fort William / An Gearasdan* (English on one side and Gaelic on the other) at Bury on 30 July, before being despatched to Fort William. There *Alasdair Mulhern* captured the beastie (*top left*) looking, well, really rather tidy in the yard on 23 August, together with West Coast's 37685 *Loch Arkaig* (left) and 37706, enabling Fort William to do a reasonable impression of a respectable loco stabling point!

Given how resplendent '518 looks (what is it about 37s with snowploughs?!), we couldn't resist including a second view Alasdair caught, as she engages the same day in shunting some of West Coast's stock used for *The Jacobite* steam workings (*below left*). Now if only there were, I don't know, an overnight train or something from Fort William to the South which might benefit from a reliable, low axle-weight loco - can someone pass me the genny van, please…?! (*Or possibly his medication.*-Ed.)

Meanwhile, but a hop, skip and a jump to the south (*Shome mishtake, shurely?*-Ed.), *Ian Dobson* found himself pursuing rare preserved traction of the narrow-gauge variety at Aberystwyth on 1 September, after which he was joined outside Wetherspoons by Network Rail's Cambrian regular 97303 (*below*). While a regular on railtours these days, in this case the former 37178 had just delivered a stoneblower (which Ian assures as was YZA DR80211, "in case anyone asks!"). For the record, the next weekend saw the yellow Syphon back on railtour duties, working together with 97302 the Cambrian portions of an Aberystwyth - Carlisle "chartex". Is it just me, or does the loco not appear to be contemplating which visiting ales are on this month in 'Spoons…?

The remaining sidings at Norwich's Thorpe station are regularly used for storing DRS traction between duties, as witness 37606, caught by *Chris Watford* on 8 September. DRS had it on standby in case 47828 expired while towing the London - Yarmouth workings from Norwich. A good move on DRS's part, perhaps, as 47828 was apparently not in the best of health, but in the end it coped OK with towing 90001 to the seaside, so in the event the Tractor was (sadly) not needed that day. Of course, that retail park visible behind the loco used to be all sidings (sigh…).

The NYMR held a successful gala on 15-16 September, with a wide variety of traction to tempt us, including resident 37264 and guest 37275. The former is seen (*below left*) making a poor attempt at anonymity while awaiting departure from Goathland with the 11:05 to Grosmont (the other side is numbered - see p. 4!), and the latter (*right*) after arrival at Grosmont with the 14:00 from Pickering - thanks to *Mike Wedgewood* for both of these sun-soaked images! (Note the resident class 24, D5061, in the background.)

Finally for this issue, 28-30 September saw the Nene Valley Railway's diesel gala, at which the ever-popular pioneer English Electric Type 3, D6700 herself, played a leading role alongside a varied cast. The NRM-owned loco was caught (*below*) by *David Harrison* in near -perfect conditions drifting past the former Castor station on 2E43, the 08:20 Wansford - Peterborough NV on Saturday 29 September. (For another of David's fine images of the very first "Class 17/3", as they were originally to be called, have a look at the back cover!)

Buy Your Own Tractor update (August - October 2012)

By Mick Sasse

Another quarter means six more winners - including our very first pre-TOPS winner!

	August:	**September:**	**October:**
1st prize:	37011:Richard Robinson	37420: Alan Henry	37248: Ivor Bufton
2nd prize:	37250: Barry Wetherell	D6745: Chris Cannon	37215: Edward Colver

BYOT is currently steady at around 154 active locos, meaning a top prize of just over £46 - with just a few more we could be giving away £75 in prizes every month! 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 us a line. Thanks for all your support!

Diary

As you'd expect, with the evenings drawing in (*Are they ever!*-Ed.), things are definitely quietening down. However, the diary is far from empty: already we can look to a new year which is beginning to fill with events of English Electric interest - and particularly good to see that Pathfinder are keeping alive the tradition of absurdly-named railtours...

5 January	East Lancs. Railway: Theme Day (37109 [TBC])
12 January	Pathfinder Tours - *The Enigmatic Logistician:* Crewe -Central/South Midlands (2 x DRS 37)
26 January	Pathfinder Tours - *The Buffer Puffer 10.0:* Crewe - London Termini (2 x DRS 20 + 37)
9 February	Pathfinder Tours - *The Winter Settler:* Bristol TM - Carlisle (2 x DRS 37)
10 February	Pathfinder Tours - *The Hullaba-Loose:* Bristol TM - Moorswater (2 x DRS 37)
2-3 March	East Lancs. Railway: Diesel Gala (locos TBC)
30 March	Great Railway Journeys of Britain - *The Snowdonia Explorer:* Swindon - Pwllheli (2 x 37)
29 March - 1 April	Pathfinder Tours - *The Easter Highlander:* Exeter SD - Fort William (2 x DRS 37 + others)
3 April	Great Railway Journeys of Britain - *The Somerset & Dorset Explorer:* Swanage - Minehead (2 x 37)
6 April	Great Railway Journeys of Britain - *The Cambrian Coast Explorer:* High Wycombe - Aberystwyth (2 x 37)
6-7 April	Mid-Norfolk Railway: Spring Diesel Gala (37003 [TBC])*

* 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). Also we note that Spitfire Tours have not yet announced their 2013 programme, so further tour dates featuring class 37 traction may well be added.

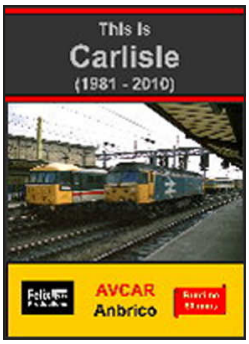
(As ever, sincere thanks to Steve Jones for compiling and sharing his excellent gen lists!)

Next issue, Syphon! 152, due out in January! Deadline: 15 December 2012 - thanks!

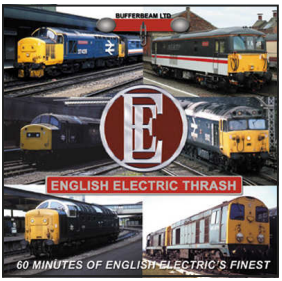
Sales Stand

The headline news this time is that we've decided to make our prices more transparent: rather than small discounts on RRP and then a charge for P&P, we are now offering ***free UK postage*** on all our items.

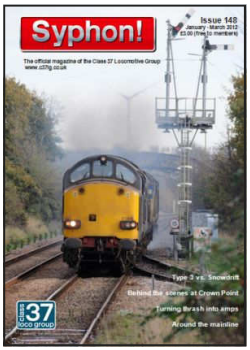
Visions International have recently released the latest in their highly successful series of DVDs featuring archive video footage of classic diesels and electrics at work: *Diesel & Electric Blue 7* provides the same nostalgia-fest that has proved so popular previously - this time featuring 21 loco classes, along with the prototype HST and a selection of multiple units - a celebration of traction almost all long-since vanished from our metals. We're offering this one at only ***£19.95***.



Still in the audio-visual department, Anbrico's new *This is Carlisle (1981-2010)* gives an amazingly varied kaleidoscope of rail action in this major strategic centre - ranging from class 87s to *Sir Lamiel*, from 08 shunters toying with Motorails or sleepers to diverted Deltics, plus a plethora of freight. Yours for a trifling ***£14.95***!



Bored with the noise your car makes? Commute on a Voyager and need something to drown out the vibration? We've the ideal thing: a rather good new audio CD from Bufferbeam Ltd, entitled *English Electric Thrash: 60 minutes of English Electric's finest*. Says it all, really, doesn't it? Suffice it to say: 62 tracks, classes 20, 23 (yes, I did type that), 37, 40, 50 and 55, in anything between 1981 and 2010, are all there and making a joyous racket. I've bought one myself! And it's just ***£6.95***.



Meanwhile, don't forget that you can fill any gaps in your collection of *Syphon!* from our webshop - perhaps you've just joined and want a full set of Mick P's brilliant *How It Works* features, or maybe you missed out on one of *Fireman Fred's* excellent memoires… whatever you're missing, you'll find most recent issues still available for a discounted ***£2.50*** a copy (older ones are only ***£1.50*** each!) - as with everything, ***post free***. If you're not sure which one you're needing, we've summarised the contents on the webshop page. And if you're still in doubt which is which - just ask!

Happy Shopping!

BACK COVER: D6700, a.k.a. 37119, a.k.a. 37350 - a beast by any other name...! The first of them all is of course very much alive, being part of the National Collection, and has been a popular performer at many a diesel gala. This autumn saw a visit to the Nene Valley Railway, where this bucolic view shows the loco pottering across the river Nene at Wansford, backing onto its first train on 28 September. ***David Harrison***

Syphon!