

37



SYPHON EXTRA

THE CLASS 37 GROUP

NUMBER 49 - JULY 1992

THE CLASS 37 GROUP

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EDITORIAL

I am sure that many of you have noticed the last few editions of the magazine and news-sheet have been getting progressively later and later. Since taking on the Editors job Jerry has had a much increased workload because of job changes at work which has left him with a lot less spare time to write the magazine. The situation had been debated at our last two Committee meetings with various ways discussed to help out, but a solution has not been found and Jerry has now decided to resign from the post with immediate effect.

In the meantime I (the Chairman) will take on the Editors role again, on a temporary basis starting with this news-sheet, until a suitable alternative can be found. The late arrival of the publications has affected our renewal system and I apologise to those of you who have been inconvenienced. I know from the Membership Secretary there are quite a few renewals outstanding and if this is due in any part to dissatisfaction with the promptness of late can I please ask you to give us the benefit of the doubt and send your renewal in. I can assure you the situation will be rectified as whilst I am Acting Editor I will aim for your magazines and news-sheets to arrive at your address by the middle of the month. I would expect that this will be a pre-requisite made clear to any future Editor. On this point, can anybody interested in taking on this challenging post please contact the Secretary, including a 'phone number.

In the meantime, please send all articles, photo's, news, gen, etc to myself, Andrew Garten at the address shown above.

RAILTOUR: 'THE STANSTED SYPHON', Saturday 3rd October 1992.

It gives me great pleasure to announce that the details of our third railtour have now been finalised and agreed with British Rail. A booking form is included with this news-sheet, and this includes full details of the route, motive power, fares etc so I won't repeat it all here. What I will say is that many of the problems encountered with our two previous tours have been addressed, these include:

* - the date is a 'winter' Saturday and does not therefore clash with a day when 'no heat' 37's will be expected to appear on timetabled passenger trains.

- * - It has been agreed with the sector that the loco' will be supplied by MDTT, thus almost guaranteeing one of the more popular class 37/0's.
- * - Liason with individuals (within & outside BR) who try to prevent clashes between operators mean that currently there are only ourselves, Pathfinder Tours (Settle & Carlisle "general public" train with class 47) and Hertfordshire Tours (HST tour) running on the same day (although we did liase last year aswell).
- * - We have paid for an assisting engine (class 56) which ensures we get one, and agreed its provision with the sector (FAXN).
- * - We have avoided freight lines following last years Colnbrook fiasco.
- * - We are serving the Yorkshire area which proved popular with our first railtour, and also Lancashire by starting at Preston and stopping at Manchester Piccadilly.

If the amount of interest shown already, prior to advertising, is a reflective guage we should have a winner, but this interest must be converted into bookings. Please help us by spreading the news about our railtour and by booking as soon as possible if you intend to come along.

GROUP VIDEO

You may recall reading about this in the April "Syphon!" and are wondering where it is. A 60 minute long master tape has been compiled and cover designed, however, we have not yet been able to find a production source able to offer a suitable quality of reproduction or at an acceptable cost. Efforts will continue but it is not possible to estimate how long before the video may be ready for release. In the meantime, please see the next item.

LOCOMASTER PROFILES VIDEO: "CLASS 37 POWER"

We have purchased some copies of this video for the Group to sell, so if you want one buy it from us! I have watched it and was pleased to see/hear the number of clips which feature 37's accelerating or doing some work for a change. Also the sound is not muffled excessively on every track by 20 layers of foam covering the microphone. There are also some clips of recent railtours and passenger workings, so you can look to see if you were there. Includes a clip of "The Brentford Bard". If any of you out there already have a copy perhaps you could write a review for the August "Syphon!". If you haven't got one, now is clearly the time to buy! Price £14.95 + £1 post & packing (VHS only), order from Sales Officer.

GROUP PENS

A new design of ballpen has been obtained and these are now available for 40p + 18p post & packing from the Sales Officer. They are white with the Group logo' in black and blue ink.

"RAIL PHOTOPRINTS" CALENDARS

We have been offered a discount on both the 1993 Modern Traction and Steam Traction calendars by this company. The Modern Traction calendar includes 37142 piloting 50008 & 50015 at Totnes on railtour work, and 37902 at Marshbrook on a Mossend to Llanwern steel train in 1989.

The r.r.p. is £3.60; if you would like to order one please send this and £1 to cover post & packing to the Sales Officer by the end of August. Dean will then order them and forward yours on with the discount going to Group funds. Please remember to state if you want the 'Modern Traction' or 'Steam' variant.

APOLOGIES

Especially to any aggrieved Welshman, and I know there is at least one, as when writing the last 'Thirty Years of the 37' I inadvertantly typed Laira as being 87E when it should of course have been Landore.

MONTHLY DRAW

June's winner was Mr S.Miles. A bit of extra support for the Monthly Draw would be most appreciated. It only costs £1 per month and you stand to win half the months income with the other half going to the Preservation Fund. You can pay by cheque, postal order or standing order. For further details write to Rod Saunders, or just send him some money.

PRESERVATION FUND

The total on 6.7.92 had risen to £6313:16, mainly the result of a number of donations from Darren Jennings (37173) to whom we are most grateful. There are also the first regular donations from myself and Mark Rigby, interest transferred from the General Account at its closure (we now have a bank account) and Monthly Draw money from June. I saw Darren at the station in Ipswich where he looked at a 37 on the stabling point and remarked "I'm going to make sure one of them is saved". This struck a chord and is perhaps something for us all to think about.

On this point, we are currently adopting a low key approach to encouraging regular monthly donations to the Preservation Fund. The response has been very positive and if anybody is interested please write to the Treasurer.

MEMBERSHIP NEWS

I'll get a full list of new members and recent renewals from Maurice for the August "Syphon!". As already mentioned there are quite a few renewals outstanding, please help us make next months list as long as possible and support us for another year.

DEADLINE for the August "Syphon!" will be Tuesday 28th July. Please send all info', photo's, articles to Andrew Garten. Articles would be appreciated before the deadline.

NEWSDESK

Some reallocations to have occurred in the last 2-3 weeks include:

37043 to IS/RAJV	37145(382) to IM/FPPI,	37190 to IS/RAJV
37502 to IM/FPYI	37503 to IM/FPYI	37893 to TE/FPYI
37697 to ML/FEPM	37698 to ML/FEPM	37699 to ML/FEPM

37043/145/190/502 have been released from stored sectors but seem to have differing fortunes. 37043 has reverted to this guise, formerly 37354 and will no doubt soon be off to Kyle. 37145 has been renumbered to 37382 as which it was seen on 2/7/92 at Trafford Park working 6E20 (0932 Glazebrook-Haverton Hill). Also newly reallocated 37503 was seen on the same train on 4/7/92. Although reallocated 37190 remains stored with fire damage. Apparently this loco' carries the engine from 37227.

37681 remains stored but must be a hot tip to become the next withdrawal, this would become the first refurb' to go. It was seen at Doncaster TMD on 16/6/92 parked outside the shed. Both nose ends are damaged, depot crest has been removed as have the centre roof panels with a tarpaulin type cover covering the engine. By 18/6, 56002 (withdrawn with collision damage) had been moved next to it.

You may recall that 37681 sustained its damage while paired with 37680 when it was in collision with a class 144 'Pacer' at Skipton. 680 has come off rather better and was seen at Preston fresh out of Glasgow Works on 4/6/92. The nose still has a considerable droop, highlighted by the fact that the grills on the nose haven't been straightened very well.

There is definitely no return for 37096 which was seen in bits at MC Metals, Glasgow on 18/5/92. If I feel nasty I'll print the picture in next months "Syphon!".

LIVERIES

There doesn't seem to have been a lot of painting going on recently. 37088 and 37170 are now civil engineers (ex Departmental Grey and BR blue respectively), and 37152 is now InterCity (ex large logo). I believe this leaves only 217/219 allover blue and 057/116/128/ 209 and 408 large logo blue, phot' them quickly if you see them.

NAMES

Or lack of them more to the point, as the following have all recently become nameless: 37037 (ex 'Cartcosh'), 37156 (ex 'British Steel Hunterston'), 37190 (ex 'Dalzell'), 37275 (ex 'Stainless Pioneer') and 37507 (ex 'Hartlepool Pipe Mill'). 37429 'Eisteddfod Genedlaethol' has lost its name on one side only.

37114 - having heard a suggestion that this loco' had been rebuilt with a centre panel at one end following collision damage I made a visit to Ipswich stabling point where it just happened to be. It definitely retains "split boxes" at both ends, also snowploughs and is still named 'Dunrobin Castle', quite relevant considering the last item.

CHANNEL TUNNEL MODIFICATIONS - a subject full of mystery that I don't think has been covered before. This involves addition of a second fuel tank where necessary (so becoming twin tanked) and alterations to the field diversets resulting in 3 diversets rather than two, the first occurring at a lower speed to allow heavier loads to be started. It seems work on the diversets is being carried out at Carlisle of all places. If anybody can provide further details this would be appreciated.

NORTH WEST PASSENGER DIAGRAMS COME TO PREMATURE END.

Referring back in particular to the last paragraph of 'Hauled in Style' in the April "Syphon", the MDRT allocated class 37 hauled North West trains came to a sudden end officially on Saturday 4/7/92. The reason seems to be that Ramshackle Railways have suddenly decided it is cheaper to overhaul and own their own class 31's than to hire in 37's from Railfreight Distribution (that's what they think), apparently saving approximately £400,000 per annum. What is certain is that Control produced a veritable torrent of 'NB' 37's during the last month including 37278/381/108/358/131/032/065 and 128, full details can be found in "Passenger Information" which will now be much diminished in coming months. Rumours (and these are rumours only) abound as to what will happen to the 37's including the retention of 37415 in the area to cover for an insufficiently number of trained 31 men initially. Another rumour suggests use for upto 4 members on new 'Marches' diagrams, this also including jobs to Paignton, obviously it is best to wait and see what happens.

And so to the first day of the 31's on these diagrams, which was apparently riddled with failures

TRAFFIC GENERAL

Continuing on the subject of MDRT 37/4's. of late 37416/426 have been working off Tunstead on Peak Forest stone traffic with 417/419 on Boulby work. 37893 spent much of June on the Glazebrook-Haverton Hill tanks although 37427 appeared on it on 12/6, this being a change to its more usual work off Millerhill.

37718 visited the North Yorkshire Moors Railway where it stabled at Grosmont as a static exhibit for their diesel day on 16/5/92. It travelled to and from the event with 20104/214 which worked passenger trains on the Moors during the day. Green liveried 37216 has recently traversed the East Suffolk Ipswich-Lowestoft line with 20901/905 on the weedkiller train (6207).

PASSENGER INFORMATION

My thanks to Mark Rigby for the supply of much of this months information. I've adopted a policy change for the North West diagrams which show the departure time of the trains worked rather than the headcodes, these being, in diagram order:

0650 (2F32) Blackpool-Liverpool	0716 (1J76) Southport-Manchester V
1037 (2N49) Liverpool-Blackpool	1714 (1N97) Manchester V-Blackpool
1325 (2F32) Blackpool-Liverpool	1857 (2F38) Blackpool-Liverpool
1712 (2N87) Liverpool-Blackpool	2152 (2N88) Liverpool-Blackpool
1920 (2J94) Blackpool-Manchester V	
0706 (1J92) Blackpool-Manchester V	Saturdays Only
1033 (2N97) Manchester V-Blackpool	1218 (1N11) Manchester V-Blackpool
1730 (1F79) Manchester V-Southport	

11.5.92 37415 = 0716/1714/1857/2152, 37416 = 0650/1037/1325/1712/1920
37426 = 0706/1033/1730
14.5.92 37415 = 0716/1033/1730, 37416 = 0650/1037/1325/1712/1920
37426 = 0706/1714/1857/2152
15.5.92 37415 = 0716/1033/1730
18.5.92 37415 = 0716/1714/1857/2152, 37417 = 1033/1730
37426 = 0650/1037/1325/1712/1920

19.5.92 37415 = 0706, 37416 = 1714/1857/2152
 37417 = 0716/1033/1730 then derailed and 0716 on 20/5 capped.
 37426 = 0650/1037/1325/1712/1920
 20.5.92 37415 = 1033/1730, 37416 = 0650/1037/1325/1712/1920
 37426 = 1714/1857/2152
 21.5.92 37415 = 0716/1714/1857/2152, 37416 = 0706/1033/1730
 37426 = 0650/1037/1325/1712/1920
 22.5.92 37415 = 0650/1037/1325/1712/1920, 37416 = 0716/1714/1857/2152
 37417 = 0706/1033/1730
 23.5.92 37285 1212 Inverness-Aberdeen /1524 Aberdeen-Inverness
 37415 = 1033/1325/1712/1920, 37416 = 1218/1857/2152
 37420 0815 Stirling-York/1814 York-Stirling CHARTER
 26.5.92 37415 = 0706/1033/1730, 37417 = 0716/1714/1857/2152
 37426 = 0650/1037/1325/1712/1920
 27.5.92 37415 = 0716 (failed at Manchester Victoria prior to working 1714)
 37416 = 1714/1857/2152, 37417 = 0650/1037/1325/1712/1920
 37426 = 0706/1033/1730
 28.5.92 37416 = 0650/1037/1325/1712/1920, 37417 = 0706/1033/1730
 37426 = 0716/1714/1857/2152
 29.5.92 37416 = 0706/0822 Manchester Victoria-York (to Bradford)/1033/1730
 37426 = 0650/1037/1325/1712/1920
 30.5.92 37405 xxxx Inverkeithing-Oban (Inverkeithing-Winchburgh J) CHARTER
 37410 xxxx Inverkeithing-Oban (Winchburgh J-Oban) /Oban-Dundee CHARTER
 37426 0857 Liverpool-Manchester Victoria
 31.5.92 37212 1045 Glasgow Central-Brighton (New Cumnock-Carlisle)
 1.6.92 37415 = 0706/1714/1857/2152, 37416 = 0716/1033/1730
 37417 = 0650/1037/1325/1712/1920
 2.6.92 37415 = 0650/1037/1325/1712/1920, 37416 = 0716, 37417 = 0706/1033/1730
 3.6.92 37415 = 0650/1037/1325/1712/1920, 37417 = 0716/1714/1857/2152
 4.6.92 37415 = 0706/1033/1730, 37417 = 0650/1037/1325/1712/1920
 37426 = 1714/1857/2152
 5.6.92 37402 1800 Inverness-Aberdeen /2140 Aberdeen-Inverness
 37415 = 0716/1714/1857/2152, 37417 = 0706/1033/1730
 37426 = 0650/1037/1325/1712/1920
 6.6.92 37402 xxxx Colchester-Thurso (Inverness-Thurso) CHARTER
 xxxx Thurso-Colchester (Thurso-Inverness) CHARTER
 8.6.92 37415 = 0650/1037/1712/1920, 37416 = 1714/1857/2152
 37417 = 0716, 37426 = 0706/1033/1730
 9.6.92 37415 = 0706/1033/1730, 37416 = 0650/1037/1325/1712/1920
 37417 = 1714/1857/2152
 10.6.92 37415 = 0716, 37416 = 1714/1857/2152, 37417 = 0650/1037/1325/1712/1920
 37426 = 0706/1033/1730
 11.6.92 37278 1857 Blackpool-Liverpool /2152 Liverpool-Blackpool
 37415 = 1714, 37416 = 0650/1037/1325/1712/1920, 37417 = 0706/1033/1730
 37426 = 0716
 12.6.92 37278 0706 Blackpool-Manchester /1033 Manchester V-Blackpool
 37417 = 0716/1730, 37426 = 1714/1857/2152
 13.6.92 37097 0758 Cardiff-Weymouth /1630 Weymouth-Cardiff
 37230 1047 Basingstoke-Paignton (Crewkerne-Exeter St Davids)
 37278 1033/1325/1712/1920
 37426 = 1218/1857/2152
 14.6.92 37278 1928 Blackpool North-Crewe
 15.6.92 37278 0706 Blackpool North-Manchester Victoria
 37416 = 1714, 37417 = 0716/1033/1730, 37426 = 0650/1037/1325/1712/1920
 16.6.92 37088 1227 Inverness-Kyle
 37108 1714 Manchester V-Blackpool /1857 Blackpool-Liverpool (to Wigan)
 37153 1015 Inverness-Kyle
 37196 1830 Inverness-Kyle
 37401 0845 Fort William-Mallaig /1025 Mallaig-Fort William
 1202 Fort William-Mallaig /1420 Mallaig-Fort William
 1605 Fort William-Mallaig /1815 Mallaig-Fort William

16.6.92 37416 = 0650/1037, 37417 = 0716/1033/1325/1712/1920, 37426 = 0706
 17.6.92 37108 0650/1037/1325
 37415 = 1712/1920, 37419 = 1714/1857/2152, 37426 = 1033/1730
 18.6.92 37415 = 0706/1033/1714/1857/2152, 37419 = 0650/1037/1325/1712/1920
 37426 = 0716/1730
 19.6.92 37415 = 0650/1037/1325/1712/1920, 37417 = 1714/1857/2152
 37419 = 1033/1730, 37426 = 0716
 20.6.92 37197 0758 Cardiff-Weymouth /1630 Weymouth-Cardiff
 21.6.92 37672 0800 Paddington-Paignton (Exeter-Paignton) RELIEF
 1410 Paignton-Kingswear /1445 Kingswear-Paignton
 1805 Paignton-Paddington (Paignton-Exeter) RELIEF
 22.6.92 37063/175 2010 Inverness-Euston *
 37088 1015 Inverness-Kyle /1500 Kyle-Inverness /1836 Inverness-Kyle
 37285 0645 Perth-Edinburgh /1130 Edinburgh-Inverness
 37294 0650 Kyle-Inverness /1227 Inverness-Kyle /1700 Kyle-Inverness
 37415 = 1033/1730, 37419 = 0716/1714/1857/2152
 23.6.92 37063/175 2203 (22/6) Euston-Aberdeen* /2120 Aberdeen-Euston*
 37088 0650 Kyle-Inverness /1227 Inverness-Kyle /1700 Kyle-Inverness
 37131 1033 Manchester Victoria-Blackpool
 37285/252 2010 Inverness-Euston
 37294 1015 Inverness-Kyle /1500 Kyle-Inverness /1836 Inverness-Kyle
 37358 1714/1857/2152
 37403 = as per 37401 on 16/6, 37415 = 0716/1730
 37419 = 0650/1037/1325/1712/1920
 24.6.92 37087 0912 Aberdeen-Plymouth (Aberdeen-Edinburgh)
 37088 1015 Inverness-Kyle /1500 Kyle-Inverness /1836 Inverness-Kyle
 37063/175 2130 (23/6) Euston-Inverness */2010 Inverness-Euston*
 37152 1136 Edinburgh-Inverness (Perth-Inverness piloting 47675)
 37285/252 2203 (23/6) Euston-Aberdeen* /2120 Aberdeen-Euston*
 37294 0650 Kyle-Inverness /1227 Kyle-Inverness /1700 Kyle-Inverness
 37358 0650/1037/1325/1712/1920
 37415 = 0716, 37417 = 0706/1033/1730
 25.6.92 37063/175 2203 (24/6) Euston-Aberdeen* /2120 Aberdeen-Euston *
 37088 0650 Kyle-Inverness /1227 Inverness-Kyle /1700 Kyle-Inverness
 37285/252 2130 (24/6) Euston-Inverness* /2010 Inverness-Euston *
 37294 1015 Inverness-Kyle /1500 Kyle-Inverness /1836 Inverness-Kyle
 37358 1803 Manchester Piccadilly-Bath Spa (1Z17)
 37415 0900 Manchester Piccadilly-Bath Spa (1Z16)
 26.6.92 37063/175 2130 (25/6) Euston-Inverness* /2010 Inverness-Euston *
 37088 1015 Inverness-Kyle /1500 Kyle-Inverness /1836 Inverness-Kyle
 37153 1627 Inverness-Edinburgh (Inverness-Perth) piloting 47xxx
 37154 0900 Manchester Piccadilly-Bath (Crewe-Newport)
 1803 Manchester Piccadilly-Bath
 37285/252 2203 (25/6) Euston-Aberdeen* /2120 Aberdeen-Euston *
 37294 0650 Kyle-Inverness /1227 Inverness-Kyle /1700 Kyle-Inverness
 37358 0900 Manchester Piccadilly-Bath (Manchester P.-Stockport)
 37401 0845 FW-Mallaig /1025 Mallaig-FW /1202 FW-Mallaig/1420 Mallaig-FW
 37405 1605 FW-Mallaig /1815 Mallaig-FW
 37415 = 0706/1033/1730, 37417 = 1033/1325/1712/1920
 27.6.92 37097 0758 Cardiff-Weymouth /1630 Weymouth-Cardiff
 37140 0940 Sheffield-Great Yarmouth (1425 Norwich-Great Yarmouth)
 37372 1608 Paignton-Liverpool (Gloucester Yard-Birmingham New Street)
 28.6.92 37047 1100 Waterloo-Exeter (Eastleigh-Basingstoke?)
 29.6.92 37154 1145 Castle Cary-Manchester Piccadilly (1Z16)
 37415 = 0716/1714/1857/2152, 37417 = 0706/1033/1730
 30.6.92 37415 = 0650/1037/1325/1712/1857, 37417 = 0716/1033/1730
 1.7.92 37032 0650/1037/1325/1712/1920
 37065 1714/1857/2152
 37415 = 0706/1033/1730, 37417 = 0716
 2.7.92 37032 0706/1714/1857/2152
 37065 0650/1037/1325/1712/1920
 37415 = 0716/1033/1730

3.7.92	37025	1015 Inverness-Kyle /1505 Kyle-Inverness /1842 Inverness-Kyle
	37032	0650/1037/1325
	37065	0706/1033/1714/1857/2152
	37088	0650 Kyle-Inverness /1227 Inverness-Kyle /1705 Kyle-Inverness
	37063/175	2010 Inverness-Euston *
	37152/285	2120 Aberdeen-Euston *
	37271	1705 York-Bristol (Derby-Bristol)
	37415	0716, then light engine to Carlisle to have radio's fitted.
4.7.92	37025	0650 Kyle-Inverness /1227 Inverness-Kyle /1705 Kyle-Inverness
	37046	0758 Cardiff-Weymouth /1630 Weymouth-Cardiff
	37063/175	2130 (3/7) Euston-Inverness* /2010 Inverness-Euston (to Glasgow C)
	37065	1218/1857/2152
	37088	1015 Inverness-Kyle /1505 Kyle-Inverness /1842 Inverness-Kyle
	37128	1033/1325/1712/1920
	37152/285	2203 (3/7) Euston-Aberdeen */1524 Aberdeen-Inverness
5.7.92	37063/175	2130 (4/7) Euston-Inverness (from Glasgow Central)
	37065	1928 Blackpool North-Crewe
6.7.92	37417	0716 Southport-Manchester Victoria (only)

* = 37's operated between Aberdeen/Inverness and Edinburgh.

One correction from last month is that 37153 really worked 2H83/2H86 between Inverness and Kyle of Lochalsh, not the Weymouth turn on 26/5/92.

On 9/6, 37416 was swapped with 37426 at Manchester Victoria after 416 had worked in with the 1920 ex Blackpool. 37426 set off with the empties to Blackpool but ran as a relief train between Preston and Blackpool as the 47 on the Euston-Blackpool had burst. On 11/6, 37278 was sent light engine from Warrington to Blackpool and allocated to the 1920 Blackpool-Manchester as 37416 had lost one of its lifeguards during the day. However, 37415 failed at Blackpool after arriving with the 1714 from Manchester and so 416 was put on the 1920 and 37278 did the 1857/2152. The next week 37108 was used on 16/6 and 17/6 and managed to blow up both days. On 16/6 it dumped its oil at Leyland station and was declared a failure at Wigan. Surprisingly reappearing the next morning it was OK until the 1325 Blackpool-Liverpool. After being unable to release the brakes at Preston and 20 minutes of fitters attention it got under way again but shut down before reaching Leyland. The driver was unable to restart it and phoned the signalman, returned and fiddled around in the engine room and then got it going again. More fitters were waiting at Wigan which was reached without further mishap but were not required and 37108 went forward. It shut down at least twice more before reaching Liverpool 48 minutes late, having put in an absolutely gutless performance from Wigan. Full power was wound on but did not produce any pulling power at all.

On the penultimate day of the North West diagrams 37032 failed at Liverpool (no horn) also coincidentally after the 1325 ex Blackpool and 31324 took over. Fortunately 37128 was found for Saturday and with no 'EH' in sight this and 37065 gave them a decent send off before the takeover by class 31's. 37032 had been allocated to the 1714 Manchester-Blackpool on 30/6 but didn't arrive from Crewe in time and 31418 went forward, 37032 taking the empties off the 1920 Blackpool to Manchester back to Blackpool.

37381 worked a few turns in the North West on 2/6 and 3/6 and was due to perform on the 0716 Southport-Manchester on 4/6 but was swapped during the night with a 31 as the crew were not trained on generators. Special note must be credited to 37417 which made its debut on the North West turns on 18th May.

I'm sure you all have your personal favourites but I feel this month's accolade of 'Working of the Month' must go to 37154 for its performances on 26/6/92 whilst working reliefs/adex's in connection with the Glastonbury Rock (or New Age Travellers) Festival. Not content with taking over from a 47 at Crewe (which had relieved 37358 at Stockport) and working through to Newport, it then returned to Manchester and worked all the way through to Bath. After this it took the empties to Derby before returning on Monday to work a return relief Castle Cary-Manchester - nothing like rubbing salt in the wounds for those of us that still need it!

Beneath is an extract from an official British Rail leaflet for this year, extolling the virtues of 'Young Explorer' trains in Scotland, these basically being all the loco' hauled trains that I thought Scotrail were laying on for "rail enthusiasts". Whatever did the Plastic (Sprinters) do to deserve this?

YOUNG EXPLORER TRAINS are the most convenient, informal and enjoyable way for the young (or young at heart) both to see the Scottish 'picture-postcard' scene and to get in amongst it with backpack, or bike, or climbing gear.

Through every week from May to September they take you to the remotest, most beautiful places on the Scottish Compass.

You'll travel in spacious and traditionally appointed coaching-stock - more accustomed to the tacketty-boot, the camera-tripod and the crampon than the Gucci handbag - and you'll travel with other young explorers, many of whom will know the best places to hike, or climb, or stay over, because they've taken these trains before.

For lots more exciting rail travel ideas, pick up a copy of Scene 92. We've special tickets for those just out for the day, or to travel on all our Young Explorer Trains try our great value Travelpass and Rover Tickets.

To find out more contact your nearest staffed station or phone your local train enquiry bureau.



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