

01/12/09	<p>The significant thing to report today was the deployment of 90001 to the Garston car train in the Up and Down direction. It worked 6L48 to Wembley having passed through Rugby at 19:15 and pictures of this event will be uploaded to the site in due course. The 90 worked the freight due to it being fresh out of Crewe Works and was on test.</p> <p>In connection with the footex to Blackburn on 3/12/09, 90024 was dispatched to the MK3 Set (WB64) following the failure of 90020 which was to go to onto the set. However, 90024 went onto the set as 90020 was kicked into shape and so deployed to WB64 in readiness for the charter.</p>
02/12/09	<p>The Virgin Trains MK3 set and 90020 was dispatched to work a footex charter to Blackburn departing Euston at 13:50 as 1T72. The return working leaves at 23:10 as 1T73. The 90 should have come off at Crewe, with a class 57 taking the train forward to Blackburn. The stock also runs ecs to/from Preston to keep it out of the way.</p>
03/12/09	<p>The Virgin Trains MK3 set arrived back at Wembley this morning off the Blackburn footex. This means that 90020 is still on the set, and is likely to do the 18:46 EUS-PRE tomorrow (4/12/09).</p> <p>In Anglia, 90003 went on test to Diss following a long period out of traffic. The nthbound Highland Sleeper (1S25) tonight is 90019, but no news what is on 1S26 to Glasgow. In Scotland 90029 was in position to do either 1C11 (portions to Carstairs) or 1M11 to Euston from Glasgow.</p>
04/12/09	<p>There is a lot to report on today's gen and movements. The key thing to note was the movement of 90026 and 90001 (ex-works) from Crewe to Norwich topped by a pair DRS of 37s throughout from Crewe as 0L90.</p> <p>In keeping with the Anglia theme, 90035 was out today with NXEA on the 1p13 diagram. In a surprise move, a pair of 321s were out in action between Norwich and London having started out on 1p04 (06:25 LST-NRW service) completing the entire diagram upto the 16:30 LST-NRW. These then returned to London on the 22:00 NRW-LST (1p67) as a 12-Car set (the additional 4-Car coming off the 17:50 LST-NRW - see below).</p> <p>Also, a 4-Car 321 set was deployed to the 17:50 LST-NRW vice-class 90 due to the ongoing shortage of MK3 coaches. The 15:00 LST-NRW (1p38) was caped (reason unknown) resulting in 90005 running ecs as 5p38 to an unknown location (Temple Mills at a guess in readiness for the evening peak).</p> <p>Due to an operating incident, the 18:30 NRW-LST (1p59) was caped. This set would normally have done the 21:30 LST-NRW, but it is assumed that the set off 1p61 will be stepped up to carry out this diagram, but the set on 1p61 did its booked turn back to Norwich i.e. 22:30 LST-NRW.</p> <p>Owing to 1p61 being stepped up, the set on 1p63 (20:00 NRW-LST) with 90008 was expected to be stepped up to do the 22:30 LST-NRW instead finishing at Liv St off 1p63. In fact a fresh set appeared for the 21:30 to Norwich, meaning that 90008 could be stepped down for the night at the Street as booked. In short, Anglia is in a mess (just for a change). Other 90s out in Anglia were:</p> <p>90003 (first day out for a month), 90004, 90007, 90009, 90011, 90014, and 90015.</p> <p>Finally, 90013 found itself on the Shenfield Standby duty due to the poor availability of class 47s which normally act as 'Thunderbirds'.</p> <p>In other news, 90019 performed 1m16 (Highland Sleeper), and 90021 was in charge of 1m11 and 90029 on 1c11/1b26 (The Edinburgh portions). The</p>

	<p>northbound sleepers were 90018 (1s25) and 90039 (1s26).</p> <p>Overall a busy day for the passenger 90s in one way or another.....A theme of that continued for the entire week including Saturday.</p>
05/12/09	<p>The Virgin Trains MK3 Set is out today on the West starting with 1G06 (07:43 EUS-BNS) returning on the 09:30 BNS-EUS 1B11.</p> <p><b>The Virgin MK3 set with 90020 was expected to do the 13:03 EUS-BNS, but due to a fatality, the MK3 set was stepped down and went ecs to Wembley. The West Coast and Anglia routes did not perform very well today with two major operating incidents.</b></p> <p>Today's gen starts with a major signalling theft farce on the GEML near Hatfield Peveral with the following alterations that I have been able to piece together - no original allocation of engines was known at the start of the day other than 90008 which was at the Street for start of service. The line was expected to become ok at various stages of the day, but ended up being in chaos til close of service - the operating incident started at 5am). The following amendments occurred (that I know about):</p> <ul style="list-style-type: none"> <li>• The 06:30 LST-NRW (1p04) was caped throughout</li> <li>• The 07:00 LST-NRW (1p06) ran albeit heavily delayed</li> <li>• The 07:30 LST-NRW (1p08) started at Ipswich instead of Liv Street.</li> <li>• The 08:30 LST-NRW (1p12) was caped throughout</li> <li>• The 09:00 LST-NRW (1p14) was caped throughout</li> <li>• The 09:30 LST-NRW (1p16) ran albeit delayed enroute &amp; makes an extra stop at Marks Tey</li> <li>• The 10:00 LST-NRW (1p18) was caped throughout</li> <li>• The 10:30 LST-NRW (1p20) ran albeit delayed enroute &amp; makes extra stops at Marks Tey / Witham (90008 at the helm)</li> <li>• The 11:00 LST-NRW (1p22) was caped throughout</li> <li>• The 11:30 LST-NRW (1p24) ran albeit delayed enroute &amp; makes extra stops at Marks Tey / Witham</li> <li>• The 12:00 LST-NRW (1p26) was caped throughout</li> <li>• The 12:30 LST-NRW (1p28) ran albeit delayed enroute &amp; makes extra stops at Marks Tey / Witham</li> <li>• The 13:00 LST-NRW (1p30) was caped throughout</li> <li>• The 13:30 LST-NRW (1p32) ran albeit delayed enroute &amp; makes extra stops at Marks Tey / Witham (90007 at the helm)</li> <li>• The 14:00 LST-NRW (1p34) was caped throughout</li> <li>• The 14:30 LST-NRW (1p36) was caped throughout</li> <li>• The 15:00 LST-NRW (1p38) ran albeit delayed enroute &amp; makes extra stops at Marks Tey / Witham (90015 at the helm)</li> <li>• The 15:30 LST-NRW (1p40) was caped throughout</li> <li>• The 05:30 NRW-LST (1p03) ran albeit nearly 2hrs late (at the time of writing).</li> <li>• The 07:00 NRW-LST (1p13) ran albeit heavily delayed (1.5hrs late)</li> <li>• The 07:30 NRW-LST (1p15) was caped throughout</li> <li>• The 08:00 NRW-LST (1p17) ran albeit heavily delayed (1hr late)</li> <li>• The 08:30 NRW-LST (1p19) was caped throughout</li> <li>• The 09:00 NRW-LST (1p21) ran albeit delayed enroute</li> <li>• The 09:30 NRW-LST (1p23) was caped throughout</li> <li>• The 10:00 NRW-LST (1p25) ran albeit delayed enroute &amp; makes extra stops at Marks Tey / Witham</li> <li>• The 10:30 NRW-LST (1p27) was caped throughout</li> <li>• The 11:00 NRW-LST (1p29) ran albeit delayed enroute &amp; makes extra stops at Marks Tey / Witham</li> <li>• The 11:30 NRW-LST (1p31) was caped throughout</li> </ul>

	<ul style="list-style-type: none"> <li>• The 12:00 NRW-LST (1p33) ran albeit delayed enroute &amp; makes extra stops at Marks Tey / Witham</li> <li>• The 12:30 NRW-LST (1p35) was caped throughout</li> <li>• The 13:00 NRW-LST (1p37) ran albeit delayed enroute &amp; makes extra stops at Marks Tey / Witham</li> <li>• The 13:30 NRW-LST (1p39) was caped throughout</li> <li>• The 14:00 NRW-LST (1p41) ran albeit delayed enroute &amp; makes extra stops at Marks Tey / Witham (90008 at the helm)</li> <li>• The 14:30 NRW-LST (1p43) was caped throughout</li> <li>• The 15:00 NRW-LST (1p45) ran albeit delayed enroute &amp; makes extra stops at Marks Tey / Witham</li> <li>• The 15:30 NRW-LST (1p47) was caped throughout</li> </ul> <p>The above theme continued on the GEML for the rest of the day. An additional train ran out of Liverpool Street to Norwich departing at 20:00hrs with 90007 operating as 1p64 due to the high number of people travelling. The evening turns out of Liverpool Street were as follows:</p> <p>19:30 LST-NRW 1p62 (90014) This was the first train not to make extra stops at Marks Tey / Witham  20:00 LST-NRW 1p64 (90007) additional relief  20:30 LST-NRW 1p66 (90015)  21:30 LST-NRW 1p68 (90035) This departed 32mins late  22:30 LST-NRW 1p70 (90008)  23:30 LST-NRW 1p72 (either 90004 or 90005)</p> <p><b><i>In the Up direction:</i></b></p> <p>19:00 NRW-LST 1p61 (90003) departed Norwich approx 35mins late / arrived Liv Street 1hr late (this 90 was stepped down)  20:00 NRW-LST 1p63 (90008) formed 1p70  21:00 NRW-LST 1p65 (engine number unknown) formed 1p72  22:00 NRW-LST 1p67 (engine number unknown) stepped down as booked</p>
06/12/09	<p>Today's gen is split between the West Coast and Anglia region.</p> <p><b><u>ANGLIA</u></b></p> <p>The operational issues that seen had the GEML come to a standstill on Saturday were resolved for today's timetable services. No engineering work meant that a full timetable could operate with 6 class 90s out on the London to Norwich route. These were:</p> <p>90007 (1p13), 90014 (1p17), 90008 (1p21), 90009 (1p25), 90003 (1p29).</p> <p>The extra diagram for Sunday was performed by 90035 which came out and did 1p49, with 90003 swapping onto the other diagram i.e. the 16:20 NRW-LST (1p51) returning with the 19:00 NRW-LST (1p60). Today was the last day that 1p60 operated as a non-stop service between Liverpool Street and Ipswich. From the new timetable, 1p60 makes extra stops at Shenfield, Colchester and Manningtree.</p> <p>As booked, the 90s stabled at Ipswich for Freightliner consisted of 90043, 90046, and 90042.</p> <p>The weekend misery on the GEML finished with an unfortunate fatality just near to Colchester station involving 90007 which was on the 22:00 NRW-LST (1p67). The train ended up terminating at Colchester very late. I am assuming</p>

	<p>the stock eventually went ecs to Crown Point.</p> <p><b><u>WEST COAST</u></b></p> <p>Today the Virgin MK3 set was deployed to working services between London and Birmingham with 90020 in charge. The trains that were hauled vice-Pendolino were:</p> <p>11:58 EUS-BNS 13:50 BNS-EUS 15:58 EUS-BNS 17:50 BNS-EUS</p> <p>As for the sleepers, 90018 did 1m16, 90029 on the Edinburgh to Carstairs portions (1c11) and 90039 was at the helm of 1m11 from Glasgow Central. The two northbound sleepers were performed by 90024 and 90021.</p>
07/12/09	<p>Today's gen is split between the West Coast and Anglia region.</p> <p><b><u>WEST COAST</u></b></p> <p>Today the Virgin MK3 set was deployed to working services between London and Birmingham with 90020 in charge as previously advertised in many Rail mags (90020 definitely did the 07:03 EUS-BNS/08:50 BNS-EUS). The total diagram expected to be hauled today are:</p> <p>07:03 EUS-BNS 08:50 BNS-EUS 10:43 EUS-BNS 12:30 BNS-EUS 14:43 EUS-BNS 16:30 BNS-EUS 19:03 EUS-BNS 20:50 BNS-EUS</p> <p>90019 took out 5m11 ecs to Wembley and 90039 did 5m16 to Wembley towing 90018 (this did 1m16 the night before).</p> <p><b><u>ANGLIA</u></b></p> <p>The key news to report for today was the deployment of a pair of class 321s to the 06:25 LST-NRW (1p04) which I understand stayed out for the entire up to the point of terminating at Norwich off the 16:30 LST-NRW (the units were expected to work the last NRW-LST departing 22:00 (1p67). In addition, following on from the previous week, 90013 found itself on standby duties at Shenfield in lieu of the normal class 47 traction today.</p> <p>The following 90s were out in addition to what has been noted above:</p> <p>90002 (1p02), 90003 (1p07), 90004 (1p02), 90005 (1p99), 90008 (1p17), 90011 (1p00 then stepped up to 1p15 diagram), 90009 (1p01), 90014 (1p11), 90015 (1y01), 90026 (1p13), 90035 (1p03).</p>
08/12/09	<p><b><u>ANGLIA:</u></b></p> <p>The following trains with class 90 traction were disrupted this morning due to Vandalism in the Colchester area. No cancellations that I am aware of</p>

	<p>between Norwich and London.</p> <ul style="list-style-type: none"> <li>• The 06:05 NRW-LST - delayed enroute arrived LST 40mins late</li> <li>• The 06:20 NRW-LST - delayed enroute arrived LST 40mins late</li> <li>• The 06:35 NRW-LST - delayed enroute arrived LST 40mins late</li> <li>• The 06:50 NRW-LST - delayed enroute arrived LST 35mins late</li> <li>• The 07:05 NRW-LST - delayed enroute arrived LST 35mins late</li> <li>• The 07:40 NRW-LST - delayed enroute arrived LST 15mins late</li> <li>• The 08:30 LST-NRW - departed LST 30mins late</li> <li>• The 09:00 LST-NRW - departed LST 25mins late</li> <li>• The 09:30 LST-NRW - departed LST 20mins late</li> </ul> <p>The following 90s were out today:</p> <p>90009 (1p02), 90005 (1p04), 90002 (1p06), 90004 (1p08), 90003 (1p10), 90008 (1p12), 90014 (1p14), 90035 (1p16), 90015 (1p18), 90026 (1p00), 90001 (1p99), 90011 (?)</p> <p><b>The use of 90001 today on 1p99 was the 90s debut run on the GEML since returning to traffic following major overhaul at Crewe Works.</b></p> <p><b><u>Virgin West Coast:</u></b></p> <p>The Virgin Trains MK3 Set came out today as booked. The diagram undertaken by 90020 was the same as Monday.</p> <p><b><u>Scotrail Sleepers:</u></b></p> <p>90029 - this performed the Edinburgh to Carstairs portions (1C11 &amp; 1B26)  90019 - 1S25 from Euston to Edinburgh (Monday night)  90021 - 1M11 from Glasgow to Euston (Monday night)  90024 - 1M16 from Edinburgh to Euston (Monday night)  90039 - 1S26 from Euston to Glasgow (Monday night)</p> <p>90018 - Euston to Wembley sleeper ecs  90036 - Spare at Wembley Yard</p> <p><b><u>Freightliner:</u></b></p> <p>90016 - Spare at Ipswich  90041 - Spare at Bashford Hall  90042 - Assigned to 4L41  90043 - Assigned to 4M54  90044 - Spare Hall  90045 - Assigned to 4M81  90046 - Assigned to 4L75  90047 - Assigned to 4M88  90048 - Spare Bashford Hall  90049 - Spare Mossend</p>
09/12/09	<p><b><u>ANGLIA:</u></b></p> <p>The following 90s were out today:</p> <p>90001 (1p04), 90002 (1p01), 90003 (1p07), 90004 (1p02), 90005 (1p99), 90008 (1p03), 90011 (1p14), 90035 (1p13), 90015 (1p00), 90014 (1p01), 90001 (1p99), 90026 (1p09)</p> <p><b>The use of class 90s on 'thunderbird' duties continued today with the</b></p>

	<p><b>deployment of 90009 to Colchester as standby loco</b></p> <p><b><u>Virgin West Coast:</u></b></p> <p>The Virgin Trains MK3 Set came out today as booked. The diagram undertaken by 90020 was the same as Monday.</p> <p><b><u>Scotrail Sleepers:</u></b></p> <p>90029 - this performed 1M11 from Glasgow to Euston (Tuesday night) then enroute to Crewe  90018 - 1S25 from Euston to Edinburgh (Tuesday night)  90039 - 1C11 &amp; 1B26 from Edinburgh to Carstairs (Tuesday night)  90019 - 1M16 from Edinburgh to Euston (Monday night)  90024 - 1S26 from Euston to Glasgow (Monday night)  90036 - 5S96 ecs movement</p> <p>90021 - This was on 6X77 to Warrington BQ (it is assumed it was dead inside the train). On arrival at Warrington, 90021 ran light engine to Bescot then onward to Crewe.</p>
10/12/09	<p><b><u>ANGLIA:</u></b></p> <p>The key movement for today is the transfer of 90009 to Crewe Works for maintenance from the GEML (NXEA). It was dragged this morning by 3 DRS class 37s. Also, the following 90s were out today:</p> <p>90026 (1p13), 90004 (1p01)</p> <p><b>The use of class 90s on 'thunderbird' duties has not happened today on the GEML.</b></p> <p><b>A fatality occurred during the evening peak severely disrupting rail services on the line between London and Norwich. It is thought the train involved was 90004 working the 17:30 LST-NRW (1p50) - major disruption followed.</b></p> <p><b><u>Virgin West Coast:</u></b></p> <p>The Virgin Trains MK3 Set came out today as booked. The diagram undertaken by 90020 was the same as Monday.</p> <p><b><u>Scotrail Sleepers:</u></b></p> <p>No gen today.</p>
11/12/09	<p><b><u>Anglia:</u></b></p> <p>Today's gen starts with a major signalling theft farce on the GEML near Hatfield Peveral with the following alterations that I have been able to piece together - no original allocation of engines was known at the start of the day. The following alterations applied:</p> <ul style="list-style-type: none"> <li>• The 06:30 LST-NRW (1p04) - ran albeit delayed enroute</li> <li>• The 07:00 LST-NRW (1p06) - train caped throughout</li> <li>• The 07:30 LST-NRW (1p08) - ran albeit delayed enroute</li> <li>• The 08:00 LST-NRW (1p10) - train caped throughout</li> <li>• The 08:30 LST-NRW (1p12) - ran albeit delayed enroute</li> <li>• The 09:00 LST-NRW (1p14) - train caped throughout</li> </ul>

- The 09:30 LST-NRW (1p16) - ran albeit delayed enroute & makes extra stop at Marks Tey
- The 10:00 LST-NRW (1p18) - train capped throughout
- The 10:30 LST-NRW (1p20) - ran albeit delayed enroute & makes extra stop at Marks Tey
- The 11:00 LST-NRW (1p22) - train capped throughout
- The 11:30 LST-NRW (1p24) - ran albeit delayed enroute & makes extra stop at Marks Tey
- The 12:00 LST-NRW (1p26) - train capped throughout
- The 12:30 LST-NRW (1p28) - ran albeit delayed enroute & makes extra stop at Marks Tey
- The 06:00 NRW-LST (1p05) - ran albeit heavily delayed enroute
- The 06:30 NRW-LST (1p07) - train capped throughout
- The 07:00 NRW-LST (1p09) - ran albeit heavily delayed enroute
- The 07:30 NRW-LST (1p15) - train capped throughout
- The 08:00 NRW-LST (1p17) - ran albeit delayed enroute & makes extra stops at Marks Tey
- The 08:30 NRW-LST (1p19) - train capped throughout
- The 09:00 NRW-LST (1p21) - ran albeit delayed enroute & makes extra stops at Marks Tey
- The 09:30 NRW-LST (1p23) - train capped throughout
- The 10:00 NRW-LST (1p25) - ran albeit delayed enroute & makes extra stops at Marks Tey
- The 10:30 NRW-LST (1p27) - train capped throughout
- The 11:00 NRW-LST (1p29) - ran albeit delayed enroute & makes extra stops at Marks Tey
- The 11:30 NRW-LST (1p31) - train capped throughout
- The 12:00 NRW-LST (1p33) - ran albeit delayed enroute & makes extra stops at Marks Tey
- The 12:30 NRW-LST (1p35) - train capped throughout
- The 12:30 NRW-LST (1p35) - train capped throughout

The above arrangement remained in place until 17:30 when a half-hourly timetable came back into operation between London and Norwich. The 90s out today during the operational incident that I am aware of were:

90001, 90002, 90005, 90007, 90014 and 90026.

{90003 was meant to have gone to Harwich (for Monday) but this never happened and 90015 was at Ilford on the weekly maintenance diagram for MK3 stock}

#### **Virgin West Coast:**

The Virgin MK3 set was not out today due to the requirement of a C-Exam on the stock. However, 90029 replaced 90020 much to my surprise. The deployment of 90029 means that in theory this 90 will remain on the set for around 4wks as it is fresh of an A-Exam from Crewe.

#### **Other Key News:**

Following on from a sighting of 90027 at Crewe on 5/12/09 (currently stored), 90022+90023+90027 were spotted today near the main shed at Crewe EMD with there pans up.

This is an interesting development as it could suggest that DBS are 1) looking at bringing these back into the traffic in the UK, or 2) seeing which 90s are 'fit for purpose' with the view of exporting them to Romania should this

	materialise.
13/12/09	<p>Today's gen is split between the West Coast and Anglia region.</p> <p><b><u>ANGLIA</u></b></p> <p>The operational issues that seen had the GEML come to a standstill on Saturday were resolved for today's timetable services. No engineering work meant that a full timetable could operate with 6 class 90s out on the London to Norwich route. These included:</p> <p>90001 (1p25), 90008 (1p21), 90010 (1p29) as well as 90011 &amp; 90026.</p> <p><b><u>WEST COAST</u></b></p> <p>Today the Virgin MK3 set was deployed to working services between London and Birmingham with 90029 in charge (first day since going onto the set). The trains that were hauled vice-Pendolino were:</p> <p>10:50 EUS-BNS 1G06  13:10 BNS-EUS 1B26  15:18 EUS-BNS 1G30  17:10 BNS-EUS 1B58</p> <p>As for the sleepers, 90039 did 1m16, and 90036 + 90024 was at Mossend to perform either 1M11 + 1C11/1B26. Northbound sleepers involved 90019 and 90018.</p>
14/12/09	<p>Today's gen is split between the West Coast and Anglia region.</p> <p><b><u>ANGLIA</u></b></p> <p>The operational issues that seen had the GEML come to a standstill on Saturday 12th December occurred again today.</p> <p>Cable theft was once again the operational issue that resulted in a high number of cancellations, and delays throughout the entire day. The route was near to normal by around 18:00hrs - the amount of trains cancelled etc is too long to report, but on the Inter-City route, an hourly service ran throughout much of the day with extra stops being made once again.</p> <p>It is unclear exactly what 90s were out today (this will be updated in due course).</p> <p><b><u>WEST COAST</u></b></p> <p>Today the Virgin MK3 set was deployed to working services between London and Birmingham with 90029 for the entire diagram:</p> <p>07:03 EUS-BNS  08:50 BNS-EUS  10:43 EUS-BNS  12:30 BNS-EUS  14:43 EUS-BNS  16:30 BNS-EUS  19:03 EUS-BNS  20:50 BNS-EUS</p> <p>No other gen to report other than 'failed' 90020 was dragged to Crewe from Wembley following a short spell on the Virgin MK3 Set.</p>



15/12/09	<p>Today's gen is split between the West Coast and Anglia region.</p> <p><b><u>ANGLIA</u></b></p> <p>No gen available for today.</p> <p><b><u>WEST COAST</u></b></p> <p>Today the Virgin MK3 set was deployed to working services between London and Birmingham with 90029 as per yesterday's gen (14/12/09)</p> <p>.</p>
16/12/09	<p>Today's gen is split between the West Coast and Anglia region.</p> <p><b><u>ANGLIA</u></b></p> <p>No gen available for today.</p> <p><b><u>WEST COAST</u></b></p> <p>Today the Virgin MK3 set was deployed to working services between London and Birmingham with 90029 as per yesterday's gen (14/12/09)</p>
17/12/09	<p>Today's gen is split between the West Coast and Anglia region.</p> <p><b><u>ANGLIA</u></b></p> <p>Some minor disruption in Anglia today due to the snowy conditions. One 90 I am aware about is 90008 - this started the day as doing 1p02 (06:00 LST-NRW),</p> <p><b><u>WEST COAST</u></b></p> <p>Today the Virgin MK3 set was deployed to working services between London and Birmingham with 90029 as per Monday's gen (14/12/09).</p> <p>.</p>
18/12/09	<p>Today's gen is split between the West Coast and Anglia region.</p> <p><b><u>ANGLIA</u></b></p> <p>Major disruption in Anglia today with a number of trains cancelled - a limited service running all day. The known 90s out today were:</p> <p>90003, 90002, 90006, 90007 (this failed at Colchester on 1p03 due to no cab heat), 90012, 90014, 90015, and 90026.</p> <p>In addition, 90001 was dumped at Ipswich having major wheelflats. Also, In the late evening, 90003 found itself once again on the ecs movement to Harwich where it remained until Monday morning (21/12/09).</p> <p><b><u>WEST COAST</u></b></p> <p><b>Virgin West Coast:</b></p> <p>The deployment of WB64 + 90029 to the Birmingham corridor did not happen today due to a major signalling farce near Hemel Hempstead resulting in</p>

	<p>WB64 being stepped down til the FO 18:46 EUS-PRE (1p05). The Brum diagrams were mostly cancelled today, but some did run, but with lovely Pendo's much to my annoyance.</p> <p>Also, 90021 worked a rare freight movement today from Trafford Park to Wembley for DBS (4M10) in lieu of the usual class 92 traction.</p> <p><b>First Scotrail:</b></p> <p>Known gen for today with the sleepers:</p> <ul style="list-style-type: none"> <li>- 90018 (1s26)</li> <li>- 90036 (1s25)</li> <li>- 90024 (1b26)</li> </ul> <p>The southbound sleepers were performed by 90039 and 90020.</p>
20/12/09	<p>Today's gen is split between the West Coast and Anglia region.</p> <p><b><u>ANGLIA</u></b></p> <p>Despite the snowy conditions in the Anglia region, a normal service operated today. Known 90s to be out in the snow at the start of service were:</p> <p>90001 (dumped Ipswich), 90002 (1p17), 90003 (Harwich), 90004 (1p09), 90005 (1p04), 90006 (1p02), 90007 (1p03), 90010 (?), 90012 (?), and 90014 (1p01), 90015 (1p13), 90026 (1p06).</p> <p>Also, 90041, 90045, 90042, 90043 and 90049 were all stabled at Ipswich by end of play Saturday night in readiness for Monday.</p> <p><b><u>WEST COAST</u></b></p> <p><b>Virgin West Coast:</b></p> <p>The deployment of WB64 + 90029 to the Birmingham corridor did not happen today until the final turn due to snowy conditions and a broken rail at Hatch End.</p> <p>This resulted in WB64 being stepped down til the 15:43 EUS-BNS. Unfortunately, 90029 came to a halt on Camdem Bank whilst working the 15:43 EUS-BNS (1G30) due to an issue with the DVT. The train eventually left Camdem 40mins late resulting in the train being terminated at Birmingham International in order to get it back on time. The return working (17:30 BNS-EUS) started at International instead of New Street R/T at 17:40.</p> <p><b>UKR:</b></p> <p>90021 worked the Steam charter for UKR between London Euston and Bescot Yard. The train operated as 1Z61 (down direction) - it is assumed the headcode was 1Z62 (up direction). This was the last known class 90 charter for 2009, bringing to an end a great year for charters and footex specials involving class 90s. Lets hope 2010 is just as good - next known charter 23/1/10 with a 90 to Carlisle.</p>
21/12/09	<p>Today's gen is split between the West Coast and Anglia region.</p> <p><b><u>ANGLIA</u></b></p> <p>Some minor disruption on the GE (am) due to signalling problems - known trains to have been cancelled include:</p>

06:40 NRW-LST (1p11)  
06:55 NRW-LST (1p13)  
07:30 NRW-LST (1V01)  
16:00 NRW-LST (1p49)

07:00 LST-NRW (1p06)  
17:50 LST-NRW (1p52)  
18:20 LST-NRW (1p56)

A number of trains were replaced today with units between Norwich and London. This included the deployment of 170202, 170207 and 321337 to name but a few. The 11:00 NRW-LST with 90004 at the helm was terminated at Manningtree with an air leak - the stock went to Colchester, before returning back to Crown Point assisted by 47802.

At the time of writing 90035 was still at Ilford (waiting movement by DBS to Crewe for C-Exam). Also 90001 could still be found to be dumped at Ipswich due to wheel flats.

### **WEST COAST**

#### **Virgin West Coast:**

Today the Virgin MK3 set was deployed to working services between London and Birmingham as booked with 90029 in charge. However, the DVT (82126) failed at Milton Keynes whilst working 1B29 (08:50 BNS-EUS).

The 90 ran around the stock and then continued to Euston running 75mins late. A VWC class 57 was attached to the nthend at Euston, and then ran ecs to Wembley. Apparently there was some issue with the ETH associated with the DVT.

The rest of the days diagram was in the form of 390's.

#### **Freightliner:**

Known movements as off 12:00hrs were:

90016 - 4M54  
90041 - 4M81  
90042 - 4M87  
90043 - Ipswich  
90044 - 4L75  
90045 - Ipswich  
90046 - Coatbridge  
90047 - Basford Hall  
90048 - Crewe (awaiting repair - expected ok Feb' 2010)  
90049 - Ipswich

#### **DBS:**

90024 - This worked a sthbound sleeper on Sunday night  
90021 - stabled at Wembley from the UKR charter  
90020 - stabled at Mossend having worked a sleeper nth on Sunday night  
90026 - on hire to NXEA  
90036 - stabled at Mossend (assumed to have worked the sleeper portions Sunday)  
90039 - Wembley  
90019 - ?

	90018 - Wembley (worked a sthbound sleeper Sunday night)
22/12/09	<p>Today's gen is split between the West Coast and Anglia region.</p> <p><b><u>ANGLIA</u></b></p> <p>Today's gen is sketchy:</p> <ul style="list-style-type: none"> <li>• 90026 out having worked 1p01 (05:00 NRW-LST) - This was swapped later on in the day onto the 17:50 LST-NRW</li> <li>• 321337/321352 assigned to 1p04 (06:25 LST-NRW + remainder of diagram til 1p44 16:30 LST-NRW)</li> <li>• Units on 18:20 LST-NRW</li> <li>• 90009 returns from Crewe to Norwich Crown Point following wheelset repairs (it was dragged by a diesel loco throughout)</li> <li>• It is difficult to keep track of all the changes that occurred today in Anglia, but the above gives you some idea.</li> </ul> <p>At the time of writing 90035 was still at Ilford (waiting movement by DBS to Crewe for C-Exam). I90001 was still positioned at Ipswich.</p> <p><b><u>WEST COAST</u></b></p> <p><b>Virgin West Coast:</b></p> <p>Today the Virgin MK3 set is back out on the West Mids route following yesterday's shambles. Fortunately 90029 found itself back on the set again. At the time of writing, the 90 had performed:</p> <p>07:03 EUS-BNS  08:50 BNS-EUS  10:43 EUS-BNS  12:30 BNS-EUS  14:43 EUS-BNS  16:30 BNS-EUS  19:03 EUS-BNS  20:50 BNS-EUS</p> <p><b>Freightliner:</b></p> <p>Known movements as off 12:00hrs were:</p> <p>90016 - 4L89  90041 - Tilbury  90042 - 4M81  90043 - 4L75 (Trafford Park)  90044 - Crewe  90045 - Ipswich  90046 - Coatbridge (4L89 paired with 90016)  90047 - 4M88 (Ipswich)  90048 - Crewe (awaiting repair - expected ok Feb' 2010)  90049 - This was assigned to 4L89 (it was stopped at Daventry with severe pan damage due to the ongoing cold snap).</p> <p>Note: 90046 &amp; 90016 worked in multiple (this train is not usually pairs of 90s). The two 90s worked as far as Crewe.</p> <p><b>DBS:</b></p>

	<p>90018 - Garston / Crewe  90019 - This worked 1S26 Tuesday night  90020 - This worked 1S25 Tuesday night  90021 - 1C11 &amp; 1B26 sleeper portions Tuesday night / Wednesday morning  90024 - Garston / Crewe  90036 - Scotland???  90039 - Southbound sleeper</p>
24/12/09	<p>Today's gen is split between the West Coast and Anglia region.</p> <p><b><u>ANGLIA</u></b></p> <p>The key thing to report for today is the movement of 90001 from Ipswich to Crown Point. It was dragged by 47823 on skates to Norwich departing Ipswich at 01:30 on Xmas eve morning, running as 8X00. A normal service runs til late afternoon with the last Up service departing Norwich at 18:00 and the last down at 20:30. Known 90s out in action on this cold snowy Xmas Eve is:</p> <p>90026 (1p15), 90005 (1p17), 90006 (1p16), 90015 (1p18) - 90001 is now at Crown Point after being dragged from Ipswich as is 90008</p> <p><b>The biggest event of the day and year was the deployment of a set of MK3 stock to the 20:00 London Liverpool Street to Harwich with 90026 providing the traction. This class 90 had never worked to Harwich before and is unlikely to ever again. I suspect the 90 was fixed to the train by NXEA control to annoy us cranks who wouldn't be able to touch the train - if the gen had come through earlier (obtained at 16:50), then I might be reporting this gen from Harwich having had the 90 to the port.</b></p> <p><b><u>WEST COAST</u></b></p> <p><b>Virgin West Coast:</b></p> <p>Today the Virgin MK3 set is back out on track on the West Mids route. It is assumed with the early shutdown of the national network, the Mk3 set will do the following:</p> <p>07:03 EUS-BNS  08:50 BNS-EUS  10:43 EUS-BNS  12:30 BNS-EUS  14:43 EUS-BNS  16:30 BNS-EUS (then ecs to Wembley).</p> <p><b>Freightliner:</b></p> <p>Known movements as off 10:00hrs were:</p> <p>90016 – Not known  90041 – Not known  90042 – Not known  90043 – Not known  90044 – Not known  90045 – Not known  90046 – Not known  90047 – Not known  90048 - Crewe (awaiting repair - expected ok Feb' 2010)  90049 – Not known</p> <p><b>DBS:</b></p>

	<p>90018 – Edinburgh off 1S25  90019 – Glasgow off 1S26  90020 – Wembley  90021 – Wembley  90024 – Crewe  90036 - Not known  90039 – Crewe</p>
25/12/09	No Class 90s out today in traffic that I am aware about (they have been known to be used on test trains in days gone by over xmas.
26/12/09	No Class 90s out today in traffic that I am aware about (they have been known to be used on test trains in days gone by over xmas.
27/12/09	<p>Today's gen is split between the West Coast and Anglia region.</p> <p><b><u>ANGLIA</u></b></p> <p>Due to engineering work taking place on the GEML between Stowmarket and Norwich + Shenfield and London Liverpool Street, an hourly shuttle service is in operation between Stowmarket and Shenfield. These services are operated by units for the entire day as per previous arrangements. This means no class 90s are out today on the GEML. .</p> <p><b><u>WEST COAST</u></b></p> <p><b>Virgin West Coast:</b></p> <p>Today the Virgin MK3 set was deployed to working services between London and Birmingham as booked with 90029 in charge. The trains involved were:</p> <p>10:50 EUS-BNS 1G06  13:10 BNS-EUS 1B26  15:18 EUS-BNS 1G30  17:10 BNS-EUS 1B58</p> <p><b><u>OTHER NEWS:</u></b></p> <p>The southbound and northbound sleepers for this Sunday night include:</p> <p>90018 and 90019 (southbound)  90020 and 90021 (northbound)</p> <p>90039 and 90036 were in position at Mossend, but are unlikely to work anything. 90039 for a C-Exam at Crewe (unclear how it is going to get there - dragged maybe or work a southbound sleeper as far as Crewe). 90036 is out of traffic with pantograph damage due to the icy cold weather, having done 1s25 on 23/12/09, but needed to be rescued enroute to Edinburgh.</p> <p>In parallel with the gen above, 90019 failed on 1M11 near Southwaite and was rescued by a 66 which took the train as far as Preston where 90024 took over the train to Euston. (See 28/12/09 for more).</p>
28/12/09	<p>Today's gen is split between the West Coast and Anglia region.</p> <p><b><u>ANGLIA</u></b></p> <p>Due to engineering work taking place on the GEML between Ilford and London</p>

	<p>Liverpool Street, an hourly shuttle service was in operation between Norwich and Shenfield stopping at Ingatestone for buses to/from London.</p> <p>The first down train (08:33 Shenfield to Norwich - 1p12) was performed by 90026 in reverse formation which came ecs from Harwich having worked to the Port on xmas eve. Sadly though, 90026 was declared a failure at Norwich off 1p12. It was swapped with 90015 on the NXEA liveried stock for the remainder of the diagram. Other 90s also out included:</p> <p>90011 (1p13), 90010 (1p17), 90003 (1p21), 90009 (1p25) + 90015 / 90026 as discussed above.</p> <p>In addition, 90043 + 90041 + 90046 were stabled at Ipswich having arrived there on xmas eve &amp; await there next working (Tuesday).</p> <p><b><u>WEST COAST</u></b></p> <p><b>Virgin West Coast:</b></p> <p>Today the Virgin MK3 set was deployed to working services between London and Birmingham as booked with 90029 in charge. The trains involved were:</p> <p>07:03 EUS-BNS  08:50 BNS-EUS  10:43 EUS-BNS  12:30 BNS-EUS  14:43 EUS-BNS  16:30 BNS-EUS  19:03 EUS-BNS  20:50 BNS-EUS (then ecs to Wembley where it was stepped down)</p> <p><b><u>OTHER NEWS:</u></b></p> <p>New on the Sunday night sleepers should include:</p> <ul style="list-style-type: none"> <li>- 90019 (Sunday night) failed at Southwaite on 1m11 and was dragged by an unknown 66 to Preston where 90024 took over (train arrived Euston at 11:00 - 4.5hrs late).</li> <li>- 90018 (Sunday night) which was on 1m16 behind 1m11 was severely disrupted arriving Euston at 10:45 (3hrs late)</li> </ul> <p>The Monday Night Sleeper News includes:</p> <ul style="list-style-type: none"> <li>- 90018 performing 5s96 ecs movement</li> <li>- 90024 performed 5s95, then working 1s26 to Glasgow</li> <li>- 90020 &amp; 90021 worked the southbound sleepers</li> <li>- 90035 was in charge of 1s25</li> </ul>
30/12/09	<p>Today's gen is split between the West Coast and Anglia region.</p> <p><b><u>ANGLIA</u></b></p> <p>Due to engineering work taking place on the GEML between London and Stratford til New Years Day, a half-hourly shuttle was in operation between Stratford and Norwich except during peak periods - some trains started/terminated at Colchester to reduce congestion issues in and around the Stratford area. Known 90s to be out today included (it is too messy to quote all diagrams, but here is what was assigned at start of service):</p>

	<p>90003 (1p13), 90006 (1p15), 90007 (1p03), 90009 (1p07), 90011 (1p09), 90012 (1y01), 90013 (1p17), 90014 (1p02), 90015 (1p01)</p> <p><b><u>WEST COAST</u></b></p> <p><b>Virgin West Coast:</b></p> <p>WB64 + 90029 was released from its B-Exam at Wembley and was deployed to the 19:03 EUS-BNS (1G40) and 20:50 BNS-EUS (1B94).</p> <p><b><u>OTHER NEWS:</u></b></p> <p>Sleeper gen for today (Tuesday night 29/12/09) includes 90024 (1s26), 90035 (1s25), class 67 (1c11 &amp; 1b26), 90020 (1m16), 90021 (1m11).</p>
31/12/09	<p>Today's gen is split between the West Coast and Anglia region.</p> <p><b><u>ANGLIA</u></b></p> <p>Due to engineering work taking place on the GEML between London and Stratford til New Years Day, a half-hourly shuttle was in operation between Stratford and Norwich, but a number of services in the morning and afternoon/evening peak period started/terminated at Colchester resulting in an hourly-service running Stratford to Norwich. Known 90s that were out today on New Years Eve were included:</p> <p>90002 (1p10), 90003 (1p18), 90006 (1p23), 90009 (1p25), 90011 (1p16), 90013 (1p20), 90014 (1p14), 90015 (1p21), 90026 (1p12)</p> <p><b>Other significant things that took place for the 90s were:</b></p> <ul style="list-style-type: none"> <li>- 90026 was the last class 90 to work into Norwich for 2009 (21:35 Stratford to Norwich).</li> <li>- 90015 was the last class 90 to work out of Norwich for 2009 (22:13 ecs movement to Harwich)</li> <li>- 90003 performed the last passenger service out of Norwich to Stratford (22:00 1p67)</li> <li>- 90012 performed the 22:38 Stratford to Norwich service (1p70) (2nd yr running) - this would have been moving at midnight</li> <li>- 90009 performed the 23:50 Stratford to Norwich service (1p72) - this would have been moving at midnight</li> </ul> <p>In addition, 90003 went ecs to Stratford off 1p67 (it was not moving at the stroke of midnight despite leaving Shenfield at around 23:35).</p> <p><b><u>WEST COAST</u></b></p> <p><b>Virgin West Coast:</b></p> <p>A revised diagram for 90029 + WB64 (as per xmas eve):</p> <p>07:03 EUS-BNS  08:50 BNS-EUS  10:43 EUS-BNS  12:30 BNS-EUS  14:43 EUS-BNS  16:30 BNS-BNS (then ecs to Wembley)</p>



**OTHER NEWS:**

Sleeper gen for Wednesday night includes:

90035 (1s25), 90024 (5s96), 90019 (1s26), 90020 (1m16), 90021 (1m11),  
class 67 (1b26 & 1c11)

Also, 90019 found itself working light engine to Carlisle off 1s26 before working a freight as far as Warrington (then light engine to Crewe EMD). 90018 worked a freight north from Crewe towards Scotland (and hence replacing 90019 off the sleepers), and 90024 performed a Trafford Park freight - 4H24).

A number of FL 90s found themselves on container trains, which included four 90s retiring at Ipswich by COB on New Years Eve. These were 90041, 90046, 90044, and 90043.