

News & Gen Report for Week Commencing 1th August 2010

1/8/10

Virgin Trains

The MK3 set was stabled at Wembley with 90024 providing the traction. However, later on in the day 90029 replaced 90024 on WB64.

Scotrail Sleepers

Down Services

- The Highland Sleeper 1s25 departed Euston at 20:07, firstly travelling to Wembley by 90020, then going forward to Edinburgh via the NLL Incline, Hertford North Loop, & the ECML by 90035.
- The Caledonian Sleeper 1s26 departed Euston at 22:32, firstly travelling to Wembley by 90024, then going forward to Glasgow Central via the NLL incline, Hertford Nth Loop, ECML, and Edinburgh & Carstairs by 90026.

Up Services

- The Highland Sleeper 1m16 departed Edinburgh at approx. 01:00 firstly travelling to Wembley by 90019 via the ECML & the NLL Incline, then going forward to Euston
- The Caledonian Sleeper 1m11 departed Glasgow Central at 21:39, firstly travelling to Wembley by 90039 (90036 brought in the empties on 5m11) & 1m11 went via Carstairs, Edinburgh, the ECML & NLL Incline, then going forward to Euston.

For the Monday 2nd August drawback movements to Euston, please see News & Gen Report for 2nd August below.

Anglia

90001 (1p13), 90010 (1p12), 90013 (1p17) tbc (p21), tbc (1p25), 90014 (1p49).

In addition, 90004 went ecs to Harwich in readiness to operate 1p00 on Monday.

Other

- 90002 stopped at Crewe for exam
- 90018 on hire to NXEA
- 90019 at Edinburgh - allocated to 1m16
- 90020 at Wembley - allocated to 1s25 between Euston & Wembley
- 90021 stopped at Crewe for exam
- 90024 off-hire from VWC - allocated to 1s26 between Euston & Wembley
- 90026 at Wembley - allocated to 5s96 for 1s26
- 90029 at Wembley - on hire to VWC replacing 90024
- 90035 at Wembley - allocated to 5s95 for 1s25
- 90036 at Mossend - allocated to 5m11
- 90039 at Mossend - allocated to 1m11 (Glasgow to Wembley)
- 90045 stopped at Crewe for repairs
- 90046 stabled at Ipswich

	<ul style="list-style-type: none"> • 90049 stopped at Crewe for painting
2/8/10	<p><u>Virgin Trains</u></p> <p>The MK3 Set was stabled spare at Wembley with 90029 providing the traction.</p> <p><u>Scotrail Sleepers</u></p> <p>The Sleeper drags into Euston today from Wembley featured 90024 and 90020 - no cl.66s or cl.67s involved this week.</p> <p><i>Up Service Only</i></p> <ul style="list-style-type: none"> • The Highland Sleeper 1m16 left Edinburgh at approx. 01:00 with 90019 taking the train as far as Wembley via the ECML and the NLL incline. On arrival at Wembley 90020 took the train forward to Euston with 90019 DOR; • The Caledonian Sleeper 1m11 left Glasgow at 21:39 with 90039 taking the train as far as Wembley via Edinburgh, the ECML and the NLL Incline. On arrival at Wembley, 90024 took the train forward to Euston with 90039 DOR. <p><u>Anglia</u></p> <p>At the start of service, the following applied:</p> <p>90001 (1y01), 90003 (1p11), 90004 (1p00), 90005 (1p02), 90006 (1p04), 90007 (1p07), 90008 (1p03), 90009 (1p99), 90010 (1p09), 90012 (1p15), 90014 (1p01), 90015 (1p13).</p> <p>In addition, 90011, 90013 and 90018 could be found at Crown Point.</p> <p><u>Other</u></p> <ul style="list-style-type: none"> • 90002 stopped at Crewe for exam • 90018 on hire to NXEA • 90019 at Wembley - allocated to 1s25 • 90020 at Wembley - allocated to 5s95 for 1s26 • 90021 stopped at Crewe for exam • 90024 at Wembley - light engine to Crewe for exam • 90026 at Mossend - allocated to 1c11 for 1b26 • 90029 on hire to VWC • 90035 at Edinburgh - allocated to 1m16 • 90036 at Mossend - allocated to 1m11 • 90039 at Wembley - allocated to 5s96 • 90045 stopped at Crewe for repairs • 90049 stopped at Crewe for painting
3/8/10	<p><u>Virgin Trains</u></p> <p>The MK3 set was stabled at Wembley with 90029 attached to it.</p> <p><u>DBS Freight</u></p>

	<p>90039 undertook an out and back return freight train trip between Wembley & Daventry. The outward headcode was 6B41 for 6A42. This is not the first time 6A42 has been a 90 - 90024 did it a few weeks ago.</p> <p><u>Anglia</u></p> <p>90003 (1p01), 90008 (1p99), 90009 (1p04), 90010 (1y01), 90012 (1p00), 90014 (1p09).</p> <p><u>Other</u></p> <ul style="list-style-type: none"> • 90002 stopped at Crewe for exam • 90018 on hire to NXEA • 90019 at Edinburgh - allocated to 1m16 • 90020 at Mossend - allocated to 1m11 • 90021 stopped at Crewe for exam • 90024 stopped at Crewe for exam • 90026 at Mossend - allocated to 1c11 for 1b26 • 90029 on hire to VWC • 90035 at Wembley - allocated to 5s95 for 1s26 • 90036 at Wembley - allocated to 1s25 • 90039 allocated to 6B41 for 6A42 for 5s96 • 90045 stopped at Crewe for repairs • 90049 stopped at Crewe for painting
4/8/10	<p><u>Virgin Trains</u></p> <p>MK3 Set stabled spare at Wembley with 90029 attached to the stock. However, due an ETS fault, the 90 came now off the set of stock.</p> <p><u>Anglia</u></p> <p>At the start of service, the following applied:</p> <p>90001 (1p99 - see below), 90003 (1p02), 90004 (1p11), 90005 (1p15), 90006 (1p09), 90007 (1p03), 90008 (1p04), 90009 (1p01 - see below), 90012 (1p07), 90013 (1p00), 90014 (1y01 - see below), Units (1p13 - see below, then 90001)</p> <ul style="list-style-type: none"> • 1p13 (06:55 NRW-LST was formed by units today) as far as London where they were stepped down. • 1p99 which was worked by 90001 slotted into the 1p13 diagram on arrival in London instead of going ecs to Orient Way. This in effect killed the units off 1p13. • Due to 90001 being slotted into 1p13 diagram from London, 90010 which was spare at Norwich ran ecs to London to form 1p54 (this should have been 90001 originally) • Finally, 90009 should have done 1p63 tonight, but she was stepped down at Norwich. This meant that 90014 did 1p63 instead rather being stepped down at Norwich off 1p46 - reason for this swap is unknown. <p>In addition, 90010 (see above), 90011, 90015 and 90018 were stabled Crown Point.</p> <p>Disruption to NXEA services this afternoon due 1p34 (14:00 LST-NRW) breaking down in</p>

	<p>the Ingatestone area. The following known alterations took place (at the time of writing):</p> <ul style="list-style-type: none"> • 90004 on 1p34 rescued by 47832 & to work through to Norwich (110mins late) • The 16:00 NRW-LST (1p49) was cancelled • The 14:30 LST-NRW (1p36) ran albeit delayed • The 15:00 LST-NRW (1p38) ran albeit delayed • The 16:30 NRW-LST (1p51) ran despite the issues with 1p34 (what formed it was unknown) • The 18:20 LST-NRW was cancelled <p>The evening peak involved a number of juggles, with concise details unknown.</p> <p><u>Other</u></p> <ul style="list-style-type: none"> • 90002 stopped at Crewe for exam • 90018 on hire to NXEA • 90019 at Wembley - allocated to 5s95 for 1s26 • 90020 at Wembley - allocated to 1s25 • 90021 stopped at Crewe waiting parts • 90024 stopped at Crewe for exam (maintenance complete) allocated light engine to Wembley, then hired to VWC • 90026 at Mossend - allocated to 1m11 • 90029 at Wembley on hire to VWC, but has an ETS fault meaning she is no longer on WB64 • 90035 at Mossend - allocated to 1c11 for 1b26 • 90036 at Edinburgh - allocated to 1m16 • 90039 at Wembley - allocated to 5s96, then onto Crewe for exam working 6X41 • 90049 stopped at Crewe for painting
5/8/10	<p><u>Virgin Trains</u></p> <p>The Virgin MK3 set was spare at Wembley with 90024 attached to the train after it replaced 90029 this morning following an ETS fault on no.1 end of the loco.</p> <p><u>Anglia</u></p> <p>At the start of service, the following applied:</p> <p>90001 (1y01), 90003 (1p09), 90005 (1p00), 90006 (1p07), 90008 (1p99), 90009 (1p01), 90010 (1p11), 90012 (1p04), 90013 (1p15), 90014 (1p02), 90015 (1p03), 90018 (1p13).</p> <p><u>Other</u></p> <ul style="list-style-type: none"> • 90002 stopped at Crewe for exam • 90018 on hire to NXEA (out today) • 90019 at Mossend - allocated to 1c11 for 1b26 • 90020 at Edinburgh - allocated to 1m16 • 90021 stopped at Crewe (maintenance now complete) - allocated to 0L48 for 6L48 • 90024 on hire to VWC (again)

	<ul style="list-style-type: none"> • 90026 at Wembley - allocated to 1s25 • 90029 at Wembley ETS fault • 90035 at Mossend - allocated to 1m11 • 90036 at Wembley - allocated to 5s95 for 1s26 • 90039 stopped at Crewe for exam • 90049 stopped at Crewe for painting
6/8/10	<p><u>Kings Cross to Prestonpans Charter 1Z91</u></p> <p>A private one way charter from London Kings Cross to Prestonpans. The service departed the capital at 07:02 with 90021 in charge - on arrival at Prestonpans, the 90 then continued forward ecs to Millerhill where the 90 ran round. The stock & 90 then forward via the ECML and NLL incline to Wembley before heading to Eastleigh by a 67.</p> <p><u>Virgin Trains</u></p> <p>90024 on the Virgin MK3 set performed the weekly driver training run to/from Northampton as well as the 18:46 Euston to Preston (1p05).</p> <p><u>Anglia</u></p> <p>At the start of service, the following applied:-</p> <p>90001 (1p01), 90003 (1y01), 90005 (1p09), 90006 (1p03), 90007 (1p00), 90008 (1p04), 90009 (1p02), 90010 (1p07), 90012 (1p15), 90014 (1p99), 90015 (1p13), 90018 (1p11).</p> <p>In addition, the following alterations took place following an operating incident with the level crossing at Manningtree:</p> <ul style="list-style-type: none"> • 90010 was swapped onto 1p11 due to an operating incident at Manningtree where the guard on 1p12 was left behind on the platform resulting in the train departing from the station with CDL door locks not secure. The origins of the incident came about as a result of poor communication between driver & guard due to lineside equipment failure in the Manningtree area notably the level crossing. I understand 1p12 was cancelled at Ipswich, but what is not known if the train was stopped further down the line to lock the doors! • As a result of the above, 90018 which was on the train behind got stepped up at Norwich onto 1p29, in effect slotting into 1p07 diagram. With respect to 90010, this 90 & stock slotted into 1p11, but it is not known from where (It is assumed that the train (1p31) started from Ipswich after the driver & guard on 1p12 (see above) were relieved of duty. • A further swap occurred between 90003 & 90001 at London Liverpool street for some unknown reason (SPAD incident has been suggested) - 90003 was stepped down, then slotted into 1p01 diagram, and 90001 was stepped up, in effect slotting into 1y01 turn. <p>I do not think there were any more swaps, and if anybody is able to shed some on light on any of the above, please post a comment or email me privately. Many thanks.</p> <p><u>Other</u></p>

	<ul style="list-style-type: none"> • 90002 stopped at Crewe for exam • 90018 on hire to NXEA • 90019 at Mossend - allocated to 1m11 • 90020 at Wembley - allocated to 5s95 for 1s26 • 90021 charter Kings Cross to Prestonpans • 90024 on hire to VWC • 90026 at Edinburgh - allocated to 1m16 • 90029 stopped at Crewe for repairs - allocated to OL48 for 6L48 • 90035 at Wembley - allocated to 1s25 • 90036 at Mossend - allocated to 1c11 for 1b26 • 90039 stopped at Crewe for exam • 90016 on liners to/from Ipswich - worked 4xxx • 90044 on liners to/from Ipswich - worked 4M88 • 90045 stopped at Crewe for repairs • 90046 on liners to/from Ipswich - worked 4xxx • 90048 on liners to/from Ipswich - worked 4S88 • 90049 stopped at Crewe for painting
7/8/10	<p><u>Virgin Trains</u></p> <p>The MK3 set was spare at Wembley with 90024 attached to the train.</p> <p><u>Anglia</u></p> <p>At the service, the following applied:-</p> <p>90001 (1p04), 90003 (1v29 - Yarmouth diagram), 90005 (1p02), 90006 (1p03), 90007 (1p15 - Yarmouth diagram), 90008 (1p01), 90009 (1p13), 90010 (1p09), 90014 (1p06 - Yarmouth diagram), 90015 (1p05), 90018 (1p17)</p> <p>The Yarmouth drags were undertaken by 47790 today. In addition, 90012 was stabled at Harwich for the weekend until Monday morning.</p> <p><u>Other</u></p> <ul style="list-style-type: none"> • 90002 stopped at Crewe for exam • 90018 on hire to NXEA (out today) • 90019 at Wembley • 90020 at Mossend • 90021 at Wembley • 90024 on hire to VWC • 90026 at Wembley • 90029 at Crewe • 90035 at Edinburgh • 90036 at Mossend • 90039 stopped at Crewe for exam • 90016 stabled at Ipswich • 90042 stabled at Ipswich • 90043 stabled at Ipswich • 90045 stopped at Crewe (maintenance)

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| | <ul style="list-style-type: none">• 90046 stabled at Ipswich• 90048 stabled at Coatbridge• 90049 stopped at Crewe for painting |
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