

News & Gen for week commencing 22nd August 2010

22/8/10

New Powerhaul Livery for 90049

90049 were officially released from Crewe today in the new Powerhaul Livery. However, she has not yet worked a train yet.

Scotrail Sleeper Diversions

Down services

- The Highland sleeper 1s25 departed Euston at 19:51 firstly travelling to Wembley by 90029. It then went forward via the NLL incline, Hertford Nth Loop and the ECML to Edinburgh by 90021
- The Caledonian sleeper 1s26 departed Euston at 22:32 firstly travelling to Wembley by 90029. It then went forward to Glasgow via the NLL incline, Hertford Nth Loop, the ECML, Edinburgh and Carstairs by 90020

Up services

- The Highland sleeper 1m16 departed Edinburgh at approx. 01:00, firstly travelling to Wembley by 90035 via the ECML and NLL incline. It then went forward to Euston
- The Caledonian sleeper 1m11 departed Glasgow at 21:39, firstly travelling to Wembley by 90039 via Carstairs, Edinburgh, the ECML and the NLL incline. It then went forward to Euston.

Virgin Trains

At the time of writing, the MK3 set was stabled at Wembley.

Anglia

90005 (1p51 -see below), 90004 (1p13), 90010 (1p17), 90001 (1p21), 90015 (1p25), engine tbc (1p49)

The 1p12 diagram was formed by a uid 90 for 1p12 and 1p29 only. The next duty i.e. 1p32 (13:30 LST-NRW) was worked by a 3-car cl.170 due to crewing issues. The next part of the diagram 1p51 was worked by 90005 which continued on the 1p12 diagram until close of play.

In addition, 90007 could be found stabled at Harwich, and 90008 was on a set at Crown Point.

Other

- 90002 stopped at Crewe for exam expected ok 3/9/10
- 90018 on hire to VWC
- 90019 at Mossend - allocated to 5m11
- 90020 at Wembley - allocated to 5s96 for 1s26
- 90021 at Wembley - allocated to 5s95 for 1s25
- 90024 stopped at Crewe for repairs
- 90026 stopped at Crewe for exam
- 90029 stopped at Crewe for ETS repairs (maintenance complete) assigned to Wembley
- 90035 at Edinburgh - allocated to 1m16
- 90036 at Crewe for exam

	<ul style="list-style-type: none"> • 90039 at Mossend - allocated to 1m11 <p><u>Freightliner</u></p> <ul style="list-style-type: none"> • 90016 spare at Crewe • 90041 stabled at Ipswich • 90042 stabled at Ipswich • 90043 stabled at Ipswich • 90044 stabled at Coatbridge • 90045 spare at Crewe (Basford Hall) • 90046 stopped at Crewe for repairs • 90047 spare at Crewe • 90048 stopped at Crewe for repairs expected ok 23/8/10 • 90049 stopped at Crewe for painting (officially released back into traffic today)
23/8/10	<p><u>Scotrail Up sleeper services</u></p> <ul style="list-style-type: none"> • The Highland sleeper 1m16 left Edinburgh approx. 01:00, firstly travelling to Wembley via the ECML and NLL Incline by 90035. At Wembley the train went forward by a uid diesel loco with 90035 DOR • The Caledonian sleeper 1m11 left Glasgow at 21:39, firstly travelling to Wembley via Carstairs, Edinburgh, ECML, and NLL Incline by 90039. At Wembley the train went forward by 90029 with 90039 DOR <p><u>Anglia</u></p> <p>At the service, the following applied:</p> <p>90001 (1p09), 90003 (1p01), 90004 (1p04), 90005 (1p11), 90007 (1p00), 90008 (1p13), 90009 (1p99), 90010 (1y01), 90011 (1p15), 90012 (1p02), 90014 (1p03), 90015 (1p07)</p> <p>Due to a technical failure on one of the morning peak services, 1p58 was formed by a set of units, which subsequently performed the 22:00 NRW-LST 1p67.</p> <p>Also, for some unknown reason, 90004 was stepped up to the 18:30 NRW-LST, in effect slotting in the 1p02 diagram - it is not known if any other swaps occurred during today.</p> <p><u>Other</u></p> <ul style="list-style-type: none"> • 90002 stopped at Crewe for exam • 90018 at Wembley - assigned to Crown Point • 90019 at Mossend • 90020 at Mossend • 90021 at Edinburgh - allocated to 1m16 • 90024 at Crewe for repairs (maintenance complete) allocated to 0Z27 • 90026 at Crewe for exam • 90029 at Wembley - allocated to 5s95 for 1s26 • 90035 at Wembley - allocated to 1s25 • 90036 at Crewe for exam (maintenance complete) - allocated to 0L48 for 6L48 • 90039 at Wembley - allocated to 5s96 <p>On arrival at Glasgow off 1s26, 90029 suffered a damaged parking brake, resulting in her remaining at the blocks of platform 1 at Glasgow Central for the entire day going nowhere fast.</p>

24/8/10

Virgin Trains

The MK3 set was stabled spare at Wembley at the time of writing.

Anglia

At the start of service, the following applied:

90001 (1p09), 90003 (1p02), 90004 (1p99), 90005 (1p11), 90007 (1p00), 90008 (1p03), 90009 (1p15), 90010 (1y01), 90012 (1p01), 90014 (1p13), 90015 (1p07), 321 Units (1p04)

Further to the above, the units on the 1p04 diagram were stepped down at Norwich off 1p44. 90010 on the 1y01 diagram should have stepped down at Norwich off 1p46, but this slotted into 1p61 for 1p70 instead.

Other

- 90002 stopped at Crewe for exam expected ok 3/9/10
- 90018 on hire to NXEA (again)
- 90019 tbc
- 90020 tbc
- 90021 at Wembley
- 90024 at Wembley - assigned to VWC (again)
- 90026 stopped at Crewe (maintenance complete) allocated to 0L48 for 6L48
- 90029 at Glasgow Central with parking brake issue, but moved early evening
- 90035 at Edinburgh - allocated to 1m16
- 90036 at Wembley - allocated to 5s96
- 90039 at Wembley - allocated to 1s25

Freightliner

- 90041 allocated to 4L92
- 90042 allocated to 4M81
- 90044 allocated to 4M45
- 90045 allocated to 4S88
- 90048 stopped at Crewe for repairs
- 90049 allocated to 4M87

25/8/10

Virgin Trains

The MK3 set was out today with 90024 on the following:

- 07:03 EUS-BNS 1G04 / 08:50 BNS-EUS 1B29
- 10:43 EUS-BNS 1G15 / 12:30 BNS-EUS 1B44
- 14:43 EUS-BNS 1G27 / 16:30 BNS-EUS 1B68

On arrival at Euston off 1B68, the MK3 set was stood down and went ecs to Wembley.

Anglia

At the of service, the following applied:

90001 (1p09), 90003 (1p01), 90004 (1p04), 90005 (1p07), 90008 (1p13), 90009 (1p00/1p15 see below), 90010 (1y01), 90011 (1p99), 90012 (1p02), 90014 (1p11), 90015 (1p03), tbc (1p17 see below)

In addition to the above, 90009 on the 1p00 diagram was stepped up at Norwich off 1p00, in effect then slotting into the 1p15 diagram for some unknown reason. This diagram change meant that nothing was allocated to 1p17 as this should have been worked by 90009, but she was stepped up (see above).

Moreover, 1p58 (18:30 LST-NRW) was formed by a 8-car cl.321 instead of the usual loco-hauled set of stock & cl.90 following earlier issues during the day. Later on in the evening major disruption arose following OHLE damage in the Ingatestone area, concise details of what this did to the service spec is not known.

Other

- 90002 stopped at Crewe for exam
- 90018 on hire to NXEA
- 90019 tbc
- 90020 tbc
- 90021 at Mossend – allocated to 1m11
- 90024 on hire to VWC (out today)
- 90026 at Wembley - allocated to 1s25
- 90029 at Mossend – allocated to 1c11/1b26
- 90035 at Wembley - allocated to 5s96
- 90036 at Edinburgh - allocated to 1m16
- 90039 at Wembley - allocated to 1s26

Freightliner

- 90016 allocated to 4M45, 0F71, 4L71
- 90041 allocated to 4L75, 4M53
- 90042 allocated to 4M87
- 90043 stopped at Crewe for repairs
- 90044 allocated to 4M88
- 90045 allocated to 4L89
- 90046 allocated to 4L97, 4M89
- 90047 spare at Ipswich (am)
- 90048 stopped at Crewe for repairs
- 90049 allocated to 4M81, 0L60, 4L60

26/8/10

Virgin Trains

The Virgin Trains MK3 set came out today on the following diagrams:

- 07:03 EUS-BNS 1G04 / 08:50 BNS-EUS 1B29
- 10:43 EUS-BNS 1G15 / 12:30 BNS-EUS 1B44
- 14:43 EUS-BNS 1G27 / 16:30 BNS-EUS 1B68
- 19:03 EUS-BNS 1G40 / 20:50 BNS-EUS 1B94

Anglia

OHLE damage from yesterday evening resulted in major disruption this morning. I am unable to provide concise gen at this time other than what is noted below.

Up & Down Trains capped

- 1y01 (terminated Colchester), 1p01, 1p13, 1p99, 1p45, 1p04, 1p02 (started Colchester), 1p28

As off approx. 9am today, the operating issues on the GEML had been largely resolved

although some did remain for a while, but unable to provide exact diagram gen other than for 90003, 90009, 90010, 90012 & 90018 above. More updates to follow

Known 90s out at the time of writing

- 90003 on 1p01 diagram (started at Liv Street to form 1p08). However, on arrival in London off 1p25, the 90 & stock were stepped down & taken out of traffic resulting in 1p28 and 1p45 both being cancelled due to no driver being available. However, 90003 reverted back to its proper diagram by forming 1p50 from London (as booked)
- 90009 on 1p00 diagram (no known issues)
- 90010 on 1p03 diagram (no known issues)
- 90012 on 1y01 diagram, but terminated at Colchester to form 1p02 diagram
- 90011 on 1y01 diagram, started its day at Liverpool Street by forming 1p06 (see 90012), then on arrival at Norwich was stepped up to work 1p21, in effect slotting into 1p04 diagram
- 90015 on 1y01 diagram started its day by forming 1p23
- 90018 on 1p15 diagram (no known issues)
- A pair of cl.321s worked the 18:30 LST-NRW (1p58), only then to work back as 22:00 NRW-LST (1p67)

Other

- 90002 stopped at Crewe for exam
- 90018 on hire to NXEA (out today)
- 90019 tbc
- 90020 at Wembley - allocated to 1s26
- 90021 at Mossend - allocated to 1c11 for 1b26
- 90024 on hire to VWC (out today)
- 90026 at Edinburgh - allocated to 1m16
- 90029 tbc
- 90035 at Wembley - allocated to 1s25
- 90036 at Wembley - allocated to 5s96
- 90039 at Mossend - allocated to 1m11

Freightliner

OHLE damage on the GEML near Ingatestone caused much disruption to the operations of freight trains (continues to be the case at last update)

- 90016 allocated to 4M87, 4H54 for 4L82
- 90041 at Ipswich (am) off 4L75 then worked 0M81 vice 4M81, then 0F71 for 4L71
- 90042 stopped at Crewe for repairs
- 90043 stopped at Crewe for repairs
- 90044 allocated to 4S88
- 90045 enroute to Ipswich on 4L89, then exam
- 90046 allocated to 4L75 for 4M59 vice-diesel
- 90047 allocated to 4L89 (tonight)
- 90048 stopped at Crewe
- 90049 at Ipswich (am) off 4L60, then worked 0M81 (with 90041), then 4M81 ex Crewe for 0L60 for 4L60

27/8/10

Virgin Trains

The Virgin Trains MK3 set worked 5N42 driver training run to/from Northampton as well as the 18:46 Euston to Preston 1p05.

	<p><u>Anglia</u></p> <p>Major disruption to services during the morning between Diss and Norwich caused by signalling problems. This resulted in a number of trains being cancelled, terminated short of destination or heavily delayed.</p> <p>I can report the following 90s to be out in traffic. These included:</p> <p>90003, 90008, 90018, 90007, 90009, 90010, 90011,</p> <p>In addition, cl.321s were once again used for 1p58 (18:30 LST-NRW), which returned to London on 1p67 (22:00 NRW-LST) - not for the first time this week!</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 tbc • 90020 at Mossend - allocated to 1m11 • 90021 at Mossend - allocated to 1c11 for 1b26 • 90024 on hire to VWC (out today) • 90026 at Wembley - allocated to 5s96 • 90029 tbc • 90035 at Edinburgh - allocated to 1m16 • 90036 at Wembley - allocated to 1s25 • 90039 at Wembley - allocated to 5s95, 1s26 <p><u>Freightliner</u></p> <ul style="list-style-type: none"> • 90016 at Ipswich (am) allocated to 4M81, 4L60 • 90041 at Ipswich (am) - allocated to 4s88 • 90042 stopped at Crewe for repairs • 90043 stopped at Crewe for repairs • 90044 at Coatbridge - allocated to 4L89 • 90045 exam Ipswich then allocated to 4M87, 0L82, 4L82 • 90046 allocated to 4M59 for 4L75 to Ipswich, then 4M53 (Saturday am) • 90047 allocated to 4L89 for 4M88 • 90048 stopped at Crewe for repairs • 90049 at Ipswich (am) - allocated to 4M53, 0F71, 4L71 (see below) <p>In addition, 90049 on 4L71 suffered technical issues at Runcorn whilst working 4L71 resulting in the train being rescued and 90049 was dispatched from 4L71 at Crewe destined for LNWR to undergo repairs.</p>
28/8/10	<p><u>Virgin Trains</u></p> <p>The MK3 set stabled at Wembley with 90024 providing the traction</p> <p><u>Anglia</u></p> <p>More infrastructure issues on the GEML today, this time at Manningtree. I can confirm the following alterations:</p> <ul style="list-style-type: none"> • 1p16 (09:30 LST-NRW) capped, an extra train ran to Norwich leaving London at 09:45 • 1p21 (09:00 NRW-LST) capped, an extra train ran to London leaving Norwich at

09:25

- 1p23 (09:30 NRW-LST) caped

In addition, I am able to confirm the following:

- 90001 on 1v29 diagram with 47790 (no alterations to report)
- 90003 on 1p05 diagram (no alterations to report)
- 90008 on 1p01 diagram (no alterations to report)
- 90018 on 1p17 diagram (no alterations to report)
- 90010 on 1p09 diagram (no alterations to report)
- 90015 on 1p03 diagram (no alterations to report)
- 90011 on 1p13 diagram (the return working off 1p13 i.e. 1p16 was caped) This 90 reverted back to diagram later
- 90009 on 1p02 diagram (no alterations to report)
- 90007 was stabled at Harwich

The Yarmouth drags were worked by 47790 today.

Other

- 90002 stopped at Crewe for exam
- 90018 on hire to NXEA
- 90019 tbc
- 90020 at Wembley
- 90021 at Mossend
- 90024 on hire to VWC
- 90026 at Wembley
- 90029 tbc
- 90035 at Wembley
- 90036 at Edinburgh
- 90039 at Mossend

Freightliner

- 90016 at Crewe (spare)
- 90041 at Coatbridge
- 90042 stopped at Crewe for repairs
- 90043 stopped at Crewe for repairs
- 90044 at Crewe (spare)
- 90045 at Ipswich (spare)
- 90046 at Crewe (spare)
- 90047 stopped at Crewe for repairs
- 90048 stopped at Crewe for repairs
- 90049 stopped at Crewe for repairs