

News & Gen Report for Week Commencing 25th July 2010

25/7/10

Virgin Trains

It is exactly one year to the day since the refurbished MK3 set made its inaugural passenger run. The stock first worked a service train on July 25th 2009 - the 17:43 EUS-BNS 1G36 with 90028 (now stored) providing the traction. On arrival at New Street the 90 & stock went back to Wembley empty.

Sadly though the MK3 set was stabled spare today at Wembley going nowhere fast with 90024 on the stock.

Scotrail Sleepers

The engines to be involved in tonight's sleeper moves via the ECML & Hertford Nth Loop are were 90021, 90026, 90029, 90035, 90036 & 90039.

Down Services

- The Highland Sleeper 1s25 departed Euston just after 20:00hrs with 90029 taking the train to Wembley with 90021 going forward via the NLL incline, Hertford Nth Loop & the ECML to Edinburgh.
- The Caledonian sleeper 1s26 departed Euston at 22:32 with 90029 taking the train to Wembley with 90036 going forward via the NLL incline, Hertford Nth Loop, & the ECML to Edinburgh, then onto Glasgow.

Up services

- The Highland Sleeper 1m16 departed Edinburgh just after 01:00 with 90039 taking the train to Wembley via the ECML.
- The Caledonian sleeper 1m11 left Glasgow at 21:39 with 90026 taking the train to Wembley via Edinburgh & the ECML.

Anglia

90001 (1p17), 90009 (1p21), 90010 (1p25), 90011 (1p13), 90014 (1p12), 90015 (1p49).

In addition, the recently named 90013 worked an ecs movement this afternoon to London Liv Street on a set of stock in readiness to work either 1p02 or 1p04 tomorrow (this will be its first service train since being named). The 90 & stock have gone to London to replace the cl.321 units which have been working between Norwich & London now for a number of days.

Finally, 90006 were stabled at Harwich today ready to perform 1p00 on Monday morning.

Other

- 90002 stopped at Crewe for exam
- 90018 on hire to NXEA
- 90019 stopped at Crewe (exam)
- 90020 stopped at Crewe (exam)

	<ul style="list-style-type: none"> • 90021 at Wembley - allocated to 5s95 for 1s25 • 90024 on hire to VWC • 90026 at Mossend - allocated to work 1m11 • 90029 at Wembley - allocated to work 1s25 & 1s26 Euston to Wembley • 90035 at Mossend - allocated to work 5m11 • 90036 at Wembley - allocated to work 5s96 for 1s26 • 90039 at Edinburgh - allocated to work 1m16 • 90045 stopped at Crewe (wheelsets change) • 90046 stabled at Ipswich (exam) • 90049 stopped at Crewe (for painting into new livery)
26/7/10	<p><u>Virgin Trains</u></p> <p>The MK3 set was out today with 90024 providing the traction on the following diagrams:</p> <ul style="list-style-type: none"> • 07:03 EUS-BNS 1G04 / 08:50 BNS-EUS 1B12 • 10:43 EUS-BNS 1G15 / 12:30 BNS-EUS 1B44 • 15:03 EUS-BNS 1G28 / 16:50 BNS-EUS 1B70 • 19:03 EUS-BNS 1G40 / 20:50 BNS-EUS 1B94 <p><u>Scotrail Sleeper Services (Up services only)</u></p> <ul style="list-style-type: none"> • 1m11 left Glasgow at 21:39 travelling to Wembley via Edinburgh and the ECML behind 90026. At Wembley 1m11 was dragged into Euston by 90029 with 90026 DOR. • 1m16 left Edinburgh at approx. 01:00 travelling to Wembley via the ECML behind 90039. At Wembley 1m16 was dragged into Euston by 66015 with 90039 DOR. <p><u>Anglia</u></p> <p>At the start of service the following applied:</p> <p>90001 (1y01), 90003 (1p13), 90006 (1p00), 90007 (1p09), 90008 (1p07), 90009 (1p99), 90010 (1p01), 90011 (1p04), 90012 (1p15), 90013 (1p02 - first day of pax service since being named), 90014 (1p11), 90015 (1p03).</p> <p><u>Other:</u></p> <ul style="list-style-type: none"> • 90002 stopped at Crewe for exam • 90018 on hire to NXEA • 90019 stopped at Crewe - allocated to 0L48 for 6L48 • 90020 stopped at Crewe for exam • 90021 at Edinburgh - allocated to 1m16 • 90024 on hire to VWC (out today on the WCML) • 90026 at Wembley - allocated to 1s25 • 90029 at Wembley - allocated to 5s95 for 1s26 (as far as Crewe) • 90035 at Mossend - worked 1c11 for 1b26 • 90036 at Mossend - worked 1m11 • 90039 at Wembley - allocated to 5s96, then dragged to Crewe on 1s26 DOR (see below)

	<ul style="list-style-type: none"> • 90045 stopped at Crewe for wheelsets change • 90049 stopped at Crewe for painting <p><u>23:50 Euston to Glasgow 1s26 Sleeper issues</u></p> <p>90029 was stabled spare at Wembley all day as was 90039. 90029 worked 5s95 into Euston then formed 1s26. 90039 on the other hand worked 5s96 into Euston. However, due to technical issues with the ETS equipment on 90029 (started on Sunday night), this 90 only took 1s26 was far as Crewe where 90039 took over which was left DOR of 1s26 instead of being unhooked due to the issues with 90029. This meant that 90039 ran DOR all the way to Crewe from Euston</p>
27/7/10	<p><u>Virgin Trains</u></p> <p>The MK3 set (WB64) was stabled spare at Wembley with 90024 providing the traction.</p> <p><u>Anglia</u></p> <p>At the start of service the following applied:</p> <p>90001 (1p15), 90004 (1p09), 90006 (1p11), 90007 (1y01), 90008 (1p03), 90009 (1p04), 90010 (1p02), 90011 (1p99), 90012 (1p00), 90013 (1p01), 90014 (1p07), 90015 (1p13)</p> <p>In addition, 90003, 90005, and 90018 were stabled at spare 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 stopped at Crewe for exam • 90021 at Wembley - allocated to 5s96 • 90024 on hire to VWC • 90026 at Edinburgh - allocated to 1m16 • 90029 stopped at Crewe with ETS fault • 90035 at Mossend - allocated to do either 1c11/1b26 or 1m11 • 90036 at Wembley - allocated to 1s26 • 90039 at Mossend - allocated to do either 1c11/1b26 or 1m11 • 90045 stopped at Crewe for wheelsets • 90049 stopped at Crewe for painting
28/7/10	<p><u>Virgin Trains</u></p> <p>The MK3 set is out again today with 90024 providing the traction on the following diagrams:</p> <ul style="list-style-type: none"> • 07:03 EUS-BNS 1G04 / 08:50 BNS-EUS 1B29 • 10:43 EUS-BNS 1G15 / 12:30 BNS-EUS 1B44 • 15:03 EUS-BNS 1G28 / 16:50 BNS-EUS 1B70 • 19:03 EUS-BNS 1G40 / 20:50 BNS-EUS 1B94

	<p><u>Anglia</u></p> <p>The following applied at start of service:-</p> <p>90001 (1p00), 90004 (1y01), 90006 (1p01), 90007 (1p15), 90008 (1p11), 90009 (1p09), 90010 (1p99), 90011 (1p04), 90013 (1p02), 90014 (1p03), 90015 (1p13), 90018 (1p07).</p> <p>However, a lineside fire near Romford in the early afternoon put a stop to services for a few hours with a number of services being either cancelled, terminated short of destination or severely delayed. I have exact details on what happened to what other than I can report 90018 being terminated at Colchester on 1p49, then running ecs to Shenfield to form back its proper train 1p56 if it had gone to London.</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 Wembley - allocated to 1s25 • 90021 worked 6X41 to Crewe, then LE to Warrington for 6K45 back to Crewe then stopped for exam • 90024 on hire to VWC (out today) • 90026 at Wembley - allocated to 5s96 • 90029 stopped at Crewe for repairs • 90035 at Mossend - allocated to 1m11 • 90036 at Mossend - allocated to 1c11 for 1b26 • 90039 at Wembley - allocated to 5s95 for 1s26 • 90045 stopped at Crewe for wheelsets • 90049 stopped at Crewe for painting
29/7/10	<p><u>Virgin Trains</u></p> <p>The NK3 set came out to play today on the WCML with 90024 providing the traction.</p> <ul style="list-style-type: none"> • 07:03 EUS-BNS 1G04 / 08:50 BNS-EUS 1B29 • 10:43 EUS-BNS 1G15 / 12:30 BNS-EUS 1B44 • 15:03 EUS-BNS 1G28 / 16:50 BNS-EUS 1B70 <p>On arrival at Euston off 1B70, WB64 went empty to Wembley for maintenance therefore not working 1G40 or 1B94 today. The 90 suffered some radio recording technical issues at International on 1B70, but was soon resolved.</p> <p><u>Anglia</u></p> <p>At the start of service the following applied:</p> <p>90001 (1p03), 90004 (1p11), 90006 (1p01), 90007 (1p00), 90008 (1p99 - see below), 90009 (1p02 for 1p58 see below), 90010 (1p04 for 1p02 - see below), 90011 (1y01), 90012 (1p07), 90013 (1p09), 90014 (1p13), 90015 (1p15)</p> <p>In addition to the above, the following amendments took place today:</p>

- 90009 worked 1p02, but was stood down at Norwich. The 90 & stock was then sent ecs to London to form 1p58
- The standing down of 90009 off 1p02 resulted in 90010 taking over the diagram off 1p02. This meant that 90010 was stepped up.
- Due to 90010 being stepped up off 1p04 to 1p02 diagram, the return working of 1p04 i.e. 1p21 was formed of a cl.170 as far as Ipswich where a cl.321 took over
- 90008 which worked 1p09 went to Orient Way as booked, but returned to Liv Street to form 1p24 (11:30 LST-NRW) in effect replacing the units which had worked 1p21. 90008 continued for the remainder of the day doing the 1p04 diagram off 1p24.

Another complicated day for NXEA, but I think the above covers everything that went on today with the 90s. In addition, 90003, 90005, and 90018 were stabled at Crown Point.

Other

- 90002 stopped at Crewe for exam
- 90018 on hire to NXEA
- 90019 at Wembley - allocated to 5s96
- 90020 at Edinburgh - allocated to 1m16
- 90021 stopped at Crewe for exam
- 90024 on hire to NXEA
- 90026 at Wembley - allocated to 1s25
- 90029 at Crewe (maintenance complete) - allocated to 6L48 DIT by 92034
- 90035 at Wembley - allocated to 5s95 for 1s26
- 90036 at Mossend - allocated to 1m11
- 90039 at Mossend - allocated to 1c11 for 1b26
- 90043 4L89 - this suffered technical issues at Channelsea to be rescued by 59004 as far as Ilford for 66594 forward.
- 90045 stopped at Crewe for wheel sets
- 90049 stopped at Crewe for painting

30/7/10

Edinburgh VIP Charter

Today 90029 left London Kings Cross as 1Z23 departing the capital at 07:56 bound for Edinburgh (via Hertford Nth Loop) on a one way VIP charter (arrived Edinburgh just after 15:00hrs). On arrival at Edinburgh, the 90 & stock shall run empty back to Wembley via the West Coast Main Line departing at 15:12 as 5Z23.

Virgin Trains

The Virgin Trains MK3 set worked the booked driver training run to Northampton (5N42) for the 18:46 Euston to Preston (1p05) - it is not doing any Birmingham services today. Traction is 90024.

Anglia

90001 (1p13), 90004 (1p99), 90006 (1p02), 90007 (1p03), 90008 (1p01), 90009 (1p04), 90010 (1p09), 90011 (1p07), 90012 (1p15), 90013 (1y01), 90014 (1p11), 90015 (1p00).

	<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 5s96 • 90021 stopped at Crewe for exam • 90024 on hire to VWC - 5N42 for 1p05 • 90026 at Edinburgh - allocated to 1m16 • 90029 private charter - allocated to 1Z23 for 5Z23 • 90035 at Mossend - allocated to 1m11 • 90036 at Wembley - allocated to 5s95 for 1s26 • 90039 at Mossend - allocated to 1c11 for 1b26 • 90045 stopped at Crewe for wheelsets • 90049 stopped at Crewe for painting
31/7/10	<p><u>Virgin Trains</u></p> <p>The MK3 set (WB64) was not out today (spare at Wembley).</p> <p><u>Anglia</u></p> <p>At the start of service, the following applied:</p> <p>90001 (1p09), 90004 (1p06 - Yarmouth turn), 90005 (1p13), 90006 (1p15 - Yarmouth turn), 90008 (1p03), 90009 (1p17), 90010 (1p02), 90011 (1p04), 90013 (1p01), 90014 (5v29 for 1v29 - Yarmouth turn), 90015 (1p05).</p> <p>The Yarmouth turns were covered by 47832 on the above turns as shown. Out of traffic at Crown Point was 90003 (on an exam) with 3 others missing i.e. 90007, 90012 & 90018 - do not know where these were, but one is at Ilford on the weekly maintenance run.</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 • 90020 at Wembley • 90021 stopped at Crewe for exam • 90024 on hire to VWC • 90026 at Wembley • 90029 at Wembley • 90035 at Wembley • 90036 at Mossend • 90039 at Mossend • 90045 stopped at Crewe for wheelsets • 90049 stopped at Crewe for painting