

3/4/11

**Scotrail Sleeper Diversions**

- Highland Sleeper 1s25 was routed via Northampton and worked by 90018
- Caledonian Sleeper 1s26 was routed via Northampton / West Midlands and worked by 90021

**Virgin Trains**

The MK3 set stabled at Wembley engineless.

**Anglia**

Engineering work took place on the GE between Shenfield and London Liverpool Street. Note the first two services that would normally originate from Norwich started at Diss today. The following amendments applied:

- 07:17 DIS-SNF 1p13 was worked by 90008, it then formed the 09:34 SNF-NRW 1p16
- 08:17 DIS-SNF 1p19 was worked by 90001, it then formed the 10:34 SNF-NRW 1p20
- 09:00 NRW-SNF 1p23 was worked by 90004, it then formed the 11:34 SNF-NRW 1p24
- 10:00 NRW-SNF 1p29 was worked by 90013, it then formed the 12:34 SNF-NRW 1p28
- 11:00 NRW-SNF 1p33 was worked by 90015, it then formed the 13:34 SNF-NRW 1p32

In addition, 90015 worked the 08:34 SNF-NRW 1p12 having gone to Shenfield empty stock - on arrival at Norwich off 1p12 it then formed 1p33 (see above). The service spec requires 5 loco-hauled sets - from 1p33 onwards each set operates on a 5hr cycle.

In addition, 90035 was stabled at London Liverpool Street and 90020 was at Ilford.

**DBS**

- 90018 at Wembley allocated to 1s25
- 90019 at Mossend allocated to 1m11
- 90020 on hire to NXEA
- 90021 at Wembley allocated to 5s95, 1s26
- 90024 at Wembley allocated to 5s96
- 90026 at Crewe on maintenance
- 90029 allocated to 5c11, 1c11 (see note below)
- 90035 on hire to NXEA
- 90036 at Edinburgh allocated to 1m16
- 90039 out of traffic at Crewe for wheelsets

**Scotrail Sleeper Amendments**

Following the failure of 67007 on the Inverness portion of 1m16 the previous Friday night, 1s26 ran with a short formed set of stock out of Euston and went direct to Glasgow instead of serving both Glasgow & Edinburgh splitting at Carstairs. The southbound portions to Carstairs ran as booked with 90029 doing the honours on 1c11.

In addition, the Inverness portion of 1m16 from Friday night terminated at Edinburgh - this resulted in 90029 working 5c11 from Edinburgh to Polmodie during the daytime today in order to get all the sleeper stock back into their rightful place. On arrival at Polmodie, 90029 then worked 1c11 as normal.

**Freightliner**

- 90016 at Crewe for weekend
- 90041 at Crewe for weekend
- 90042 at Ipswich on exam for weekend
- 90043 at Mossend for weekend
- 90044 at Crewe for weekend
- 90045 at Crewe for weekend
- 90046 at Willesden for electricity meter fitment
- 90047 at Ipswich for weekend

- 90048 at Basford Hall for weekend
- 90049 at Mossend for weekend

4/4/11

**Scotrail Sleeper Diversions**

The Caledonian sleeper 1m11 was routed via the West Midlands area and was worked by 90019.

**Virgin Trains**

The MK3 set stabled at Wembley engineless.

**Anglia**

At the start of service the following applied:

90001 (1y01), 90003 (1p15), 90005 (1p03), 90008 (1p11), 90009 (1p00), 90011 (1p07), 90013 (1p02), 90014 (1p13), 90015 (1p01), 900xx (1p05), Units (1p04).

**Service Alterations**

Owing to technical issues with a set of stock with 90035 at London Liverpool Street first thing this morning, the 06:25 LST-NRW 1p04 diagram was formed of cl.321 units. The 90 and set of stock were dragged back to Crown Point by 47712.

**DBS**

- 90018 at Edinburgh allocated to 1m16
- 90019 at Wembley allocated to 5s95, 1s26
- 90020 on hire to NXEA
- 90021 at Mossend allocated to 1c11 & 1b26
- 90024 at Wembley allocated to 1s25
- 90026 at Crewe on maintenance
- 90029 assigned light engine from Edinburgh to Polmodie for 1m11 (see below)
- 90035 on hire to NXEA
- 90036 at Wembley allocated to 5s96
- 90039 stopped at Crewe (see below)

**Scotrail Sleeper Amendments**

Following the failure of 67007 the previous Friday night, the Carstairs to Edinburgh portions 1b26 for this morning did not run - 90029 which was at Edinburgh having worked 5c11 & 1c11 on the Sunday night ran light engine to Polmodie during the daytime to form tonight's 1m11 to Euston.

**Important News Ref: 90039**

It is with regret to inform people that 90039 were placed in the WNTR pool over the weekend due to poor wheelsets. This means that the 90 is now stopped at Crewe in the "Tactical Reserve" pool.

**Freightliner**

- 90016 allocated to 4L75, 4M42 vice-86s
- 90041 allocated to 4L89, 4M89
- 90042 allocated to 4M88, 4H54, 4L82
- 90043 allocated to 4L89 (tonight)
- 90044 allocated to 4M81, 0L60, 4L60
- 90045 allocated to 0F71, 4L71
- 90046 at Willesden for meter fitment
- 90047 allocated to 4M87, 4S83
- 90048 at Crewe on maintenance

	<ul style="list-style-type: none"> <li>● 90049 allocated to 4M74 to Crewe vice-86s</li> </ul>
5/4/11	<p><b><u>Freightliner 90s for Electricity Meter Fitment</u></b></p> <p>90046 which entered Willesden last week was maintenance complete today and returned to Ipswich light engine as 0Z91. The next 90 to enter Willesden depot was 90042 which ran light engine from Ipswich as 0Z90 today.</p> <p><b><u>Virgin Trains</u></b></p> <p>The MK3 set stabled at Wembley engineless.</p> <p><b><u>Anglia</u></b></p> <p>90001 (1p19), 90002 (1p03), 90003 (1p00 &amp; 1p15), 90005 (1p02), 90007 (1p13), 90008 (1p11), 90014 (1p04)</p> <p><b><u>Amended Diagram Allocations</u></b></p> <p>For some unknown reason, 90001 which should have worked the 07:40 NRW-LST 1p15 was stood down this morning. This resulted in 90003 being stepped up to form 1p15 instead of working the 08:00 NRW-LST 1p19. Meanwhile 90001 stepped into the shoes of the 08:00 NRW-LST in effect slotting into the remainder of the 1p00 diagram.</p> <p><b><u>DBS</u></b></p> <ul style="list-style-type: none"> <li>● 90018 at Wembley allocated to 5s96</li> <li>● 90019 at Mossend allocated to 1c11 &amp; 1b26</li> <li>● 90020 on hire to NXEA</li> <li>● 90021 at Mossend allocated to 1m11</li> <li>● 90024 at Edinburgh allocated to 1m16</li> <li>● 90026 at Crewe on maintenance</li> <li>● 90029 at Wembley allocated to 5s95, 1s26</li> <li>● 90035 on hire to NXEA</li> <li>● 90036 at Wembley allocated to 1s25</li> <li>● 90039 at Crewe stopped for poor wheelsets in the WNTR pool</li> </ul> <p><b><u>Freightliner</u></b></p> <ul style="list-style-type: none"> <li>● 90016 allocated to 0F71, 4L71</li> <li>● 90041 at Crewe on maintenance</li> <li>● 90042 allocated to 0Z90 Ipswich to Willesden</li> <li>● 90043 enroute to Ipswich on 4L89, 4M87</li> <li>● 90044 allocated to 4M81, 0L60, 4L60</li> <li>● 90045 allocated to 4M88, then exam at Crewe</li> <li>● 90046 allocated to 0Z91 Willesden to Ipswich</li> <li>● 90047 allocated to 4L89 (tonight)</li> <li>● 90048 at Crewe on maintenance</li> <li>● 90049 allocated to 4L41, 4M89</li> </ul>
6/4/11	<p><b><u>National Express 90s for overhaul</u></b></p> <p>This morning 47832 dragged 66433 &amp; 90012 DIT from Crown Point to Crewe for overhaul.</p> <p>At the same time that 90012 were being dragged north, 90010 fresh out of works ran light engine as 0L48 to Garston from Crewe. However, on arrival at Garston prior to working its test run to &amp; from Wembley, it suffered technical issues and 6L48 was subsequently rescued by 92019.</p> <p>I am able to confirm that 90010 then ran light engine back to Crewe following the technical issues earlier leaving 92019 to work the freight to Wembley.</p>

**Virgin Trains**

The MK3 set stabled at Wembley engineless.

**Anglia**

At the start of service, the following applied:

90001 (1p07), 90002 (1p02), 90003 (1y01), 90005 (1p03), 90007 (1p04), 90008 (1p15), 90009 (1p00), 90011 (1p11), 90013 (1p01), 90014 (1p05), 90015 (1p13).

**DBS**

- 90018 at Wembley allocated to 1s25
- 90019 at Mossend allocated to 1c11 & 1b26
- 90020 on hire to NXEA
- 90021 at Wembley allocated to 5s96
- 90024 at Wembley allocated to 5s95, 1s26
- 90026 at Crewe on maintenance
- 90029 at Mossend allocated to 1m11
- 90035 on hire to NXEA at Crown Point spare
- 90036 at Edinburgh allocated to 1m16
- 90039 stopped at Crewe until further notice WNTR

**Freightliner**

- 90016 allocated to 4L89 (tonight)
- 90041 allocated to 4M87, 4S83
- 90042 at Willesden for meter fitment
- 90043 allocated to 4M81, 0L60, 4L60
- 90044 allocated to 4M88, 4H54, 4L82
- 90045 at Crewe on maintenance
- 90046 allocated to 4L75 vice 86s
- 90047 enroute to Ipswich on 4L89, 4M53
- 90048 allocated to 4M80 vice-86s
- 90049 allocated to 4L41, 4M89

7/4/11

**Virgin Trains**

The MK3 set stabled at Wembley engineless.

**Anglia**

90003 (1p13), 90005 (1p02), 90011 (1p00), 90015 (1p04). More updates to follow.

Other known whereabouts includes:

- 90004 at Crown Point not allocated to anything
- 90010 remains at Crewe not allocated to anything (time of writing)
- 90012 at Crewe for the start of its overhaul
- 90035 at Crown Point not allocated to anything

**DBS**

- 90018 at Edinburgh allocated to 1m16
- 90019 at Mossend allocated to 1c11 & 1b26
- 90020 on hire to NXEA
- 90021 at Crewe on maintenance
- 90024 at Mossend allocated to 1m11

	<ul style="list-style-type: none"> <li>● 90026 at Crewe on maintenance</li> <li>● 90029 at Wembley allocated to 1s25</li> <li>● 90035 on hire to NXEA</li> <li>● 90036 at Wembley allocated to 5s95, 1s26</li> <li>● 90039 stopped at Crewe in the WNTR Pool</li> </ul> <p><b><u>Freightliner</u></b></p> <ul style="list-style-type: none"> <li>● 90016 enroute to Ipswich on 4L89, 4M87</li> <li>● 90041 at Mossend for 4L89 tonight</li> <li>● 90042 maintenance complete at Willesden allocated to 0Z90, 4M88</li> <li>● 90043 allocated to 4M81, 0L60, 4L60</li> <li>● 90044 allocated to 4M88</li> <li>● 90045 spare at Crewe</li> <li>● 90046 allocated to 0F71, 4L71</li> <li>● 90047 allocated to 4K27, 4L75 vice-86s, 4M53</li> <li>● 90048 allocated to 0A90 for on hire to Virgin Trains</li> <li>● 90049 allocated to 4L41, 4M42 vice-86s</li> </ul>
8/4/11	<p><b><u>Virgin Trains</u></b></p> <p>The MK3 set worked the following with 90048 providing the traction - note that this was the first time that 90048 has worked a passenger train for some time and she made her debut on WB64 with no problems to report:</p> <ul style="list-style-type: none"> <li>● 10:30 Wembley to Northampton 5N42 (driver training)</li> <li>● 12:15 Northampton to Wembley 5A42 (driver training)</li> <li>● 17:39 Wembley to Euston 5K39 (empty stock for 1K39)</li> <li>● 18:43 Euston to Crewe 1K39 (via West Midlands)</li> </ul> <p>On arrival at Crewe, 90048 were detached from the train as booked and placed into the south bay leaving 57311 to take WB64 back south to Wembley.</p> <p><b><u>Anglia</u></b></p> <p>90001 (1p05), 90003 (1p15), 90008 (1y01), 90007 (1p04), 90009 (1p02), 90014 (1p00), 90015 (1p11),</p> <p><b><u>DBS</u></b></p> <ul style="list-style-type: none"> <li>● 90018 at Wembley allocated to 5s95, 1s26</li> <li>● 90019 at Mossend worked 1m11 as far as Carstairs (see note below)</li> <li>● 90020 on hire to NXEA</li> <li>● 90021 at Crewe on maintenance</li> <li>● 90024 at Wembley allocated to 1s25</li> <li>● 90026 at Crewe maintenance complete assigned to Wembley (see below)</li> <li>● 90029 at Edinburgh allocated to 1m16</li> <li>● 90035 on hire to NXEA</li> <li>● 90036 at Mossend worked 1c11 to Carstairs for 1m11 forward (see below)</li> <li>● 90039 out of traffic at Crewe</li> </ul> <p><b><i>Technical Issues with 1m11</i></b></p> <p>90019 which had worked 1m11 as far as Carstairs ran into trouble at this location which resulted in 90036 working 1m11 forward to Euston having done the Edinburgh portions to Carstairs with 1c11. 90019 on the other hand was taken out of traffic and returned to Mossend. The Up portions notably 1b26 was worked by a cl.67.</p> <p><b><i>Other operations</i></b></p> <p>In addition, 90026 went south to Wembley light engine at 22:00 today paired with 90010 fresh out of</p>

works running as 0Z27 - note that both pans were up on the 90s.

**Freightliner**

- 90016 allocated to 4L89 (tonight),
- 90041 allocated to 4L89 (last night), 4M87, 4S83 (tbc)
- 90042 out of traffic at Crewe for maintenance
- 90043 allocated to 4M88, then exam
- 90044 allocated 4L41, 4M89
- 90045 at Crewe standby
- 90046 at Ipswich on exam, then 4M42 vice-86s
- 90047 allocated to 4K27, 4L75 vice
- 90048 on hire to Virgin Trains
- 90049 allocated to 0F71, 4L71

9/4/11

**Electricity Meter Fitment Willesden**

The next 90 to go to Willesden for meter fitment was 90049 which left Ipswich this lunchtime as 0Z90 light engine. This means that the sole remaining engines that require meter fitment are 90016 and 90048 with all the other 90s having had the modification applied.

**Virgin Trains**

The MK3 set stabled at Wembley engineless.

**Anglia**

90003 (1p05), 90002 (1p06), 90004 (1p13), 90005 (1p04), 90007 (1p01), 90008 (1p03), 90009 (1p19), 90013 (1p15), 90014 (1p02), 90015 (1p07).

In addition, 90010 is assigned to Crown Point having left Crewe last night behind 90026 from overhaul - It was at Wembley first thing this morning.

**DBS**

- 90018 at Mossend for weekend
- 90019 at Mossend for weekend
- 90020 at Wembley ran light engine to Crewe (lunchtime)
- 90021 at Crewe on maintenance
- 90024 at Edinburgh for weekend
- 90026 at Wembley for weekend
- 90029 at Wembley for weekend
- 90035 on hire to NXEA
- 90036 at Wembley for weekend
- 90039 out of traffic at Crewe until further notice

**Freightliner**

- 90016 allocated to 4L89 (last night), then 4M41 to Crewe
- 90041 at Mossend for weekend (tbc)
- 90042 stopped at Crewe for weekend
- 90043 stopped at Crewe for weekend
- 90044 at Crewe for weekend
- 90045 subject to confirmation
- 90046 at Crewe for weekend (tbc)
- 90047 subject to confirmation
- 90048 at Crewe for weekend off hire from Virgin Trains
- 90049 at Ipswich allocated to 0Z90 for Willesden