

<p>6/3/11</p>	<p><b><u>Scotrail Sleeper Diversions</u></b></p> <ul style="list-style-type: none"> <li>• The Highland Sleeper 1s25 was diverted via Northampton &amp; worked by 90039</li> <li>• The Caledonian Sleeper 1s26 was diverted via Northampton &amp; West Mids to include Aston &amp; worked by 90026</li> </ul> <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>Engineering work took place between Ingatestone and Colchester. An hourly loco-hauled shuttle was in place all day between Colchester and Norwich only. The known 90s to be out on the shuttles included:</p> <p>90011 (1p23), 90013 (1p27), 90020 (1p19), 90035 (1p13, see below).</p> <p>The shuttles operated on a 3hr cycle.</p> <p>In addition, the first service from Norwich to Colchester i.e. 1p13 started from Stowmarket at 07:30 due to engineering work taking place in the Norwich area. On arrival at Colchester 1p13 was stood down, and sent to the carriage sidings in order to work a service back to Norwich later on in the day. The engine that worked this turn was 90035.</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 Edinburgh allocated to 1m16</li> <li>• 90020 on hire to NXEA</li> <li>• 90021 at Mossend out of traffic</li> <li>• 90024 at Mossend allocated to 1m11</li> <li>• 90026 at Wembley allocated to 5s95, 1s26</li> <li>• 90029 at Mossend allocated to 1c11 &amp; 1b26</li> <li>• 90035 on hire to NXEA</li> <li>• 90036 at Ilford assigned to Crewe for exam</li> <li>• 90039 at Wembley allocated to 1s25</li> </ul> <p><b><u>Freightliner</u></b></p> <ul style="list-style-type: none"> <li>• 90016 stopped at Crewe for exam</li> <li>• 90041 at Crewe for weekend</li> <li>• 90042 at Ipswich for weekend</li> <li>• 90043 at Crewe for weekend</li> <li>• 90044 at Crewe for weekend</li> <li>• 90045 at Ipswich for weekend</li> <li>• 90046 at Basford Hall for weekend</li> <li>• 90047 at Mossend for weekend</li> <li>• 90048 at Crewe for weekend</li> <li>• 90049 at Crewe for weekend</li> </ul>
<p>7/3/11</p>	<p><b><u>Scotrail Sleeper Diversions</u></b></p> <p>The Caledonian sleeper 1m11 was diverted via the West Midlands area and was worked by 90024</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>90002 (1p04), 90004 (1p00), 90005 (1p01), 90006 (1p15), 90008 (1p02), 90011 (1p05), 90013 (1p03),</p>

90014 (1p11), 90015 (1p07), 90020 (1y01), 90035 (1p13).

**DBS**

- 90018 at Wembley allocated to 5a95, 1s26
- 90019 at Wembley allocated to 5s96
- 90020 on hire to NXEA
- 90021 at Mossend allocated to 6m76
- 90024 at Wembley allocated to 1s25
- 90026 at Mossend allocated to 1m11
- 90029 at Mossend allocated to 1c11 & 1b26
- 90035 on hire to NXEA
- 90036 allocated to 0Z27 Ilford to Wembley
- 90039 at Edinburgh allocated to 1m16

**Freightliner**

- 90016 stopped at Crewe on exam
- 90041 allocated to 4F64 vice-66s , 4K64 vice-66s, 4S83
- 90042 allocated to 4M81, 0L60, 4L60 (originally allocated to 4L41, 4M87)
- 90043 allocated to 4L41, 4M88
- 90044 allocated to 4L97 vice-66, 4M53
- 90045 at Ipswich allocated to 4M87 DIT with 86501
- 90046 allocated to 4H00 vice, 0K95 to Crewe vice
- 90047 at Mossend allocated to 4L89 (tonight)
- 90048 allocated to 4L89 x Crewe, 4M89
- 90049 spare at Crewe LNWR

Note the odd workings today with the Freightliner 90s - some clarification on descriptions shown below:

- 4F64 and 4K64 operate between Crewe-Garston-Crewe
- 4H00 operates between Crewe & Trafford Park with 0K95 light engine move returns to Crewe
- 4L97 operates between Crewe & Ipswich - this use to be diagrammed a 90 engine

8/3/11

**Virgin Trains**

The MK3 set stabled at Wembley engineless

**Anglia**

Owing to a fatality in the Chelmsford area at lunchtime today, the original diagram allocations shown below were no longer applicable. Details on what was involved in the unfortunate incident are not known and the service spec was severely disrupted.

***Original Diagram Allocations***

90001 (1p03), 90002 (1p13), 90004 (1y01), 90005 (1p05), 90006 (1p00), 90007 (1p15), 90008 (1p11), 90011 (1p01), 90013 (1p02), 90015 (1p07), 90035 (1p04).

**DBS**

- 90018 at Mossend allocated to 1m11
- 90019 at Wembley allocated to 1s25
- 90020 on hire to NXEA
- 90021 at Crewe off 6M76 from yesterday
- 90024 at Edinburgh allocated to 1m16
- 90026 at Wembley
- 90029 at Mossend allocated to 1c11 & 1b26
- 90035 on hire to NXEA
- 90036 allocated to 6X41, 0K41 to Crewe for exam

	<ul style="list-style-type: none"> <li>• 90039 at Wembley allocated to 5s95, 1s26</li> </ul> <p><b><u>Freightliner</u></b></p> <p>The key headline to report on for today was the turning of 90046 at lunchtime on the Manningtree Triangle prior to working 4M87 due to a defective cab heater. It ran into Manningtree station before going onto the Harwich branch, then returned back to Ipswich using the cross-over near Mistley station.</p> <ul style="list-style-type: none"> <li>• 90016 stopped at Crewe</li> <li>• 90041 at Mossend allocated to 4L89 tonight</li> <li>• 90042 at Ipswich allocated to 4M88, 4H54, 4L82</li> <li>• 90043 allocated to 4L80, 4M54 note DIT with 66533 out of hours for exam</li> <li>• 90044 allocated to 4K27, 0F71, 4L71</li> <li>• 90045 stopped at Crewe for repairs</li> <li>• 90046 at Ipswich allocated to 4M87 (see note), then 4S83 with 86612 x Crewe to Coatbridge</li> <li>• 90047 enroute to Ipswich on 4L89, 4M53</li> <li>• 90048 allocated to 4L41, 4M89</li> <li>• 90049 spare at Crewe allocated to 4S88 x Crewe to Coatbridge</li> </ul>
9/3/11	<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 (1p15), 90002 (1p02), 90004 (1p07), 90005 (1p01), 90006 (1y01), 90007 (1p00), 90008 (1p11), 90011 (1p04), 90013 (1p03), 90015 (1p05), 90035 (1p13).</p> <p><b><u>DBS</u></b></p> <ul style="list-style-type: none"> <li>• 90018 at Wembley allocated to 1s25</li> <li>• 90019 at Edinburgh allocated to 1m16</li> <li>• 90020 on hire to NXEA</li> <li>• 90021 at Crewe on maintenance</li> <li>• 90024 at Wembley allocated to 5s95, 1s26</li> <li>• 90026 at Wembley allocated to 5s96</li> <li>• 90029 at Mossend allocated to 1m11</li> <li>• 90035 on hire to NXEA</li> <li>• 90036 at Crewe on maintenance</li> <li>• 90039 at Mossend allocated to 1c11 &amp; 1b26</li> </ul> <p><b><u>Freightliner</u></b></p> <ul style="list-style-type: none"> <li>• 90016 stopped at Crewe for maintenance</li> <li>• 90041 enroute to Ipswich on 4L89 (see note below)</li> <li>• 90042 at Ipswich allocated to 4M81</li> <li>• 90043 stopped at Crewe for maintenance</li> <li>• 90044 at Ipswich allocated to 4M87</li> <li>• 90045 stopped at Crewe awaiting new pan arm</li> <li>• 90046 at Mossend for 4M74 paired with 86612 (teatime)</li> <li>• 90047 allocated to 4K27, then spare at Crewe</li> <li>• 90048 allocated to 4L41, 4M89 (see note below)</li> <li>• 90049 at Mossend off 4S88 for 4L89 (tonight)</li> </ul> <p><b><i>Service Disruption News</i></b></p> <p>Double failures to report on for today - these were:</p> <ul style="list-style-type: none"> <li>• 90041 suffered technical issues at Daventry whilst in charge of 4L89 (last night service), 66542 dragged the train forward with 90041 DIT to Ipswich;</li> </ul>

	<ul style="list-style-type: none"> <li>90048 failed at Madeley on 4L41 (in between Crewe and Stafford), 66571 rescued the train and dragged it back to Basford Hall.</li> </ul>
10/3/11	<p><b><u>Mossend to York Route Refresh</u></b></p> <p>The driver training run between Mossend and York once again dropped a 90 this week vice cl.86s. The engine involved was 90043 which worked 0Z86 leaving Mossend just after 10am today with an afternoon arrival into York. She was then be stabled overnight and returned back north Friday morning as 0Z88 to Mossend.</p> <p><b><u>Important Information for Virgin Trains</u></b></p> <p>The MK3 set stabled at Wembley engineless.</p> <p><b><u>Anglia</u></b></p> <p>90001 (1p15), 90002 (1p13), 90004 (1p01, 90005 (1p03), 90006 (1p00), 90007 (1y01), 90008 (1p11), 90011 (1p07), 90013 (1p02), 90015 (1p05), 90035 (1p04).</p> <p><b><u>DBS</u></b></p> <ul style="list-style-type: none"> <li>90018 at Edinburgh allocated to 1c11 &amp; 1b26</li> <li>90019 at Wembley allocated to 5s95, 1s26</li> <li>90020 on hire to NXEA</li> <li>90021 allocations &amp; location not known</li> <li>90024 at Mossend allocated to 1m16</li> <li>90026 at Wembley allocated to 6X41, 0K41 to Crewe for exam</li> <li>90029 at Wembley allocated to 1s25</li> <li>90035 on hire to NXEA</li> <li>90036 at Crewe on maintenance</li> <li>90039 at Mossend allocated to 1m11</li> </ul> <p><b><u>Freightliner</u></b></p> <ul style="list-style-type: none"> <li>90016 at Mossend allocated to 4L89 (tonight)</li> <li>90041 allocated to 4M88 DIT with 90042</li> <li>90042 allocated to 4M88 with 90041 DIT</li> <li>90043 at Mossend allocated to 0Z86 vice-86s for York</li> <li>90044 allocated to 4L41, 4M89</li> <li>90045 at Crewe LNWR for pan repairs</li> <li>90046 allocated to 4S83 x Crewe paired with 86612</li> <li>90047 allocated to 4M87, 4L80 to Tilbury</li> <li>90048 allocated to 0F71, 4L71</li> <li>90049 allocated to 4L89 (last night), 4M53</li> </ul>
11/3/11	<p><b><u>Mossend to York Driver Route Refresh</u></b></p> <p>The return working of the York to Mossend route refresh was worked by 90043 as 0Z88 - train left York at 09:10 and went via the York Avoider line having been stabled in the station overnight. On arrival at Mossend off 0Z88, 90043 then went light engine to Coatbridge to form 4L89.</p> <p><b><u>Virgin Trains</u></b></p> <p>The MK3 set worked the following services with 90045 providing the traction:</p> <ul style="list-style-type: none"> <li>5N42 10:30 Wembley to Northampton (driver training)</li> <li>5A42 12:15 Northampton to Wembley (driver training)</li> <li>1K39 18:43 Euston to Crewe (via West Midlands)</li> <li>5A39 21;27 Crewe to Wembley (ecs)</li> </ul>

On arrival at Crewe off 1K39, WB64 and 90045 worked back south to Wembley under their own power.

**Anglia**

90008 (1p13), 90011 (1p03), 90015 (1p01), 90035 (1p11). Nothing else known.

**DBS**

- 90018 at Mossend allocated to 1m16
- 90019 at Mossend allocated to 1m11
- 90020 on hire to NXEA
- 90021 at Wembley allocated to 5s95, 1s26
- 90024 at Wembley allocated to 1s25
- 90026 at Crewe maintenance complete allocated to 0L48, 6L48
- 90029 at Edinburgh allocated to 1c11 & 1b26
- 90035 on hire to NXEA
- 90036 at Crewe on maintenance
- 90039 at Wembley allocated to 5s96

**Freightliner**

- 90016 enroute to Ipswich on 4L89 (last night), 4M53
- 90041 allocations not known
- 90042 allocations not known
- 90043 allocated to 0Z88 York to Mossend
- 90044 allocated to 4L41, 4M89
- 90045 allocated to 0Z90 Crewe to Wembley on hire to Virgin Trains
- 90046 at Mossend allocated to 4M74 with 86612 (see note below), then 4S88
- 90047 at Tilbury allocated to 4M54, 4S83
- 90048 allocations not known
- 90049 allocated to 4K27, then spare at Crewe

Note that 86612 were displaced from 4M74 at Carnforth due to deconfiguring with 90046. The 90 took the train forward to Crewe under its own power leaving the cl.86 behind and this was collected by a uid loco on Saturday.

12/3/11

**Special Announcement - Virgin Trains**

The Virgin MK3 set with 90045 worked a relief train this evening between Manchester Piccadilly and London Euston calling at Milton Keynes and Watford Junction only travelling via Macclesfield, Stoke and Sandon to reach the WCML at Colwich Jcn. Note that this was a service train and not a footex.

The stock worked from Wembley as 5T62 departing Wembley at 16:15 going via Euston.

It departed Manchester at 21:00hrs as 1T62 and arrived Euston at 23:53. This was a very rare event to have a service train from Manchester Piccadilly with a class 90. Purpose of running the train was due to the Manchester United v Arsenal FA tie at Old Trafford.

As far as I know this was the first time that a cl.90 had worked out of Piccadilly on a service train since the Virgin CrossCountry services finished in 2006 with 90026 having done the last service.

**Virgin Trains**

The MK3 set with 90045 attached to the stock was stabled spare at Wembley until teatime (see above).

**Anglia**

90001 (1p02), 90003 (1p13), 90007 (1p05), 90008 (1p04).

The following 90s were spare on Crown Point 90014, 90020 and 90035 as well as 90012 stopped.

***Late Night Engineering Work***

The 23:30 LST-NRW 1p72 terminated at Stowmarket this evening with buses going forward to serve Diss and Norwich. The stock then went ecs to Ipswich in order to work on Sunday morning. Traction was provided by 90007.

**DBS**

- 90018 at Wembley
- 90019 at Wembley
- 90020 on hire to NXEA
- 90021 at Mossend
- 90024 at Edinburgh off 1s25
- 90026 at Wembley
- 90029 at Mossend
- 90035 on hire to NXEA
- 90036 at Crewe on maintenance
- 90039 at Wembley allocated to 6X41, 0K41 to Crewe

Note that today was the last day in traffic for 90039 - when she arrived at Crewe off 0K41, the 90 was stopped for very poor wheelsets. Please check the daily news and gen pages as well as my blog for further updates on her circumstance.

**Freightliner**

- 90016 at Basford Hall for weekend
- 90041 at Crewe LNWR for weekend
- 90042 at Crewe LNWR for weekend
- 90043 at Basford Hall for weekend
- 90044 at Basford Hall for weekend
- 90045 on hire to Virgin Trains
- 90046 at Mossend for weekend
- 90047 at Mossend for weekend
- 90048 at Basford Hall for weekend
- 90049 at Ipswich for the weekend