

<p>07/11/10</p>	<p><u>Scotrail Sleeper diversions</u></p> <ul style="list-style-type: none"> • 1s25 with 90020 went via the Trent Valley • 1s26 with 90039 went via the West Midlands • 1m11 with 90019 & 67025 should have gone via West Mids, but due to late running went via the Trent Valley • 1m16 with 90026 went via the Trent Valley <p><u>Virgin Trains</u></p> <p>The MK3 set was used today for a private charter between London Euston and Liverpool Lime Street.</p> <p>Departure time from Euston was 10:23, returning from Liverpool at 19:18. The engine involved was 90036.</p> <p><u>Anglia</u></p> <p>Engineering work took place on the GEML today between London and Ilford. This meant that an hourly loco-hauled service was in operation between Shenfield and Norwich with extra stops being made at Ingatestone.</p> <p>Loco-hauled services to Norwich departed Shenfield at xx33 with the first one being at 08:33, and trains departed Norwich for Shenfield at xx00, with the first one being at 07:00. I can report the following:</p> <ul style="list-style-type: none"> • The 08:33 SNF-NRW (1p12) was worked by 90006, it then formed the 11:00 NRW-SNF (the stock came ecs) • The 07:00 NRW-SNF (1p13) was worked by 90001, it then formed the 09:33 SNF-NRW • The 08:00 NRW-SNF (1p17) was worked by 90007, it then formed the 10:33 SNF-NRW • The 09:00 NRW-SNF (1p21) was worked by 90010, it then formed the 11:33 SNF-NRW • The 10:00 NRW-SNF (1p25) was worked by (tbc), it then formed the 12:33 SNF-NRW • The 11:00 NRW-SNF (1p29) see worked by 90006, it then formed the 13:33 SNF-NRW <p>Thereafter each of the 90s noted above operated on a 5hr cycle between Shenfield and Norwich. At Orient Way we had 90008 and 90009 for the weekend due to the engineering work, and 90015 was at Harwich.</p> <p><u>DBS</u></p> <ul style="list-style-type: none"> • 90018 on hire to NXEA • 90019 at Mossend - allocated to 1m11 (dragged from Warrington to Euston by 67025) • 90020 at Wembley - allocated to 1s25 • 90021 on hire to NXEA • 90024 stopped at Crewe on exam • 90026 at Edinburgh - allocated to 1m16 • 90029 stopped at LOP fault • 90035 at Mossend - allocated to 1b26 & 1c11 • 90036 on hire to VWC - worked private charter to Liverpool • 90039 at Wembley - allocated to 5s95, 1s26 <p><u>Freightliner</u></p> <ul style="list-style-type: none"> • 90045 stopped at Crewe for compressor repairs • 90048 stopped at Crewe for traction motor repairs
<p>08/11/10</p>	<p><u>Virgin Trains</u></p> <p>The MK3 set was stabled spare at Wembley.</p>

Scotrail Sleeper services (southbound)

- The Caledonian sleeper 1m11 arrived Euston approx. 160mins late with 90019.
- The Highland Sleeper 1m16 arrived Euston approx. 110mins late with 90026

In addition, 90019 were dragged from Warrington Bank Quay to Euston by 67025 due to an ETH fault - this resulted in a further delay to the train. However, the main cause of the delay to 1m11 and 1m16 was a failed freight train between Carlisle and Preston.

Anglia

For one reason or another, services between Norwich and London and vice-versa were severely disrupted all day. I am unable to give concise details on what has done what today.

However, I can report that 90001, 90004, 90006, 90007, 90013, 90015, 90021 and 90018 had been out and about in one form or another.

In addition, 90008 and 90009 were trapped at Orient Way all day due to the overrunning engineering work.

Service alterations

Due to overrunning engineering work between Ilford and London on the slow lines, in effect blocking in the two the loco-hauled sets, the following amendments applied:

- The 06:00 LST-NRW were formed by a single cl.321 unit, but it was stood down on arrival at Norwich where 90021 took over the reins, in effect slotting into the remainder of the 1p02 diagram although this was amended during the day
- The 06:25 LST-NRW were formed by a pair of cl.321 units
- The 06:20 NRW-LST was cancelled throughout to London due to the overrunning engineering work

Other known service amendments

- The 16:00 LST-NRW was cancelled throughout from London due to the overrunning engineering work
- The 16:30 LST-NRW was cancelled throughout from London due to an earlier broken down train
- The 17:00 LST-NRW was cancelled throughout from London due to the overrunning engineering work
- The 18:00 NRW-LST (1p57) with 90013 ran non-stop between Ipswich & London due to late running

DBS

- 90018 on hire to NXEA
- 90019 at Wembley - allocated to 5s96, 6X41, then assigned to Crewe for repairs/exam
- 90020 at Edinburgh - allocated to 1m16
- 90021 on hire to NXEA
- 90024 stopped at Crewe for maintenance
- 90026 at Wembley - allocated to 5s95, 1s26
- 90029 stopped at Crewe for LOP fault
- 90035 at Mossend - allocated to 1c11 & 1b26
- 90036 at Wembley (ripped from WB64) - allocated to 1s25
- 90039 at Mossend - allocated to 1m11

Freightliner

The liner services were severely disrupted due to overrunning engineering works in the Ilford area.

- 90045 stopped at Crewe for compressor repairs
- 90048 stopped at Crewe for traction motor repairs

09/11/10

Virgin Trains

	<p>The MK3 set was stabled spare at Wembley.</p> <p><u>Anglia</u></p> <p>No major operational problems to report. The following known 90s were out and about:</p> <p>90001 (1p99), 90006 (1p02), 90007 (1p04), 90008 (1p01), 90015 (1p00). 90018 (1p15), 90021 (1p09),</p> <p>In addition, 90003 undertook a test run in the early evening operating between Norwich and Diss after having an E-exam. In other news:</p> <ul style="list-style-type: none"> • 90002 remains stopped at Crown Point • 90011 remains stopped at Crewe on exam <p><u>DBS</u></p> <ul style="list-style-type: none"> • 90018 on hire to NXEA • 90019 stopped at Crewe for repairs • 90020 at Wembley - allocated to 5s95, 1s26 • 90021 on hire to NXEA • 90024 stopped at Crewe for exam • 90026 at Mossend - allocated to 1m11 • 90029 stopped at Crewe for repairs - allocated to 0L48, 6L48 but failed (dragged) • 90035 at Mossend - allocated to 1c11 & 1b26 • 90036 at Edinburgh - allocated to 1m16 • 90039 at Wembley - allocated to 1s25 <p><u>Freightliner</u></p> <ul style="list-style-type: none"> • 90045 stopped at Crewe for compressor repairs • 90048 stopped at Crewe for traction motor repairs
10/11/10	<p><u>Virgin Trains</u></p> <p>The MK3 set was stabled spare at Wembley.</p> <p><u>Anglia</u></p> <p>At the start of service, the following applied:</p> <p>90001 (1p04, see below), 90003 (1p01), 90006 (1p09), 90007 (1p99), 90008 (1p02), 90009 (1p07), 90010 (1p11), 90012 (1p13), 90013 (1p03), 90015 (1p15), 90018 (1p00), 90021 (1y01). cl.321 Units (1p24, see below)</p> <p><i>Service Alterations (1)</i></p> <p>The route through Stratford suffered signalling problems as well as a broken down train from mid-morning. These issues resulted in delays and cancellations to occur until 14:00hrs - I am unable to report if there were any alteration to the above diagrams other than what is mentioned below.</p> <ul style="list-style-type: none"> • 90001 suffered a technical fault whilst in charge of the 09:00 NRW-LST (1p21) at Colchester with the train being capped. The train returned to Crown Point empty stock. • The 11:30 LST-NRW (1p24) was formed by a 8-car cl.321 in effect slotting into the remainder of the 1p04 diagram until being stood down at Norwich off 1p44 following the termination of 90001 at Colchester on 1p21 (see above). • The 10:00 NRW-LST (1p25) with 90003 suffered a 26min delay from Ipswich caused by lineside equipment failure. This resulted in the train running non-stop between Ipswich and London in order to make up time. However, due to the problems in the Stratford area, the train was further delayed eventually arriving London 50mins late. • The return working of 1p25 (see above) i.e. the 12:30 LST-NRW with 90003 departed London Liverpool Street 20mins behind schedule.

Service Alterations (2)

Due to further lineside equipment failure in the evening peak and the repercussions of 90001 suffering a technical fault this morning, I can report the following:

- The 16:30 NRW-LST (1p51) was delayed enroute to London arriving 40mins late
- The 17:00 NRW-LST (1p53) was delayed enroute to London arriving 30mins late
- The 16:30 LST-NRW (1p44) was delayed enroute to Norwich arriving 25mins late
- The 17:00 LST-NRW (1p46) was delayed enroute to Norwich arriving 30mins late
- The 17:30 LST-NRW (1p48) was delayed enroute to Norwich arriving 30mins late

The 17:00 LST-NRW (1p46) with 90021 should have been stood down for the evening. But due to the class 321 units being out and being stood down at Norwich off 1p44, 90021 was reinstated to form the 19:00 NRW-LST (1p61). This train left Norwich 17mins due to all of the above.

Other Gen:

- 90002 remains stopped at Crown Point
- 90004 stopped at Crown Point
- 90005 stopped at Crown Point
- 90011 stopped at Crewe Works
- 90014 stopped at Crown Point

DBS

- 90018 on hire to NXEA
- 90019 stopped at Crewe for exam
- 90020 at Mossend - worked a freight to Warrington (tbc)
- 90021 on hire to NXEA
- 90024 stopped at Crewe for exam
- 90026 at Wembley - allocated to 1s25, but failed outside Euston (see below)
- 90029 stopped at Wembley out of traffic (again)
- 90035 at Mossend - allocated to 1m11
- 90036 at Wembley - allocated to 5s95, 1s26 (it also dragged 1s25 back into Euston)
- 90039 at Edinburgh - allocated to 1m16

Service Alterations (1)

Due to 90019, 90020, 90024 and 90029 being out of traffic for one reason or another, 1c11 & 1b26 was worked by a cl.67 (tbc). In addition, 5s96 was also performed by another loco – not a cl.90.

Scotrail Sleeper Announcement for 1s25

Yesterday evening the 21:16 Highland Sleeper (1s25) from London Euston with 90026 at the helm suffered technical issues on Camden Bank.

The train was initially rescued by 90036 which was on the blocks at Euston and this dragged the train back into Euston station.

92041 were then dispatched to Euston from Wembley which dragged the train including 90026 all the way to Edinburgh. The cause of the issues with 90026 was down to sanding problems.

The reason for using the cl.92 is down to the fact that DB have 3 of their active fleet of 90s out of traffic, which left them short of 90s at the London end all of this week.

Freightliner

The good news for today concerns 90045 which re-entered traffic following its compressor failure a few wks ago at Mossend. Also:

- 90016 allocated to 4L89 (last night), then Ipswich exam
- 90041 allocated to 4M45, 0F71, 4L71
- 90042 at Coatbridge off 4S88
- 90043 spare at Crewe
- 90044 allocated to 4M88
- 90045 allocated to 4L97

	<ul style="list-style-type: none"> • 90046 allocated to 4L75 • 90047 allocated to 4L89 (last night), then allocated to 4M87 • 90048 stopped at Crewe for traction motor repairs • 90049 allocated to 4L41, 4S88
11/11/10	<p><u>Scotrail Sleeper Announcement (last night)</u></p> <p>Yesterday evening the 21:16 Highland Sleeper (1s25) from London Euston with 90026 at the helm suffered technical issues on Camden Bank.</p> <p>The train was initially rescued by 90036 which were on the blocks at Euston and this dragged the train back into Euston station. 92041 were then dispatched to Euston from Wembley which dragged the train including 90026 all the way to Edinburgh. The cause of the issues with 90026 was down sanding problems.</p> <p>The reason for using the cl.92 was down to the fact that DB had 3 of their active fleet of 90s out of traffic, which has left them short of 90s at the London end all of this week.</p> <p><u>Virgin Trains</u></p> <p>The MK3 set was stabled at Wembley</p> <p><u>Anglia</u></p> <p>90001 (1p01), 90003 (1p02), 90004 (1y01), 90006 (1p99), 90007 (1p04), 90008 (1p09), 90009 (1p03), 90010 (1p07), 90012 (1p13), 90013 (1p11), 90014 (1p15, see below), 90015 (1p00).</p> <p><u>Service Alterations (1)</u></p> <p>Due to a Freightliner service on 4L89 running into trouble in the Brentwood area with 90042 for 45mins, the following amendments apply:</p> <ul style="list-style-type: none"> • The 10:00 LST-NRW (1p18) with 90014 was heavily delayed in the Brentwood area & ran 85mins late whilst enroute to Norwich. This meant that the rtn working i.e. the 12:30 NRW-LST (1p35) was cancelled throughout. • The 10:30 LST-NRW (1p20) with 90015 was delayed in the Brentwood area & ran 30mins late whilst enroute to Norwich. However, it was able to overtake 1p18. The rtn working i.e. the 13:00 NRW-LST (1p37) ran as normal. • The 11:00 LST-NRW (1p22) with 90003 was delayed in the Brentwood area & ran 30mins late whilst enroute to Norwich. The rtn working i.e. the 13:30 NRW-LST ran as normal. <p>Other NXEA Gen</p> <ul style="list-style-type: none"> • 90002 stopped at Crown Point • 90005 stopped at Crown Point • 90011 stopped at Crewe Works • 90018 at Crown Point • 90021 at Crown Point <p><u>DBS</u></p> <ul style="list-style-type: none"> • 90018 on hire to NXEA • 90019 stopped at Crewe for maintenance • 90020 out of traffic at Warrington with a brake fault assigned to Crewe for repairs • 90021 on hire to NXEA • 90024 stopped at Crewe for maintenance • 90026 at Edinburgh / Mossend - allocated to 1m11 • 90029 stopped at Crewe with technical fault • 90035 at Wembley - allocated to 1s25 • 90036 at Mossend / Edinburgh - allocated to 1m16

- 90039 at Wembley - allocated to 5s95, 1s26

Service Alterations

Due to 90019, 90020, 90024 and 90029 being out of traffic for one reason or another, 1c11 & 1b26 was worked by a cl.67 as was 5s96 (loco numbers not known).

Freightliner

- 90042 enroute to Ipswich on 4L89 - suffered technical issues in the Brentwood area (see above)
- 90046 allocated to 4L75
- 90048 stopped at Crewe for traction motor repairs
- 90049 at Coatbridge - allocated to 4L89 (tonight)

12/11/10

Important Announcement for Virgin Trains

Due to DBS unable to supply Virgin Trains with a class 90, the 18:46 Euston to Preston was worked by a Pendolino. The driver training run to Northampton was capped.

Anglia

90001 (1p03), 90006 (1p04), 90007 (1p01), 90008 (1y01), 90012 (1p13, see below), 90014 (1p00?), 90021 (1p07).

Service alterations (1)

There was more disruption in the early evening:

- 90012 came to a stand between Diss and Stowmarket whilst in charge off the 17:00 NRW-LST, but she finally got going after a heavy delay.
- 90009 on the 17:30 NRW-LST was terminated at Diss due to the issues being suffered by 90012 in front – the stock went back Norwich ecs.

There were also issues at London involving 90021 which arrived late off the 16:00 NRW-LST. Other cancellations and delays took place during the evening peak – exact details are not known.

DBS

- 90018 on hire to NXEA
- 90019 out of traffic at Crewe
- 90020 out of traffic at Warrington (maintenance complete) - light engine to Crewe then allocated to 0Z27 for Wembley
- 90021 on hire to NXEA
- 90024 out of traffic at Crewe
- 90026 at Wembley - allocated to 1s25
- 90029 at Crewe - light engine Crewe to Warrington, then allocated to 6X52 topping 92041 to Mossend
- 90035 at Edinburgh - allocated to 1m16
- 90036 at Wembley - allocated to 5s95 for 1s26 (tbc)
- 90039 at Mossend

Scotrail Sleeper amendments

The ecs movement for 5s96 was worked by a class 67 tonight due to insufficient class 90s being available.

Freightliner

- 90016 nothing known
- 90041 last allocation was 4L82 (last night)
- 90042 at Coatbridge - allocated to 4L89 (tonight)
- 90043 spare at Basford Hall
- 90044 last allocated was 4L60 (last night), allocated to 4S88
- 90045 spare at Crewe last night - allocated to 4L71
- 90047 allocated to 4L97
- 90048 stopped at Crewe
- 90049 enroute to Ipswich on 4L89

13/11/10

UKR Charter to Edinburgh/Bathgate

The class 90 for the tour is 90020 after much last minute battering by DBS yesterday to ensure the tour was a electric loco between Kings Cross & Edinburgh.

Outward Leg - 1Z41

The charter departed Kings Cross at 06:30 as 1Z41 calling at Potters Bar, Stevenage, Peterborough, and York. On arrival at Edinburgh, the class 90 was eventually replaced by 66175 and 66183 operating in top and tail mode. The train then continued to serve Bathgate and Airdire line travelling via Shields Junction, Mossend and Shotts.

Return Leg - 1Z42

The original plan was for the class 90 to be attached to the train at Edinburgh. However, this no longer happened - the tour instead travelled via the Edinburgh suburban lines with the top and tail 66s avoiding Edinburgh altogether continuing to Millerhill where 90020 was attached. It then continued to London Kings Cross arriving at 22:55.

Anglia

90001 (1p05), 90003 (1p13), 90004 (1p03), 90006 (1p01), 90007 (1p04), 90008 (1p17), 90009 (1p15), 90015 (1p02), 90021 (1p09), cl.321 units (1p06).

DBS

- 90018 on hire to NXEA
- 90019 stopped at Crewe
- 90020 on hire to UKR
- 90021 on hire to NXEA
- 90024 stopped at Crewe
- 90026 at Edinburgh off 1s25
- 90029 at Wembley off 1m11
- 90035 at Wembley off 1m16
- 90036 at Mossend off 1s26
- 90039 at Mossend allocated to 6V15 to Warrington, then as 0Z27 to Crewe for exam

Freightliner

- 90042 at Ipswich off 4L89
- 90044 at Mossend off 4S88
- 90048 stopped at Crewe for traction motors