

<p>13/2/11</p>	<p><u>Scotrail Sleeper Diversions</u></p> <ul style="list-style-type: none"> • Highland sleeper 1s25 with 90029 diverted via Northampton • Caledonian sleeper 1s26 with 90039 diverted via Northampton & West Mids avoiding New Street <p><u>Virgin Trains</u></p> <p>The MK3 set with 90044 (which made its debut on WB64 today) worked the following:</p> <ul style="list-style-type: none"> • 11:45 EUS-BHM 1G08 / 13:50 BHM-EUS 1B32 • 15:58 EUS-BHM 1G32 / 17:50 BHM-EUS 1B64 <p><u>Anglia</u></p> <p>Engineering work on the GEML between Colchester and Chelmsford this morning until 09:45.</p> <ul style="list-style-type: none"> • 07:00 NRW-COL 1p13 was worked by 90007, it then formed the 08:17 COL-NRW 1p10 (extra) • 08:00 NRW-COL 1p19 was worked by 90004, it then formed the 09:17 COL-NRW 1p12 • 09:00 NRW-COL 1p23 was worked by 90013, thereafter it should have gone ecs back to Norwich <p>The first direct train from Norwich to London was the 10:00 departure operating as 1p27. The first service from London to Norwich was the 10:30 from Liverpool Street operating as 1p16. I do not have any information on what 90s worked after the block came off other than 90004/7/13.</p> <p><u>DBS</u></p> <ul style="list-style-type: none"> • 90018 off-hire from NXEA - allocated to Crewe for exam (at Ilford) • 90019 stopped at Crewe on exam • 90020 at Wembley - allocated to 5s96 • 90021 at Wembley spare • 90024 at Edinburgh - allocated to 1m16 • 90026 at Mossend - allocated to 1c11 & 1b26 • 90029 at Wembley - allocated to 1s25 • 90035 at Mossend - allocated to 1m11 • 90036 on hire to NXEA • 90039 at Wembley - allocated to 5s95, 1s26 <p><u>Freightliner</u></p> <ul style="list-style-type: none"> • 90016 at Ipswich for the weekend spare • 90041 stopped at Crewe on exam • 90042 stopped at Crewe on exam • 90043 spare at Basford Hall • 90044 on hire to Virgin Trains • 90045 spare at Ipswich for the weekend • 90046 spare at Mossend for the weekend • 90047 spare at Ipswich for weekend • 90048 stopped at Crewe for exam • 90049 spare at Basford Hall for the weekend
<p>14/2/11</p>	<p><u>Scotrail Sleeper Diversions</u></p> <ul style="list-style-type: none"> • The Caledonian sleeper 1m11 with 90035 was routed via the West Midlands & Northampton Loop <p><u>Virgin Trains</u></p> <p>The MK3 set was out today with 90044 and it worked the following services:</p> <ul style="list-style-type: none"> • 07:03 EUS-BHM 1G04 / 08:50 BHM-EUS 1B29

- 10:43 EUS-BHM 1G15 / 12:30 BHM-EUS 1B44
- 14:43 EUS-BHM 1G27 / 16:30 BHM-EUS 1B68
- 18:43 EUS-CRE 1K39 / 21:27 CRE-EUS 5A39

On arrival at Crewe of 1K39, the returning empties was dragged to Euston by 57307 with 90044 DOR.

Anglia

90002 (1p07), 90004 (1p13), 90005 (1p11, 90006 (1p04), 90007 (1p03), 90008 (1p20), 90009 (1y01), 90013 (1p15), 90014 (1p05), 90015 (1p02), 90036 (1p01).

In addition, 90001 worked the tyre turning maintenance train to Ilford today with a few MK3 coaches.

DBS

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

Freightliner

- 90016 at Ipswich allocated to 4M88, 4H54, 4L82
- 90041 at Ipswich allocated to 4L41, 4M87, 4S88
- 90042 standby at Crewe
- 90043 allocated to 4L89 x Crewe
- 90044 on hire to Virgin Trains
- 90045 at Ipswich spare - next duty not known
- 90046 at Mossend allocated to 4L89 (tonight)
- 90047 at Ipswich allocated to 4M81, 0L60, 4L60
- 90048 allocated to 0F71, 4L71
- 90049 allocated to 4L97 vice-66s, 4M53

15/2/11

90021 rescues 66137

This morning 90021 was sent light engine from Wembley to Milton Keynes Central to rescue 66137 on 4L00 which had suffered a defective brake valve. The 90 took the stricken train as far as Wembley.

Virgin Trains

The MK3 set was out today with 90044 and it worked the following services:

- 07:03 EUS-BHM 1G04 / 08:50 BHM-EUS 1B29
- 10:43 EUS-BHM 1G15 / 12:30 BHM-EUS 1B44 (see note below)
- 18:43 EUS-CRE 1K39

On arrival at Crewe off 1K39, 57307 were attached to the south end of WB64, in effect dragging 5A39 with 90044 dead on the rear through to Euston.

Service Disruption

Owing to reports that smoke was coming from WB64, 1B44 was stopped near Ledburn Jcn for around 40mins with no fault being found enabling the train to go forward to Euston arriving 60mins late. This

meant that WB64 was unable to work 1G27 or 1B68 today - it was performed a Pendolino instead.

Anglia

At the start of service, the following applied:

90002 (1p01), 90004 (1p04), 90005 (1p00), 90006 (1p15), 90007 (1p02), 90008 (1y01), 90009 (1p03), 90013 (1p13), 90014 (1p07), 90015 (1p05), 90036 (1p11).

DBS

- 90018 at Ilford assigned to Crewe for C Exam
- 90019 at Crewe maintenance complete - allocated to 0L48, 6L48
- 90020 at Edinburgh - allocated to 1m16
- 90021 rescued 66137 on 4L00 at Milton Keynes assumed as far as Wembley, then worked 1s25
- 90024 at Wembley - allocated to 6X41, 0K41 to Crewe for C Exam
- 90026 at Mossend - allocated to 1m11
- 90029 at Wembley - allocated to 5s96
- 90035 at Mossend - allocated to 1c11 & 1b26
- 90036 on hire to NXEA
- 90039 at Wembley - allocated to 5s95, 1s26

Freightliner

- 90016 at Ipswich allocated to 4M81
- 90041 at Mossend allocated to 4L89 (tonight)
- 90042 at Crewe allocated to 0F71, 4L71
- 90043 allocated to 4S56 vice-86s x Crewe
- 90044 on hire to Virgin Trains
- 90045 allocated to 4S83 vice-86s x Crewe
- 90046 enroute to Ipswich on 4L89, then 4M53
- 90047 at Ipswich allocated to 4M88
- 90048 at Ipswich allocated to 4M87
- 90049 allocated to 4L41, 4M89

16/2/11

Virgin Trains

The MK3 set was stopped at Wembley today for maintenance with 90044 attached to the stock.

Anglia

90004 (1p00), 90005 (1y01/1p63/1p68), 90006 (1p15), 90007 (1p07), 90008 (1p13, 90009 (1p02), 90011 (1p03), 90013 (1p11), 90014 (1p01), 90015 (1p05), 90036 (1p04/1p61/1p66).

Service Alterations

90009 suffered technical issues as it left the platform at Norwich whilst in charge of the 18:30 NRW-LST 1p61 - the train sat down two coaches out of the platform. Everybody was de-trained and transferred to 90036 which were stepped up from 1p63, in effect slotting into the remainder of the 1p02 diagram.

As a result of 90036 being stepped up, this meant NXEA were a set short for the 19:00 NRW-LST 1p63. This service was performed by 90005 which should have died in Norwich off 1p46, in effect slotting into the remainder of the 1p04 diagram.

DBS

- 90018 at Ilford off-hire from NXEA
- 90019 at Wembley allocated to 5s96
- 90020 at Wembley spare
- 90021 at Edinburgh - allocated to 1m16

	<ul style="list-style-type: none"> ● 90024 at Crewe for maintenance ● 90026 at Wembley allocated to 5s95, 1s26 ● 90029 at Wembley allocated to 1s25 ● 90035 at Mossend allocated to 1m11 ● 90036 on hire to NXEA ● 90039 at Mossend allocated to 1c11 & 1b26 <p><u>Freightliner</u></p> <ul style="list-style-type: none"> ● 90016 allocated to 4M88 ● 90041 enroute to Ipswich on 4L49 (last night), 4M53 ● 90042 allocated to 4M81 ● 90043 at Coatbridge allocated to 4M80 vice-86s as far as Crewe ● 90044 on hire to Virgin Trains ● 90045 at Coatbridge allocated to 4L89 (tonight) ● 90046 allocated to 0F71, 4L71 ● 90047 at Basford Hall ● 90048 allocated to 4S83 ● 90049 allocated to 4L41, 4M89
17/2/11	<p><u>Mossend to York Route Training</u></p> <p>For the 2nd week running, a class 90 was used for the Mossend to York route driver training refresh. The 90 involved was 90047 which worked 0Z86 to York and then stabled at Holgate Sdgs. She returned to Mossend the next day and then work in a pair with 90049 on 4L89 between Coatbridge and Crewe.</p> <p><u>Virgin Trains</u></p> <p>The MK3 set with 90044 worked the following:</p> <ul style="list-style-type: none"> ● 07:03 EUS-BHM 1G04 / 08:50 BHM-EUS 1B29 ● 10:43 EUS-BHM 1G15 / 12:30 BHM-EUS 1B44 ● 14:43 EUS-BHM 1G27 / 16:30 BHM-EUS 1G27 ● 18:43 EUS-CRE 1K39 <p>On arrival at Crewe off 1K39, 90044 was dragged back to Euston by 57307 on 5A39.</p> <p><u>Anglia</u></p> <p>90004 (1p00), 90007 (1p02) 90008 (1p04). More updates to follow.</p> <p>In addition, 90036 worked the weekly tyre turning duty between Crown Point and Ilford.</p> <p><u>DBS</u></p> <ul style="list-style-type: none"> ● 90018 at Ilford assigned to Crewe ● 90019 at Wembley allocated to 1s25 ● 90020 at Wembley allocated to 6X41, 0K41, 0L48, 6L48 ● 90021 at Wembley allocated to 5s96 ● 90024 stopped at Crewe for exam ● 90026 at Mossend - allocated to 1c11 & 1b26 ● 90029 at Edinburgh allocated to 1m16 ● 90035 at Wembley ● 90036 on hire to NXEA ● 90039 at Mossend - allocated to 1m11 <p><u>Freightliner</u></p> <ul style="list-style-type: none"> ● 90016 allocated to 4S88 x Crewe

- 90041 allocated to 0F71, 4L71
- 90042 allocated to 4M88, 0L60, 4L60
- 90043 allocated to 4L41, 4M89, 4F45
- 90044 on hire to Virgin Trains
- 90045 allocated to 4M87
- 90046 allocated to 4L89 (last night), 4M53
- 90047 allocated to 0Z86 Mossend to York
- 90048 at Mossend allocated to 4L89 (tonight)
- 90049 allocated to 4S83 x Crewe vice-86s

18/2/11

York to Mossend Route Refresh

Following its journey south yesterday to York, 90047 returned north today allocated to 0Z88 departing York at 09:10 bound for Mossend. On arrival at Mossend she then went light engine to Coatbridge to form 4L89 with 90049 in a pair with both 90s working.

Virgin Trains

The MK3 set with 90044 is out today and it worked the following:

- 07:03 EUS-BHM 1G04 / 08:50 BHM-EUS 1B29
- 10:43 EUS-BHM 1G15 / 12:30 BHM-EUS 1B44
- 14:43 EUS-BHM 1G27 / 16:30 BHM-EUS 1B68
- 18:43 EUS-CRE 1K39

On arrival at Crewe off 1K39, 57307 took the empties back to Euston with 90044 DOR.

Anglia

90001 (1p02), 90008 (1p07), 90013 (1p03), 90015 (1p13). Nothing else known.

In addition 90036 took yet another rake of MK3 coaches to Ilford for tyre turning.

DBS

- 90018 at Ilford assigned to Crewe
- 90019 at Edinburgh allocated to 1m16
- 90020 allocated to 6X41, 0K41, 0L48, 6L48
- 90021 at Wembley allocated to 1s25
- 90024 stopped at Crewe for exam
- 90026 at Mossend allocated to 1c11 & 1b26
- 90029 at Wembley allocated to 5s95, 1s26
- 90035 at Mossend allocated to 1m11
- 90036 on hire to NXEA
- 90039 at Wembley allocated to 5s96

Freightliner

There was a lot going on today with the Freightliner class 90s as can be seen below:

- 90016 at Mossend - allocated to 4M74 in a pair with 86614 as far as Crewe, then spare
- 90041 at Ipswich - allocated to 4M87, 4S83 vice-86s
- 90042 at Ipswich - allocated to 4M88
- 90043 allocated to 4F45 vice-66s, 4K64 vice-66s, then spare at Crewe
- 90044 on hire to Virgin Trains
- 90045 allocated to 4L41, 4M89
- 90046 at Basford Hall maintenance complete allocated to 0F71, 4L71
- 90047 allocated to 0Z88, then 4L89 (in a pair with 90049) to Ipswich
- 90048 enroute to Ipswich on 4L89 (last night), 4M53

	<ul style="list-style-type: none"> • 90049 at Mossend allocated to 4L89 (in a pair with 90047) to Crewe
19/2/11	<p><u>Special Announcement</u></p> <p>Last night 90049 and 90047 worked in a pair on the 22:00 Coatbridge to Ipswich liner train 4L89. Both 90s were seen passing through Preston at 01:25 (as booked) working in multiple with both pans up. 90049 only went as far as Crewe leaving 90047 to take the train forward to Ipswich.</p> <p><u>Virgin Trains</u></p> <p>The MK3 set was undergoing maintenance today at Wembley with 90044 attached to the stock.</p> <p><u>Anglia</u></p> <p>Engineering work between Stowmarket and Diss for the entire day. The following alterations applied:</p> <p><u>Alterations 1</u></p> <p>A shuttle service operated between Diss and Norwich only connecting into buses for Stowmarket. Units were used all day on the shuttles and this included 170203.</p> <p><u>Alterations 2</u></p> <p>A shuttle service operated between Stowmarket and London with some services terminating at Ipswich with others going through to Stowmarket. The service requires a mixture of both units and loco-hauled stock for today's operations. Although not confirmed, the 90s working to/from London are 90013, 90014 and 90004.</p> <p>In addition, 90036 which was at Ilford on the tyre turning service to Crown Point at lunchtime. It was dragged there by 47790 via the Lea Valley, Cambridge and Ely with 90036 DOR.</p> <p><u>DBS</u></p> <ul style="list-style-type: none"> • 90018 at Ilford, but dragged to Wembley by a cl.66 during daytime on 0Z90 • 90019 at Wembley off 1m16 • 90020 at Wembley, but dragged to Ilford by a cl.66 during daytime on 0Z90 • 90021 at Edinburgh off 1s25 • 90024 stopped at Crewe on C Exam • 90026 at Mossend off 1b26 • 90029 at Mossend off 1s26 • 90035 at Wembley off 1m11 • 90036 on hire to NXEA • 90039 at Wembley <p><u>Freightliner</u></p> <ul style="list-style-type: none"> • 90016 spare at Basford Hall for weekend • 90041 at Mossend off 4S83 for weekend • 90042 allocated to 4F80, 0K46, then spare at Crewe • 90043 spare at Basford Hall for weekend • 90044 on hire to Virgin Trains • 90045 stopped at Crewe for B Exam • 90046 spare at Ipswich for weekend • 90047 enroute to Ipswich on 4L89, 4M41, then spare at Crewe • 90048 allocated to 4K27, then spare at Basford Hall • 90049 stopped at Crewe for B Exam & new wheelsets